



ACCELERATING CAR CLUBS CONFERENCE

79TH AGM AGENDA

2026 CONFERENCE

On behalf of MotorSport New Zealand, it is my pleasure to welcome you to the 2026 Conference and Annual General Meeting.

This year's theme, "*Accelerating Car Clubs*," reflects a clear and deliberate focus on the future of our sport. Our clubs are the foundation of motorsport in New Zealand, they are where people first experience the sport, where volunteers give their time and passion, and where lifelong involvement begins. If we are to grow and strengthen motorsport, we must invest in the capability, confidence, and sustainability of our clubs.

The Conference programme has been designed with that objective in mind. We are bringing together a diverse range of expertise. From global motorsport leadership through Michael Masi, to practical governance and strategy insights from Kevin McCaffrey, to emerging opportunities such as Artificial Intelligence and digital tools that can transform how clubs operate day-to-day. You will also hear directly from our new Chief Executive, Mike Hartley, as we continue to refine and deliver on our strategic direction.

Importantly, this year's Conference places a strong emphasis on interaction and shared learning. Alongside the presentations, we have created space for open discussion, collaboration, and the exchange of ideas.

A key enhancement for 2026 is the introduction of the Advisory Commission Round Tables, which have been deliberately designed in response to feedback from our Member Clubs and Advisory Commissions. We have consistently heard that one of the most valuable aspects of Conference is the opportunity to engage directly, to ask questions, share ideas, and have meaningful, two-way conversations outside of formal presentations. In previous years, this time has often been limited, so we have made a conscious decision to prioritise it within the programme.

These Round Tables provide a dedicated forum for open, face-to-face discussion with Commission Chairs, Commission Members, and MotorSport New Zealand staff and Board liaisons. This is your opportunity to raise challenges, test ideas, and contribute directly to the thinking that shapes our sport. Just as importantly, it enables Commissions to hear firsthand from clubs across the country, ensuring their work remains informed, relevant, and aligned with the needs of the community.

Motorsport has always thrived on innovation, resilience, and community. By coming together, learning from one another, and embracing new ways of thinking, we can accelerate our clubs forward and ensure motorsport in New Zealand continues to grow, evolve, and succeed.

I encourage you to engage fully across the weekend - ask questions, share your experiences, and make the most of the connections around you.

Thank you for your ongoing commitment to our sport. I look forward to seeing you at Conference.



Deborah Day
President | MotorSport New Zealand

CONFERENCE & AGM VENUE INFORMATION

Conference and AGM: InterContinental Wellington, 2 Grey Street, Wellington CBD

Awards Function: Takina Wellington Convention Centre, 50 Cable Street, Wellington CBD

CONFERENCE & AGM SCHEDULE

Friday 22 May 2026			InterContinental Hotel
<i>Starts</i>	<i>Ends</i>	<i>Item</i>	
8:00 am		Registration Desk Open	
8:30 am	10:00 am	Keynote Speaker: Michael Masi	
10:00 am	10:20 am	Morning Tea Break	
10:20 am	11:00 am	Group Discussion: What is holding your club back?	
11:00 am	11:45 am	Leveraging AI for your Club	
11:45 am	12:30 pm	Maximising Sporty & MotorSport Online	
12:30 pm	1:30 pm	Lunch Break	
1:30 pm	3:00 pm	Running a Successful Club - Kevin McCaffrey	
3:00 pm	3:15 pm	Afternoon Tea Break	
3:15 pm	3:45pm	Group Discussion: Steal this Idea	
3:45pm	4:45pm	Our Refined Strategy - Mike Hartley	
4:45pm	5:00pm	Group Discussion: What do we do next?	
5:00 pm	5:45 pm	Service Park	

Saturday 23 May 2026			InterContinental Hotel
<i>Starts</i>	<i>Ends</i>	<i>Item</i>	
8:00 am		Registration Desk Open	
8:30 am	9:30 am	Advisory Commission Round Tables	
9:30 am	10:00 am	Finance Seminar	
10:00 am	10:30 am	Morning Tea Break	
10:30 am	11:00 am	Constitution Update	
11:00am	12:30 pm	79th MotorSport New Zealand AGM	
12:30 pm	1:30 pm	Lunch Break	
1:30 pm	2:30 pm	Circuit Operators Meeting	

Saturday 23 May 2026			Tākina Wellington Convention Centre
6:15 pm	7:00 pm	Pre-dinner drinks	
7:00 pm	Late	2026 MotorSport New Zealand Annual Awards Evening	

CONFERENCE SEMINAR INFORMATION

Keynote Speaker: Michael Masi - *What does success look like?*

Highly experienced and regard motorsport official, Michael Masi, shares his experiences in motorsport and talks about defining success and how to achieve it. Michael's knowledge, experience, and stories are incredible and this is a rare opportunity to hear from a global motorsport figure.

Leveraging AI for your club:

AI is here and whilst it may seem scary and overwhelming, it is a tool that can transform your club's operations. Learn some simple and practical ways of using AI to reduce your volunteer time and improve your clubs operations from administration, marketing, and event delivery. Jordie Peters, MotorSport New Zealand's GM - Operations & Engagement, will lead this interactive session

Maximising Sporty and MotorSport Online for Club Management

MotorSport Online and Sporty is packed full of features, including many tools for managing your club and your members. Sporty experts join us to walk through some of these features which will help streamline your club's membership management.

Running a successful club: Kevin McCaffrey

Kevin McCaffrey is a governance and strategy expert who has traversed the corporate world as well as sporting organisations at all levels across the country. With increased compliance, a new Incorporated Societies Act, and a fast evolving world - Kevin will help you and your club operate at the highest level for years to come. This session will look at strategy, succession planning, compliance, and governance - and at the appropriate level for clubs of all sizes.

MotorSport New Zealand's refined Strategy: Mike Hartley

MotorSport New Zealand's new CEO, Mike Hartley, will make his first address to the annual conference where he will share some exciting updates and our refined strategy and direction for the organisation.

Group Discussions: Throughout the day, we will break to have some focused discussions about the sport as a collective. These discussion will give everyone the chance to share ideas, experiences, and provide feedback to everyone in the room.

Service Park will remain at the end of the day. This is a great opportunity for you to network and catch up with other passionate people whilst enjoying a drink.

Advisory Commission 'Round Tables'

We have heard the feedback from our Member Clubs that they enjoy the opportunity to connect with other Clubs and the Advisory Commissions at our Conference. As such, we have provided dedicated time for this outside of the already busy schedule and lunch breaks.

As part of the 2026 MotorSport New Zealand Conference, we will be holding a session were each Advisory Commission Chairperson, any other attending Commission Members, and Staff/Board Liaisons will be available to all delegates to take questions, hold discussions, etc. as part of an open session.



01. ADMINISTRATION

79TH CONFERENCE & AGM AGENDA

79th ANNUAL GENERAL MEETING AGENDA CONTENTS

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If you have any queries regarding items in this Agenda, please email
Morgen Dickson, MotorSport Support Officer on morgen@motorsport.org.nz

*To ensure we can provide detailed and complete answers to any queries,
please forward any Finance queries to mike@motorsport.org.nz prior to the Conference/AGM.
This will allow time to research and discuss with the relevant parties.*

79th 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.

79th ANNUAL GENERAL MEETING

OFFICE BEARERS & MEETING ATTENDEES

2.1 MotorSport New Zealand Office Bearers- 2025/2026

President	Deborah Day	Auckland
Board	Scott O'Donnell	Invercargill
	Daniel Gaunt	Auckland
	Amanda Tollemache	Hawkes Bay
	James Dicey	Cromwell
	Craig Baird	Gold Coast
Presidents d'Honneur	Wayne Christie	Christchurch
	Shayne Harris	Palmerston North
	Morrie Chandler MNZM	Auckland
Members d'Honneur	Peter "PJ" Johnson	Auckland
	Wade Paterson	Queenstown
	Sir Pat Higgins	Feilding
	Graeme Robertson	Hastings
	Wayne Scott	Mosgiel
	Paul Te Punga	Wellington
	William Forsyth	Queenstown
	Russell Jenkins	Southland
	Rob Lester	Turangi
Chief Executive Officer	Mike Hartley	Wellington
Department Heads		
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	P J Major Chartered	Wellington
	Accountant & Qualified	
	Auditor	

2.2 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.

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

Club	Delegate	Observer 1	Observer 2
Alfa Romeo Owners Club of NZ Inc	Chris Browne	Richard Hainsworth	
Ashburton Car Club	Bryce Mitchell	Kim Adams	Alan Turner

Club	Delegate	Observer 1	Observer 2
Auckland Car Club Inc	Caitlin Chubb	Aaron Clarke	
Autosport Club	Wayne (Barny) Barnard		
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	Glenn Howden	Craig Jessop
Formula Vee Association of NZ Inc.	Ian Foster		
GT Racing New Zealand Incorporated	Brad Jesson	Shaun Gregory	Kylie Hendl-Cox
Hamilton Car Club	Glenn Climo	Bruce Airey	
Harbour Capital Car Club	Jilly Fisher	Sarah Jaggs	
Hawkes Bay Car Club	Trevor Corbin		
Hibiscus Coast Motorsport Club Inc	Kieran Cornelius		
Highlands Motorsport Club	Josie Spillane	Paul Fallon	
Historic & Vintage Racing Association NZ Inc.	Leon Hallett		
Historic Racing & Sports Car Club Inc	John Wigston		
Historic Racing Club	Chris Watson	Jane Faris	
Kapiti Car Club	Malcolm Clunie		
Levin Car Club	Justin Murray	Ken Douglas	Mike Macready
Manawatu Car Club Inc	Richie Arber	Jeff Braid	
Marlborough Car Club	Liam Gee		
Mini Racing Drivers Club	Evan Thompson		
Minis of Wellington Owners Group Inc	Owen Todd	Chris Perry	
Motorsport Bay of Plenty Inc	Jonathan Lee	Kirsty Lee	
Northern Sports Car Club	Vicki Burnitt		
Northland Car Club	Ben Huband		
NZ International Grand Prix (NZIGP)	Timothy Hill	Caitlin Day	
NZ Sports Car Racing Inc	Gerard Barker		
Otago Sports Car Club	Donovan Isted		
Pre 65 Racing Saloons Inc.	Jack Packer		
Pukekohe Car Club	Nikki Sim		
Queenstown Car Club	Stuart Maclean	Lauren Harris	
Rally Bay of Plenty	David Loughlin	Linda Loughlin	
Rally New Zealand Club Inc	Paul Mallard		

Club	Delegate	Observer 1	Observer 2
Ratec Motorsport Inc	Mark Higgins		
RSQKRU Incorporated	Dean Wills	Darryl Jackson	
Ruapuna Motorsport Rescue Inc	Bob Waldron	Corey Bakker	
SCRANZ-Saloon Car Racing New Zealand Inc	Brent Cooper	Peter Grant	Hayden Rau
South Auckland Car Club	Kingsley Jones	Waverley Jones	
South Canterbury Car Club	Karen Paddon	Howard Atwill	
South Otago Car Club Inc	Janey Blair		
South Taranaki Car Club	Mike Cameron		
Southland Sports Car Club	Daniel Kent	Norma Burns	
TACCOC (Thoroughbred & Classic Car Owners Club) Inc	Nick Little		
Taranaki Car Club Inc	Andrew Larsen	Peter Prideaux	
Taupo Car Club inc	Vijay Dheda	Jasmine Dheda	
The Motorsport Club of NZ Inc	Martin Day	Louise Mccoy	Clara Harrison
Wairarapa Car Club	Corina Andrews	Stu Andrews	
Wellington Car Club	Melissa Keith		
Westland Car Club	Lynnette Beirne		

2.2.2 Late Notifications: Attendance subject to the consent of the Meeting - There were no registrations received after the closing date.

2.2.3 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.

2.3 Apologies Received for Absence

Hutt Valley Motorsport Club

Wellington Triumph Sports Car Club

2.4 2026 Valedictory

Marcus Beaufoy		2025	Gisborne Car Club
David Etchells	1951	2025	Otaki
Russell Harris	1938	2025	Palmerston North
Tim Miles	1967	2025	Sydney / Ashburton
Matt Evers-Carmichael	1972	2025	Christchurch
Dean Frew	1967	2025	Darfield
Peter Edmond	1953	2025	Palmerston North
Bruce Thompson	1956	2025	Auckland
Jim McFadzien		2025	Gore
Alan Jamie		2025	Christchurch
Andy Belcher	1944	2026	Maketu/Te Puke
Jill Cowham	1936	2026	Marion
Owen Rush		2026	Whanganui
Morrie Chandler CNZM	1940	2026	Auckland
Nelson Marshall	1945	2026	Ohaupo, Hamilton
Richard Lester		2026	Auckland

79th ANNUAL GENERAL MEETING

ADMINISTRATION

3.1 Appointment of Ballot Scrutineers

Jordie Peters and Tracey Stringer have volunteered as the Ballot Scrutineers for the 79th Annual General Meeting held in Wellington.

Mover

Second

Result

3.2 Confirmation of the Minutes of the 78th Annual General Meeting 2025

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

Mover

Second

Result

3.3 Matters Arising from the Minutes of the 78th Annual General Meeting 2025

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



02. ELECTIONS

79TH CONFERENCE & AGM AGENDA

79th ANNUAL GENERAL MEETING

MEMBER ELECTIONS

4. Elections

* 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 2026 AGM, one(1) position is available.

As the number of nominations equals the number of vacancies **Emma Gilmours** is declared elected for a term of 3 years with that term ending at the 2028 AGM.

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 2026 AGM, one(1) position is available.

As the number of nominations equals the number of vacancies **Richard Kelly*** is declared elected for a term of 3 years with that term ending at the 2028 AGM.

5.3 Rally Advisory Commission

The Rally Advisory Commission consists of Four(4) persons plus One(1) person appointed by Rally of New Zealand. At the 2026 AGM, one(1) position is available.

David Loughlin

Tony McConachy

5.4 ClubSport Advisory Commission

The ClubSport Advisory Commission consists of Four(4) persons. At the 2026 AGM, one(1) position is available.

As the number of nominations equals the number of vacancies **Helen Cameron*** is declared elected for a term of 3 years with that term ending at the 2028 AGM.

5.5 Historic Advisory Commission

The Historic Advisory Commission consists of Four(4) persons. At the 2026 AGM, one(1) position is available.

Karen Clearwater

Mike Macready

Emma Gilmour **Elected to the Board**

Nominated by:

Eastern Southland Car Club
Otago Sports Car Club

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

Location: Dunedin

Based in Dunedin, I have spent more than 20 years involved in motorsport as a competitor, team owner, ambassador, and business owner.

I have competed extensively in rallying in New Zealand and overseas, and I'm proud to have represented New Zealand internationally, including as McLaren's first female factory racing driver in Extreme E.

Through my career, I've experienced many sides of motorsport— from grassroots and club-level participation through to national championship competition, sponsor relationships, media, and the wider commercial side of the sport.

As owner-operator of Gilmour Motors, I also bring strong business experience in leadership, governance, finance, and people management.

I am especially passionate about the strength of Clubsport, the importance of bringing new competitors into motorsport, and ensuring the competitor voice is well represented in decision making. I believe grassroots motorsport is vital to the future of the sport in New Zealand and I want to help make sure Motorsport NZ remains connected, progressive, and well governed.

I have accepted this nomination because I want to give back in a meaningful way and contribute a practical, current, and competitor-focused perspective to the future of New Zealand motorsport.



Richard Kelly

Elected to the Race Advisory Commission

Nominated by:

- Manawatu Car Club Inc
- Canterbury Car Club
- Harbour Capital Car Club
- MG Classic Racing Register Inc
- NZ Sports Car Racing Inc
- Wellington Car Club



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

Location: Wellington

I am a passionate member of the motorsport community with significant sport, club and commercial governance experience. At this AGM, I will complete my first elected term on the Race Advisory Commission, where I have been proud to serve as Chair. The high level of engagement I've had with clubs, volunteers, officials and competitors during my time on the commission is a key reason I am seeking your support to continue to have a role in the governance of our sport.

I am very proud to be nominated to return to the Race Commission or to serve as a Board member. I bring my strong governance experience, the ability to listen to and understand the diverse needs of our motorsport community; a dedication to our sport remaining relevant and accessible across the wide range of disciplines we represent and a commitment to be transparent with our membership.

Having held a motorsport license since 1996, my competition history includes many years of driving and volunteering at events, the NZ Sports Car Series, NI Endurance series, kart racing at KartSport Wellington. I have had a successful time as a rally co-driver competing in the NZ Rally Championship.

As the owner and director of Atomise Limited, a specialist provider of broadcast electronics, we supply and support the editorial and postproduction departments for world leaders in feature film, television and news production. As a member of the Institute of Directors, I am committed to excellent practices in governance.

I am very proud to serve in our local community and have recently retired as Chair of the Tawa Intermediate School Board of Trustees, having previously served terms on the Greenacres School Board of Trustees. I am the chairperson of NZ Sports Car racing Inc and have previously held committee positions with the Constructors' Car Club. I also serve on the Waves Netball Club Committee as Treasurer.

Meredith and I have been married for almost 25 years. We have two daughters, my eldest also sharing my enthusiasm for motorsport and has joined the Formula First grid.

I ask your support and vote to continue to serve in a governance role in our sport.

David Loughlin

Rally Advisory Commission Nominee

Nominated by:

Motorsport Bay of Plenty Inc
Rally Bay of Plenty



CANDIDATE VIDEO NOT RECEIVED BY TIME OF PUBLICATION

Location: Tauranga

Background – I have been a rally competitor and enthusiast since the early 1980's, initially as a co-driver and rally engineer, graduating to being a driver at regional level and latterly owning a successful rally and race car preparation company. In this capacity I have been involved as lead engineer building Group N, AP4 and numerous other rally and race cars at all levels. I have also been team manager for successful teams at Regional, National, and International level competition.

My other motorsport involvements include: Holder of a Gold Rally Clerk of Course licence, A-Scrutineer Licence, Technical Advisor - Roll Protection, R2 Competition Licence. Member of Motorsport BOP Executive for over 20 Years and MBOP Club Life Member. Current Chairman and member Rally Bay of Plenty. Chairman of Te Matai Motorsport – Development vehicle for the motorsport park in the Western BOP. Former Board Member and President of the Motor Trade Association.

As a previous Rally Commission member and Chairman for several years I have an intimate knowledge of the sports rules, the challenges we face as a sport and have established a wide and diverse network of contacts around New Zealand. With proven leadership skills I believe I still have plenty to offer our sport over the coming years where we will continue to face many challenges. I am also keen to see the work done by the Rally Futures Group given the priority it deserves. Sitting back and doing nothing is not an option if we want to see our beloved Rallysport thrive.

Thank You for your Support

Tony McConachy*
Rally Advisory Commission Nominee

Nominated by:

Central Otago Motorsport Club
Eastern Southland Car Club
South Otago Car Club Inc
South Taranaki Car Club

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

Location: Palmerston North



Currently serving as FORCE Motorsport Team Manager, GR Yaris Rally Cup Convenor, and a Rally Commission member for the past six years.

I am extremely passionate about rallying in New Zealand. In 2023, I formed Rally Race Group (R2G) alongside Paul Fallon to assist the New Zealand Rally Championship in addressing a gap in its calendar. At the time, member clubs had concerns around the financial and commercial risks involved, so Paul and I chose to take this on independently, carrying the risk ourselves.

Daybreaker Rally 2023 was a major success. In 2024, we continued this momentum by delivering both the Southern Lights Rally and Daybreaker Rally.

In 2025, our focus shifted toward creating a clear development pathway for drivers in New Zealand. This direction has led to the establishment of the GR Yaris Rally Cup, which is set to begin in 2027.

During my time on the Rally Commission, I have been involved in navigating a number of changes and challenges. While there have been times where progress from monthly meetings has been limited, I believe that with the strong leadership now coming from our CEO, we will see positive change and growth within our sector of the sport. I firmly believe that robust and constructive discussions lead to clear outcomes, enabling our governing body to make informed and effective decisions.

I ask for your support and your vote. In return, I will commit to delivering, to the best of my ability, the outcomes and direction needed to strengthen our sport—ensuring high-quality events are delivered and that competitors can continue to participate in and enjoy rallying in New Zealand.

Thank you.

Helen Cameron

Elected to the ClubSport Advisory Commission

Nominated by:

Eastern Southland Car Club
Harbour Capital Car Club
Hawkes Bay Car Club
South Taranaki Car Club

Location: Stratford

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



Hi Folks,

My name is Helen Cameron, I come from Waipuku, in Taranaki and I am a Country Girl at heart. I've been happily married (most times) to Mike for 43 years next month and have two daughters, two son-in-laws and, three Grandchildren. As we are never home we don't have pets anymore.

Grass Roots is where all MotorSport begins and that brings my passion of the ClubSport Commission to the fore. I have always been a keen supporter of all forms of ClubSport. My Club, South Taranaki Car Club, through competing in Motorkhana's, showed me, at 20yrs old, what a useless driver I was. So Finishing the Tauramanui Rally in 1990, as a Driver, helped prove that anyone can have a go and with Mike's encouragement and tuition, I became a much more skilled driver on gravel as well as the open road.

I have been a Member of South Taranaki Car Club for almost 43 years, held all the roles within the club, helped host a Gold Star ClubSport Championship in 2009 and a round of the Gold Star Hillclimb Championship in 2019 and the Final in 2024. I'm not one to shy away from getting the job done.

I've served on the Volunteers Commission as well and gained valuable experience of the structure of the sport as a whole and feel my skills and experiences from that position have helped me over the past three years on the ClubSport Commission.

Apart from Co-driving in L1L EVO with Mike, where I'm known as the Lolly Lady, I am also a Competitor Relations Officer and spend many weekends at Manfeild, and CRO at Rally's also. Being a member of the CamFish Rally Finish Crew is always good for a week of laughter with the Marathon Rally's held in NZ annually. If it's MotorSport, I'm in!!

I am also involved with the ever-evolving Stratford Motorsport Park, I work one day a week as a Financial Administrator, enjoy being involved with the Women's Institute, and two Athletic Clubs. I Usher at our local movie theatre, pulling weeds from my garden keeps me sane and I still go for the odd run. No Marathons anymore though.

Mike often says, "Thank you for enjoying my Sport and its okay that you have taken it over from me", so my support from Mike is a given.

I feel we have gained momentum with the Commission but there is still plenty to be achieved and I'd like to be there to see it through.

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

Karen Clearwater Historic Advisory Commission Nominee

Nominated by:

Canterbury Fiat Lancia Club
Classic Motor Racing Club of NZ Inc.
Historic Racing & Sports Car Club Inc
NZ Historic Muscle & Saloon Cars Inc
Queenstown Car Club



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

Location: Invercargill

Introduction: Being asked to put my name forward for the position of Historic Advisory Commission member and with the full backing of The Classic Motor Racing Club of NZ (CMRC) Executive and Vehicle Acceptance Committee is an honour and an exciting challenge I am confident I will be able to do with all the enthusiasm and abilities that I have.

So what will I bring to the commission? A long history of involvement in motorsport as a spectator, administrator, competitor. Along with an ability to communicate with others. I have an interesting mixture of people and task orientated abilities, and I'm not afraid to get my hands dirty, if it will get the job done. I bring practical skills and an ability to ask others for their opinion or expertise when needed. On a professional level I have been involved in Administration, Management, systems design and Health and Safety including several years as a Tertiary Tutor and as a Moderator for Education Standards in New Zealand.

Background: As a member of CMRC, since late 80's, I have raced my Furore Sports race car on circuit and street races as well as hill climbs. At various times I have been CMRC secretary, treasurer, newsletter editor, vice president, executive member, AGM Chair, prize giving compere, race secretary, race committee member and am currently President.

In the early 2000's I was elected to both the Race and Historic commissions at the same time but at that stage it was unheard of to be on two commissions. I chose the Race Commission where I was heavily involved with the flag marshals and other volunteers, rules and regulations, setting up licence questions and making sure that I was the voice for the smaller or classic clubs that were not wanting to run a championship. At the same time I was also very involved at the championship level and have been privileged to encourage and champion many of our talented young drivers who have been, or currently are, on the world stage.

Though my connections in motorsport my girls have grown up with interesting cars in our driveway including early Maserati's, Ferraris, a Talbot-Lago, Alfa Romeo, Ace Sports cars etc. This has seen my youngest (Louise) also become heavily involved as a mechanic, car builder, competitor, Scrutineer, Technical Officer and who is currently based in UK as part of the Series management for GB3 and GB4.

Vision: I believe the Historic and Classic movement in New Zealand provides an arena for continuing to showcase our Historic and Classic vehicles to the current and younger generations in a way that provides an opportunity to them to become involved as well as preserving our motorsport history. This is an area of growth that is sometimes untapped and along with my club I will continue to support and promote the use and restoration, by all generations, of Historic and Classic cars of the past, present and future:

"that branch of the sport where vehicles from a past era are used in friendly rivalry to allow them to be exercised in a manner that the manufacturers intended. It is not a branch of the sport where series and trophies for winning races or championships are held in higher regard than the sheer enjoyment of being involved."

Mike Macready

Historic Advisory Commission Nominee

Nominated by:

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

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

Location: Paraparaumu

I have been Scrutineering at Motorsports events for the past 44 years. I have driven at rallies, circuit events, hill climbs and even gymkhanas.

I'm a trade qualified Automotive Engineer and a LVVTA certifier. I have been a MSNZ Technical officer for past 15 years and when working at MSNZ I was involved with the Historic Commission attending most meetings. I ran the training courses for the COD auditors and the done auditing around NZ at many events. I'm North Island based and close to the support office.

I am passionate about all forms of motorsport and have the time to help out.





03. REPORTS

78. CONFERENCE & AGM AGENDA

79th ANNUAL GENERAL MEETING

ANNUAL REPORT FROM THE BOARD

5. Annual Report from the Board

2025 was a year of reset, discipline and renewed momentum for MotorSport New Zealand.

Across a tough economic environment, participation remained steady. That is a credit to our competitors, officials, volunteers and, above all, our clubs, who continued to deliver successful events right around the country. In a year where many people were feeling the pinch, our community kept showing up for the sport, and that deserves real recognition.

I want to begin by acknowledging Wayne Scott for the outstanding job he did as Interim CEO. Wayne led the office with calm, clarity and commitment, supported the Board through an important period of transition, and helped stabilise the organisation while we worked carefully through what our Support Office needed for the future. His leadership made a genuine difference.

I also want to thank the Board for its discipline and support through a year of change. Ron Mackersey stood down after valued service to MotorSport New Zealand, and I thank him sincerely for his contribution. We were also pleased to appoint Craig Baird to the Board, bringing world-class experience in competition, safety and governance to the table as we continue to modernise the sport.

At this AGM, Daniel Gaunt's term as a Board Member comes to an end, and I want to acknowledge his contribution to the Board and the organisation over his tenure. I'm very pleased to be welcoming Emma Gilmore to the Board in Daniel's vacant position once her election is confirmed at the AGM. Emma brings strong business acumen as well as experience as a competitor on the world stage.

Following 2024's return to surplus after a period of large losses, the sport delivered a surplus of \$980,755, materially strengthening the balance sheet and leaving MotorSport New Zealand in a far healthier position than it has been for some time. That is an important result, but it should be viewed with honesty as well as pride. Our revenue remained almost the same as 2024, up 3.1%, inline with our CPI-linked pricing maintenance off the back of stable volumes. The significant bottom line improvement came from a \$0.62m cost reduction focused in just a few areas – \$0.4m in staffing and \$0.1m in legal fees.

On the staffing front, we reduced our headcount from 11 to 6. While that was necessary in the short term, it has placed real pressure on our Support Office team, and it is not where we want to remain. Over time we expect to rebuild capability to a more sustainable level of around eight, supported by a renewed strategic plan focused on investing in our clubs, our officials, our volunteers and grassroots motorsport.

Looking ahead to 2026 and beyond, we are making thoughtful investments aimed at directly addressing the challenges faced by our community and strengthening support for our clubs. Key areas of focus include enhanced club support, improvements to data systems and customer communication, development and training for officials, and the introduction of new initiatives to encourage growth.

These actions are being shaped by the feedback we have received from stakeholders and the wider motorsport community. Each project is carefully managed with clear objectives to ensure we continue moving our sport forward and meeting the needs of those we serve.

On the national racing front, NextGen's second year as our promoter delivered exactly what the sport needed: exciting racing, a stronger level of professionalism, and a lift in profile for our premier race categories. The start of season two drew a significantly larger crowd than the equivalent opening event in season one, while stronger broadcast and digital reach helped put New Zealand motorsport in front of a wider audience.

The Elite MotorSport Academy remains one of the great success stories in our sport. I want to thank the Trustees, the Otago Academy of Sport, and the class of 2025 for the energy, enthusiasm and excellence they brought to the year. The Academy continues to equip young competitors with the wider skills they need to succeed, and I look forward to welcoming the next intake.

New Zealanders also continued to shine on the world stage. Hayden Paddon and John Kennard were crowned 2025 Australian Rally Champions, and Hayden's return to Hyundai's FIA World Rally Championship line-up is a deserved recognition of the level he continues to perform at. Shane van Gisbergen produced a remarkable first full NASCAR Cup season, taking five wins and Rookie of the Year honours. Matt Payne captured the Jason Richards Memorial Trophy at Taupō and the Peter Brock Trophy at Mount Panorama, Ryan Wood took his maiden Supercars win in Perth, and Nick Cassidy signed off his Formula E season with a brilliant London double. These results are more than headlines - they are proof that New Zealand continues to produce world-class motorsport talent.

At the grassroots end of the sport, ClubSport continues to grow and thrive. The 2025 NZ ClubSport Championship, hosted by Motorsport Bay of Plenty at TECT Park, delivered another memorable weekend. Even the rain could not dampen the spirit of competitors, officials and supporters, and that says a great deal about the strength of the ClubSport community.

Rally again delivered maximum attack all season, with the championship going right down to the wire at Whangārei. Robbie Stokes won the finale, while Ben Hunt secured the national title. He and long-time co-driver Tony Rawstorn again showed why they have been one of the most successful pairings in New Zealand rallying.

In December, we were proud to collaborate with Hayden Paddon to launch Ignite Motorsport Club. Ignite is about creating a genuine bridge between young drivers and our car clubs, helping young people build confidence and real skills in a safe grassroots environment while opening the door to the wider motorsport community. The early response has been hugely encouraging, with events filling quickly and early signs that participants are continuing their engagement with clubs such as Hamilton Car Club and Manawatu Car Club. It is exactly the kind of initiative our sport needs if we are serious about building the next generation.

Most importantly, I want to finish by thanking everyone who makes this sport possible. To our clubs, organisers, officials, volunteers, competitors, supporters, partners and Support Office team - thank you. In a tough year economically, you kept turning up, kept running events, and kept this sport moving forward. That is something we should all be proud of.



Deborah Day
President

79th ANNUAL GENERAL MEETING

ANNUAL REPORT FROM THE CHIEF EXECUTIVE OFFICER

6. Annual Report from the Chief Executive Officer

Firstly, to the hundreds I have met during my first weeks, thank you for making me feel so welcome. Our community is something special. Connected, ambitious and passionate - all qualities that serve our sport so well and are the essential building blocks for a strong future for our sport.

I began my tenure, 5 Jan 2026. Whilst this report is focused on our 2025 performance, throughout I comment on what I have learned and what this means for us going forward.

The internal changes to MotorSport New Zealand over the latter part of 2024 and through 2025 were significant. Reductions in FTE and controlled investment were done in the interests of focusing on financial sustainability. This tightening did not stop the organisation enjoying a stable participation year.

NextGen were again the promoter for the 2025/26 Race Championship season and delivered events of consistently high quality. Our New Zealand Grand Prix is something very special and both NextGen and Toyota do us proud in their delivery of this event steeped in so much history and with the eyes of the motorsport world firmly looking our way.

Toyota continue to be a remarkable partner for the sport. Their investment and effort in delivering outstanding international fields to our shores is a vital part of our pathways for our next generation of global talent. And that talent pool is in turn a crucial part of ensuring wide visibility, public interest and ultimately feeding our sport with new participants. The contribution Toyota and the NextGen series make to the future of our sport must not be underestimated and it is particularly important to me that we do all we can to see this series thrive.

Speaking of pathways, Rodin Cars continue to be a treasured partner in their support of the wonderful NZ Formula Ford Championship. With its tight racing and young talent, I know how valued the connection to Rodin is to all involved in this Championship.

The 6 rounds of the 2025 Brian Green Property Group New Zealand Rally Championship were a tremendous success with solid fields. I attended my first Rally in Dunedin recently and couldn't have been more impressed with the organisation, creativity of the car builders, willingness of volunteers, and skill of the drivers and crew in the 50th Rally Otago. Rally is remarkable in everything it delivers for our sport and fills a role like no other.

ClubSport remains the very backbone of our sport and must be treasured. It offers the perfect entry into our sport. And our sport offers so much to newcomers - the excitement of being behind the wheel, the thrill of beating your best time, the camaraderie of like-minded people and the power that comes with a sense of belonging. I've loved attending ClubSport events, meeting great people and pouring over the brilliant mix of cars. The excitement I see from young drivers especially in ClubSport so brilliantly illustrates that our sport has a bright future.

The ClubSport Championships were held in Ashburton earlier this year and Ashburton Car Club did a phenomenal job in pulling together a tremendously successful weekend event.

The 2025 Gold Star Hillclimb Championship was organised by the Pukekohe Car Club who delivered us an event to be proud of at Port Waikato.

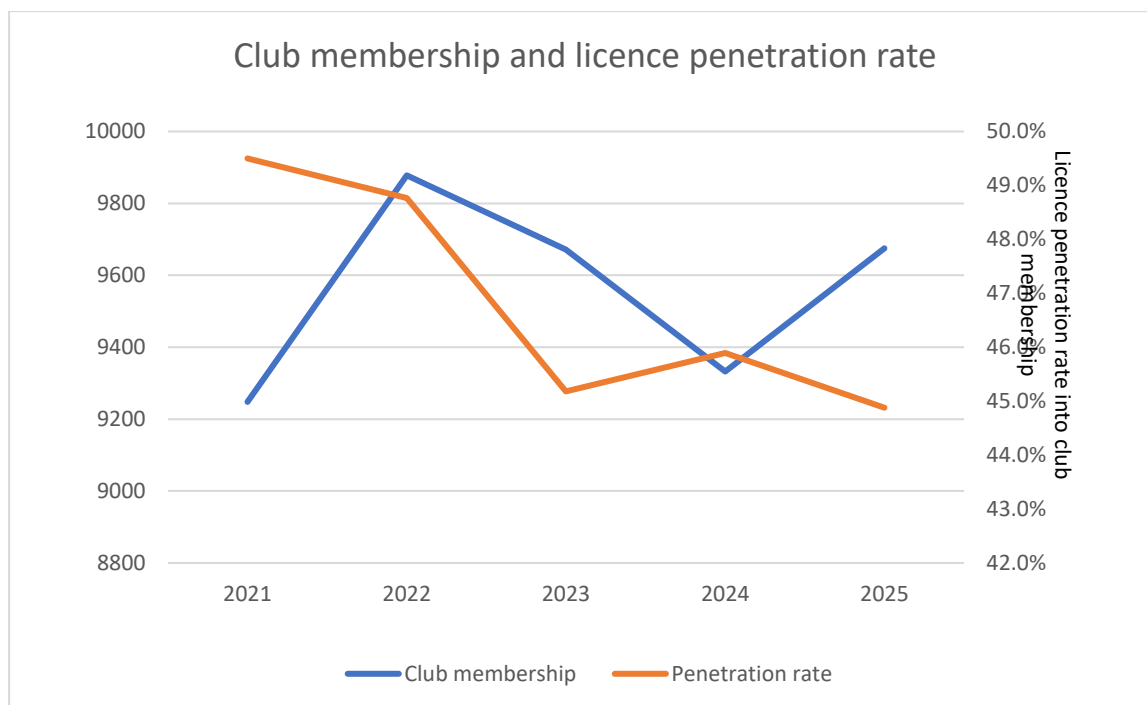
Creating clearly defined, easily understood, aspirational championships that encourage participation whilst recognising the exceptional is a key focus over 2026. We talk about this in terms of our 'product story' – these are the elements which underpin what we offer to market and they must be strong.

Member Clubs

I want to start here by talking about our clubs. Our clubs run Motorsport. Our role at MotorSport New Zealand is to support our clubs by making our sport safe, recognised, protected and sustainable. We must do more to help our clubs, and we will. We have a number of programs in development to deliver new assistance to our clubs.

Central to all our programs is listening to and understanding the needs and wants of our clubs. We've developed a new value proposition framework to guide us in this regard. Whilst it's aspirational, in that it features many areas in which we know we need to do better, I was heartened recently when I shared this new proposition with our newest club who we're thrilled seeing all the ways MotorSport New Zealand can help them succeed. More of this will be shared during conference.

Looking at our club performance data and trends in the wider market its clear we need to step up. Both numbers of member clubs, now at 87 (down from 94 in 2021), and penetration of licences amongst club members are trending down. And this is in a context where new generation car clubs and event types outside MotorSport New Zealand are thriving. The interest in and market demand for the essence of MotorSport – Mates connecting over cars – appears to be as strong as ever. Additionally, we've seen that where clubs innovate in events, they can attract strong fields. In other words, the potential for growth is strong and we've every reason to be optimistic that by delivering on our new value proposition promise our clubs will thrive.



With a small lift in 2025 the trend in club membership is stable, yet the penetration rate of licence holders is in decline

Organisational Strategy

The Strategic Plan for 2025 carried over from 2024. It featured key strategic priorities of Education and Safety, Growing the Sport, and Financial Stability.

Coming into the role I can see that some progress was made toward these priorities during the year with things like our successful Ignite Motorsport Club have been a step in the right direction. It is clear to me that we still have a long way to go in delivering for our community, clubs and stakeholders - put simply we must deliver more.

A refined strategy for 2026, recently approved by the board, will be presented during conference and shared widely thereafter. It features a greater focus on supporting quality events, developing our volunteers and officials, helping our clubs, and making things easier for our participants.

Organisational Resources

As at 31 Dec 2025 the staff complement sat at just 6. With my tenure beginning 5 Jan 2026 we are still at 6 and have recently made a new appointment to reach our full complement of 7 FTE. Our model is to keep the FTE lean and partner with subject matter experts where needed.

An example of this model over 2025 was the success of contracting out our accounting services where we continue to receive excellent service, insights, best in class tools, and all at a lower cost than we could do in house.

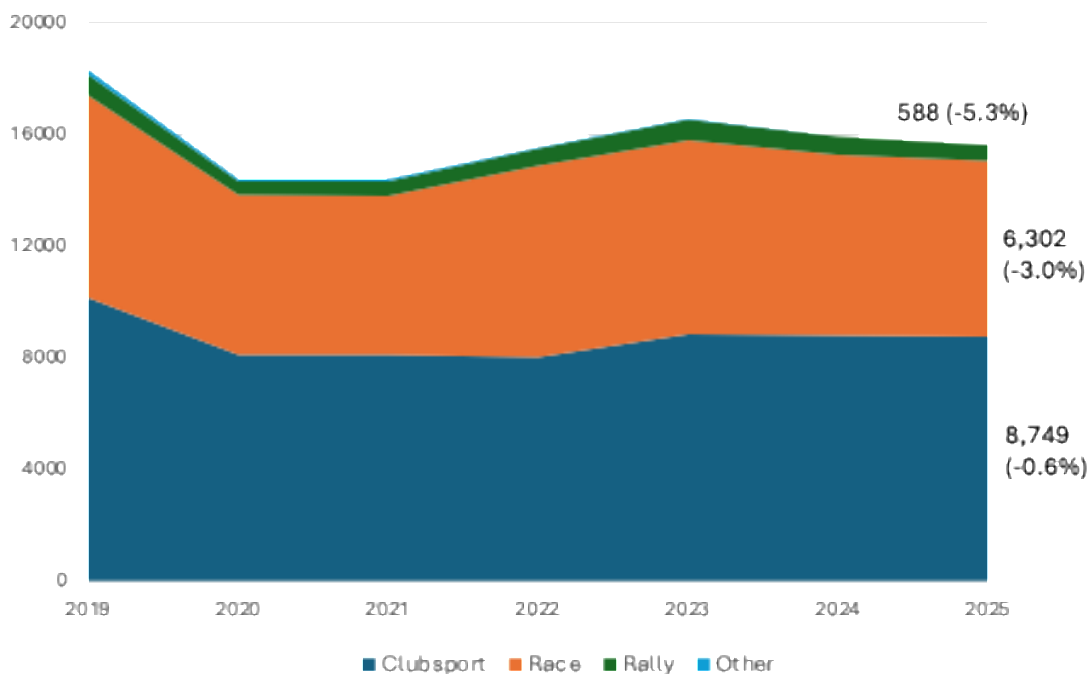
Many further examples of this lean FTE model will come in over 2026 and include using experts to assist in enhancing our rules and in our training.

Sport Participation

By understanding participation dynamics and trends we can identify ways to help our clubs and accelerate growth. We have new programs of work around data and direct communications to our licence holders to encourage participation. Understanding simple metrics like activity rates, and usage patterns of our vehicle fleet will allow us to make it easier than ever for our customers to find and identify suitable events to enter.

Fuelled mostly by a 3.0% drop in race, participation over 2025 dropped 1.8% on the year prior. Whilst this is not in itself overly alarming (the 5 year trend is for relatively flat performance), the fact remains that we have not seen growth despite an environment in which our sport remains in high public profile thanks to our international stars and is attracting strong viewing audiences in person and via online and broadcast platforms. Driving participation growth will be one of our key metrics going forward.

Participation numbers (YoY growth)



I've seen pockets of brilliance across the country delivering event innovation that truly lifts participation. This includes events that appeal to different target audiences and even reach beyond our current licence holders. Without doubt, the market is telling us we need to innovate on our mix of events and over the coming year we

will advance new product offerings to make it easier for our clubs to consider organising and delivering new event types.

2025 Financial Results

Under our Interim CEO, Wayne Scott, the 2025 focus was unashamedly on ensuring the financial sustainability of the organisation. My congratulations go to both Wayne and the board for delivering a strong financial result over 2025.

Importantly, we will ensure these financial lessons are not lost. Indeed, we are introducing even stronger disciplines over 2026 to ensure tight financial control. These include:

FY25 saw a significant surplus of \$0.98M, up from \$0.29M in FY24. Revenue remained near flat at \$2.9M, up 3.1% YoY, lifted predominantly by CPI-linked pricing maintenance off the back of stable underlying volumes. The \$0.7M improvement in bottom line performance YoY was largely achieved through \$0.62M in total cost reduction focused in just a few areas - \$0.4M of this was in staffing and \$0.1M in legal fees. We are now a very lean organisation.

The FY25 result has created a strong surplus position above our reserves target which allows new investment in FY26. New investments in FY26 are being carefully directed to remove pain points for our customers and deliver wide ranging support to our clubs. Major new investments are being made into a number of areas, most notably: Club support, Data transformation and customer communications, Officials development and training, and new growth initiatives. Investments are being directed based on feedback from our stakeholders and community. All investments are being run under tightly managed projects, each with clearly targeted outcomes designed to meet the needs of our audiences and advance our sport.

Our balance sheet is very healthy with reserves sitting well above our target level. Even with significant investment, FY26 will not reduce our reserves position with a small targeted surplus. Our financial position will remain strong.

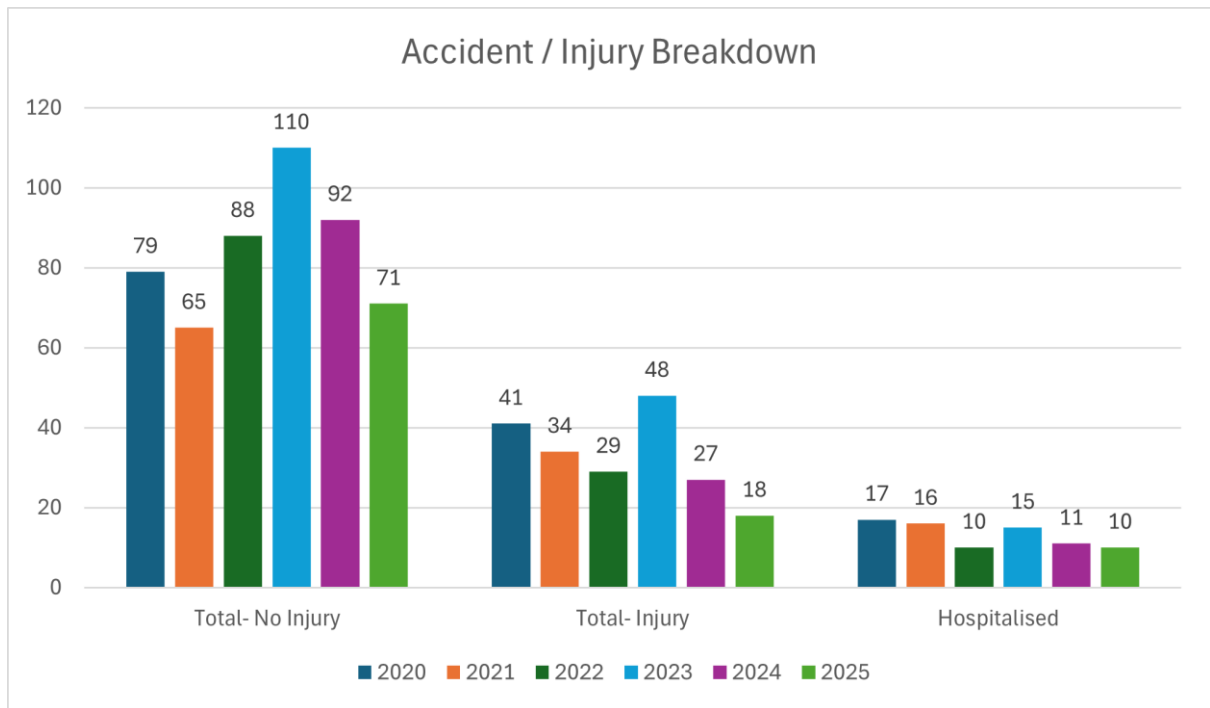
As usual, full information and detail on the sport's financial matters, including the MotorSport New Zealand Scholarship Trust, will be shared during the Finance workshop session.

Health and Safety

Safety is always first agenda item during board meetings and that's because of the importance and priority we have for continually improving our safety performance across every aspect of our sport.

To help with this improvement it is vital that all clubs and event organisers share their post event reporting with the office. Together this data builds a strong information and evidence base highlighting areas that need focus and attention. As such we will continue to push for ways to improve the quality and consistency of data feeding into our safety improvement efforts.

Pleasingly, 2025 data shows a reduction in reported incidents. That said, our goal is for much, much less and we will continue to roll out safety improvements. Our clubs continue to tell us that the protection and assurances MotorSport New Zealand delivers in safety is one of the most valued roles we play – and we don't take this for granted. It is vital that we continue to demonstrate leadership in advancing safety across our sport.



In 2025, out of the 15,639 competitors who took part in our sport, we had an overall injury percentage of 0.12%, a decrease from the 0.17% seen in 2024.

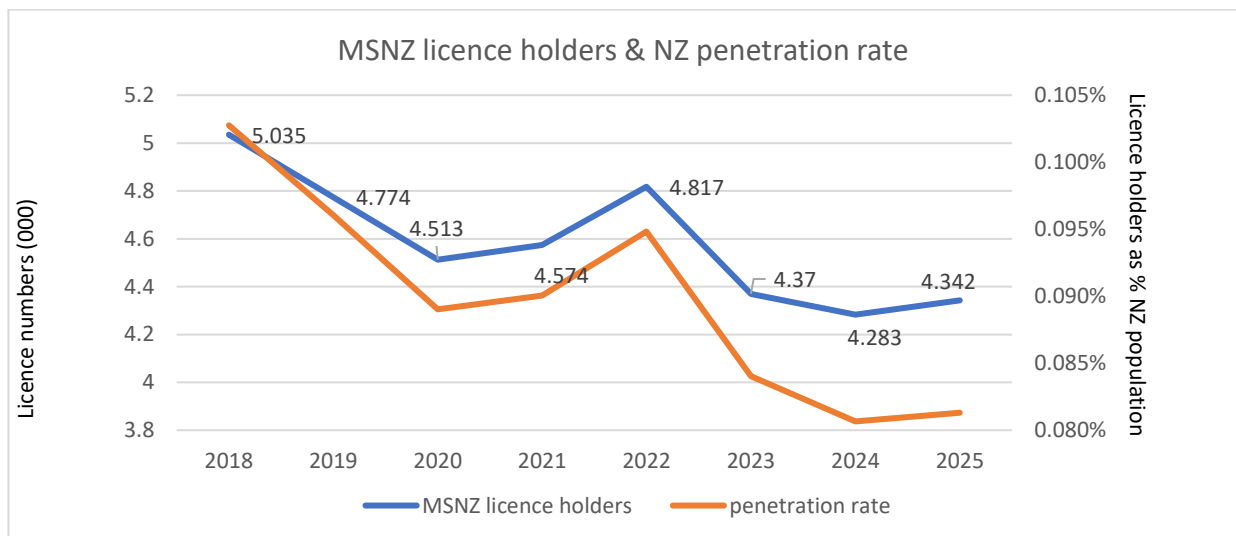
MotorSport New Zealand Affiliated Associations

MotorSport thrives in New Zealand in so many different forms and we remain proud to delegate FIA authority to Kartsport NZ, the Vintage Car Club and NZ Drag Racing Association.

Licences – year ending December 2025

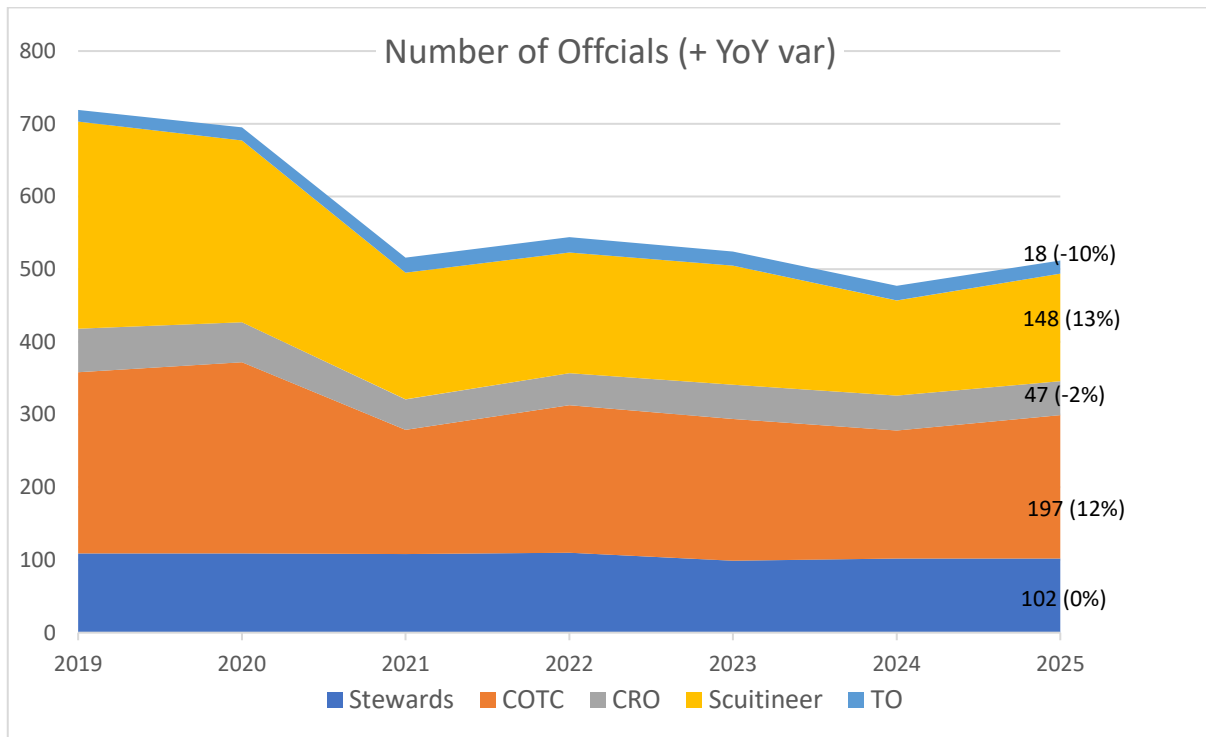
At end 2025 our numbers of licences sat at 4,342 (up 1.3% year on year). Whilst this is heartening in a sense to see a slight lift, the long run trend in the context of a growing New Zealand population is for steady decline as shown below.

The market has in recent years seen a proliferation of new generation clubs (eg 'Boost like this' and 'girls in motorsport'), running new types of events that are increasingly popular. It is beholden on MotorSport New Zealand to better understand these trends, market needs and to help our clubs more easily reach and engage with these new audiences. This is essential for the very future of MotorSport New Zealand and our clubs.



Volunteers - Licenced Officials

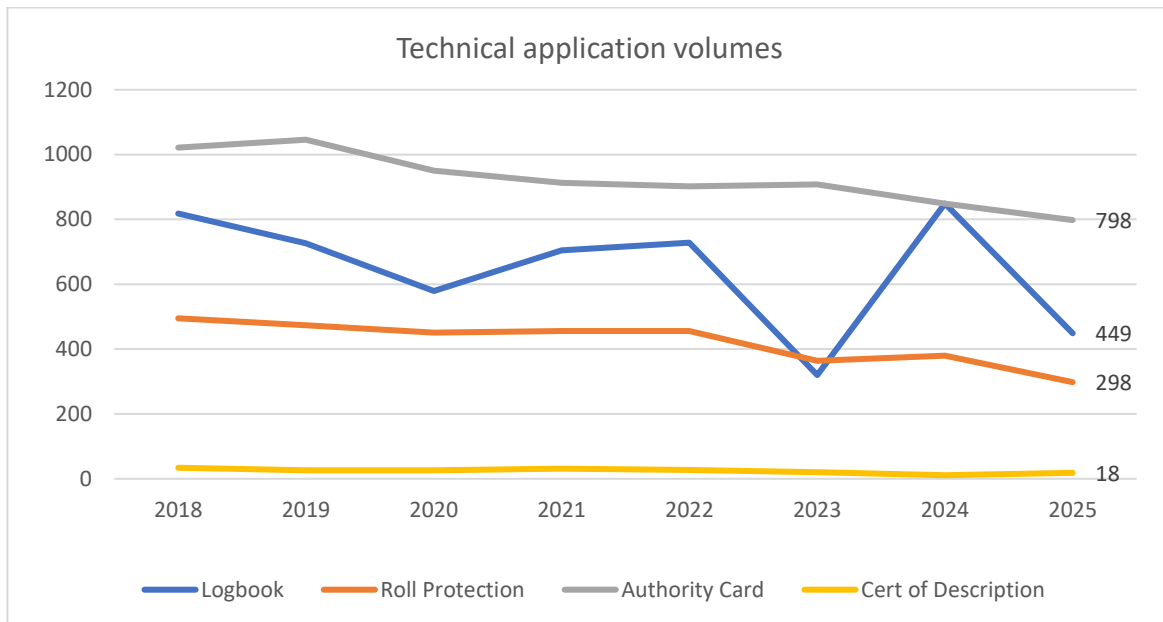
Numbers of Licenced Officials lifted 7% overall in 2025 to a total of 512. Whilst this lift is pleasing, 2025 remains the second lowest total. We have much work to do in providing support to our Officials. We have programs of work rolling out over the coming year relating to Recruitment, Training, Development, Recognition and more. This is a major focus for us and so vital for our sport. It can be a thankless task being an Official and we all need to show how valued our wonderful Officials are to our sport.



Technical Department

Our vehicle fleet sits at around 17,500 cars. The average age of our fleet is 29 years. Our Technical team is charged with ensuring our fleet is of a strong standard and that continual advancements are made in safety whilst ensuring fairness and ease of vehicle use.

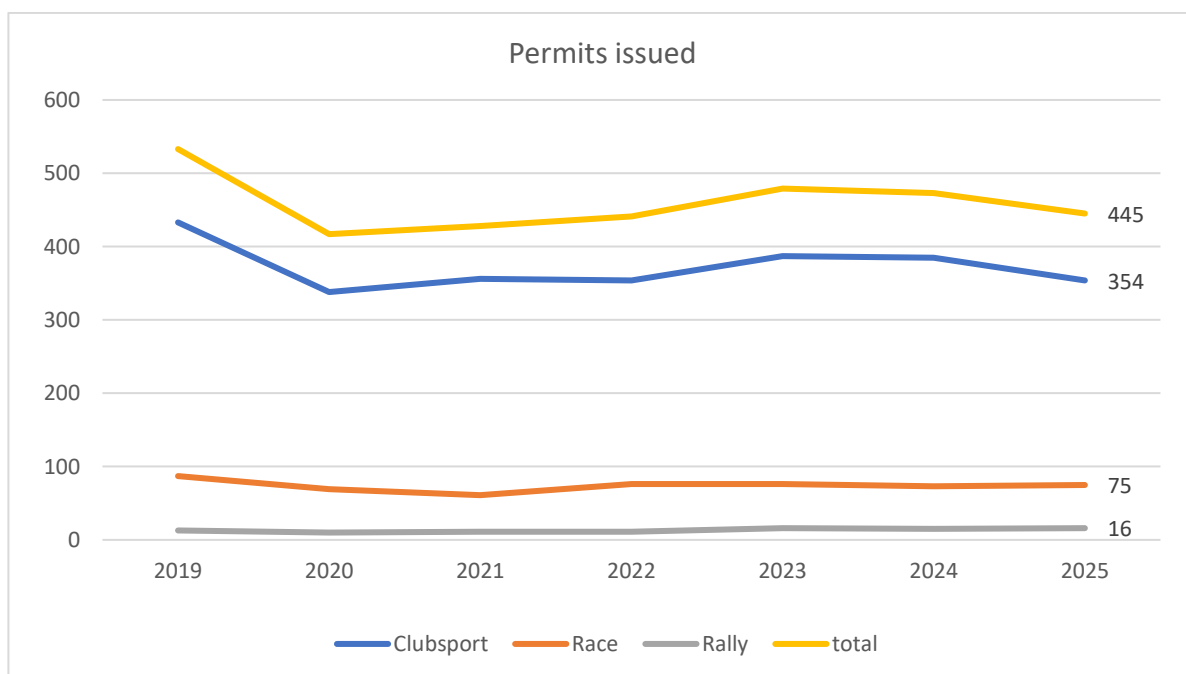
Our Technical team not only processes applications but also offer expert advice and shape our technical rules. Whilst over 2025 there was a 12% lift in overall applications, this was fuelled by a change in Logbook treatments. Underlying volumes are well down with safety structures at their lowest ever level. Whilst no doubt linked to the performance of the economy overall, this means we need to work harder to get cars out of sheds. Our fleet size is less of an issue than getting the cars we have out competing.



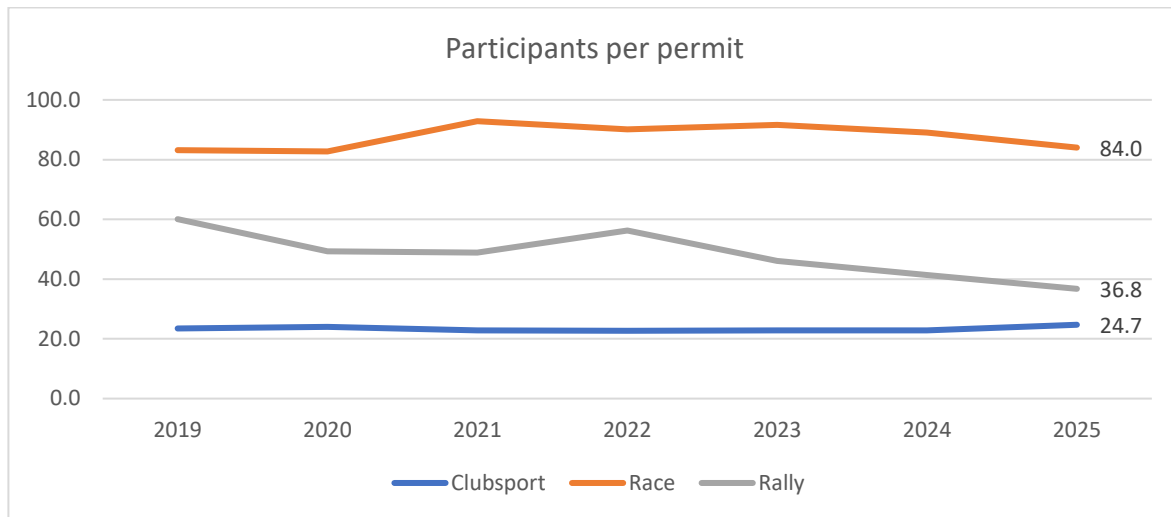
Event Permits

Our 445 permits over 2025 equates to nearly 9 events every week. And it's fantastic seeing the diversity of events up and down the country. Motorsport is everywhere!

This 445 represents a decline of 6% year on year which was due to an 8% decline in ClubSport (Race actually lifted 3%). ClubSport dominates permit numbers (80%) so any movement there affects overall numbers. 445 almost exactly mirrors the average permit numbers in the 5 years prior but remains well down on the pre covid numbers. Again, these permit numbers reinforce both the importance of supporting clubs, the pivotal role of ClubSport, and the need for continual innovation in event types.



A pleasing aspect across permits and participation is the steady rise in participants per permit seen in ClubSport. Now sitting at record 7 year high of nearly 25. Continuing to grow ClubSport field sizes remains a priority and many of our 2026 programs are designed to do just that.



Heads of Department Reports

Steward Department

Submitted by Shayne Harris

Our Stewards remain central to ensuring safety and fairness in our sport. Our Stewards role is much more than to just make rulings, they also provide a backbone of trust to our entire motorsport community. To deliver on this our Stewards not only need a robust understanding of our flagship National Sporting Code, they also need to possess an overall deep appreciation and feel for the essence of the sport and competition, be able to fully interrogate and understand the views of competitors, and possess excellent people and communication skills. It's a big ask being a Steward and our sport is so very lucky to have such a strong group of experienced, passionate and committed people willing to give up their time for the benefit of us all.

As Chief Steward I remain committed to delivering programs that will:

- Grow our number of Stewards – we will always need to attract new people into our talent pool
- Diversify our Steward talent pool – diversity brings fresh thinking
- Enhance our rules – the better our rules are crafted, the easier it becomes for our Stewards
- Develop Stewards to better, more consistently perform – training programs across all disciplines that create best-in-class Stewards help our Stewards perform with confidence and elevates event experiences for all involved
- Support Stewards – we want our Stewards to enjoy themselves and have a sense of belonging, and we need to do more pre, during, and post events to help in this regard
- Recognise Stewards – our Stewards deserve recognition in all sorts of ways
- Create opportunities for growth – for those that wish to Steward at a higher level

I openly acknowledge that collectively progress over the past year has been slow. The initiatives I'd hoped to implement have not yet landed. In no small part this is a result of the limited resource in the MSNZ office. Additionally, it was important to ensure broad alignment and buy-in on direction, which takes time. It is vital that we make changes progressively to ensure we understand both the impact and success against our objectives – none of us want to see rushed decisions that then have to be unwound – this creates confusion and risks eroding trust in our Stewards.

With additional resources, investment and a determination for change and continual improvement now firmly evident in the sport, I am heartened by our direction. We are now clear on what we need to deliver. Key new work programs and accompanying investment have now been approved by the board and as I look forward to all the many things we will deliver in the coming year I can see many positives for our Stewards. I am

confident that this time next year we will reflect on deliveries that have genuinely improved our number, mix, performance and experience for our Stewards.

I would like to close by thanking all of our incredible Stewards for the work they continue to do every week around the country. Know how important you are to our sport and know, despite at times it no doubt feeling otherwise, that you are so very valued to our entire community.

Clerk of the Course Department
Submitted by Adam Simmons

It is my pleasure to provide my second Chief Clerk of the Course report.

Unfortunately we have not made as much progress over the past twelve months as I envisaged, for which I am disappointed. With the number of changes in staff in the office and the external environment, a number of our training projects were put on hold due to insufficient resource to be able to execute changes, while we were stuck using existing modules that are now out-of-date.

It is pleasing that, as I write this report, that the board has endorsed projects led by the Sporting Manager which puts a real focus on training and development of our people, with sufficient resource to make sure it happens, so more to come in this space across 2026 and beyond.

A few thank yous to end;

- Thanks to all CotCs who are out there giving up their time and running the sport. We simply would not have a sport without you all, doing what can be quite a mentally demanding role most of the time!
- Thanks to both Stu Andrews and Howard Atwill 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

CRO Department
Submitted by Tracey Stringer

Firstly, I would like to acknowledge and thank our Competitor Relations Officer Team.

Our team have been actively engaged in numerous events over the past twelve months, in all kinds of weather, covering off all the disciplines of the sport. From Race meetings, Rally's, Drift and Clubsport you have represented our team well!

As I haven't been travelling with the Championship this past season, it has been rewarding to hear that you have handled well the challenges that brings.

Thank you for supporting each other both on and off events, together you help the team grow in such a positive way! I appreciate your enthusiasm to learn and get more experience at different events. Just this last week I have had team members reach out to me to ask for more event experience at different places, it's great to see the enthusiasm to engage in new opportunities and new events!

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 experience the best it can be with a welcoming smile and a great attitude 😊

As a team we have received many positive comments and heartfelt thanks for our outstanding assistance to our competitors and officials alike.

It has been my privilege and pleasure to be your advisor, friend and sounding board over the last year, I really appreciate the opportunity to chat and be able to discuss issues and hear about your experiences.

As we move forward there is an intent to reinstate a training program and once this has been established, I will be in touch to cover off what the next steps are and how we are implementing the new training.

This will also open the opportunity to encourage new members of the CRO team to start their journey with us. We currently have 48 CRO (25 Males and 23 Females) members in our team, from as far north as Whangarei and as far south as Invercargill.

On behalf of the team, it's my pleasure to welcome Mike, the CEO and Katrina (Sporting Manager) to their new roles. The team and I look forward to working alongside you.

Thank you to Adam, MSNZ Chief COTC, for his support during the year, I appreciate being able to chat with you about issues, Motorsport event happenings and ideas. I value your opinions and appreciate your feedback.

To the MSNZ Office team – thank you for your support and assistance for the team over the last year.

Conclusion

In last year's report interim CEO Wayne Scott wrote "Change takes time". He's so right. I want to reassure all that change has begun. We need to change in so many ways. Our first priorities are focused on our basics - robust data, strong safety programs, great customer experiences, modern set of rules, supporting and developing our officials and volunteers and, most importantly, helping our clubs succeed.

We have strong ambition for growth and see enormous opportunity to do so. There are so many cars in sheds waiting for the right incentives to fire into life, the public interest in our sport is very high, clubs outside MotorSport New Zealand are growing, new initiatives and events are proven to bring new people into our sport. New Zealand is hungry for what we can offer together and there's every reason to be optimistic. But first, our basics must be sound.

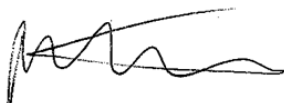
I want to reiterate my thanks to all I have met at the start of my tenure. All have genuinely been so welcoming and not short of ideas! I will keep listening and learning and over the next 12 months and you will see that turn into new deliverables for the betterment of all in our community.

I want to thank our board and in particular our President Deb. Deb throws all she has into the role. She's ambitious and driven and with her at the helm our sport is in good hands. I must thank our treasured clubs without whom our community has no home. We exist to serve our clubs and I'll make sure that's exactly how it feels.

Thanks also to our Commissions. Your understanding of our direction and your willingness to get stuck in will collectively make a big impact over the coming year. Your expert advice and strong views are so essential and valued.

Finally, thanks to all our volunteers. Every week I get blown away by the commitment, passion and connection amongst our Officials and volunteers. You are our life force. You are family.

Here's to a strong 2026. Live. Life. Faster.



Mike Hartley
Chief Executive Officer

Race Advisory Commission

Richard Kelly (Chairman)	Wellington
Jeff Braid	Palmerston North
Raewyn Burke	Auckland
Blair Thorpe	Christchurch
Howard Atwill (Circuit Rep)	Timaru
Daniel Gaunt (Board Liaison)	Auckland

7. Race Advisory Commission – Report of the Chair to 2026 AGM

This year has been one of consolidation and progress for the Race Advisory Commission - building on last year's direction and focusing on strategy development, while continuing to respond to the needs of our sport. It's been a privilege to chair such an engaged and knowledgeable group. My thanks to Howard Atwill, Jeff Braid, Raewyn Burke, Blair Thorpe, and our Board Liaison Daniel Gaunt. The quality of discussion, and the willingness to challenge constructively—has been a real strength.

Our sport continues to rely on its people. Volunteers are its backbone, from flag marshals and officials through to the Commissions and Board. There's a growing sense of alignment across those groups, which is encouraging. That said, sustaining volunteer capacity remains a challenge we need to keep front of mind. I also want to acknowledge our competitors—your commitment to getting on track underpins everything we do. We held ten Commission meetings this year, covering governance, regulation, and strategy, with input from across the sport. That level of engagement is important, and we encourage it to continue.

The Commission was delegated by the Board several pieces of work following a strategy workshop with all the Commissions attending. A consistent piece of feedback from all the Commissions to the Board was that we need to support ClubSport as the foundation of the rest of our sport and it has been good to see that message being acted on.

We've also advanced work on competitor pathways both for those entering the sport and those aiming higher. It has been a pleasure to work alongside our new CEO, Mike Hartley, as this work begins to be implemented. We look forward to seeing these initiatives deliver tangible benefits for clubs, competitors, and the wider motorsport community.

Not everything moves as quickly as we'd like. The Commission remains committed to progressing the adoption and documentation of Race Radio process. This is already in place at some circuits as a requirement and has been adopted well by some classes. Race Radio as a supplementary communication method with drivers on track has received overwhelmingly positive feedback from competitors.

On circuit, it's been a strong year. Congratulations to NextGen on delivering an excellent Castrol Toyota Formula Regional Oceania Trophy and GR86 Championship, and to all our championship classes and series that attended those rounds for their support. The V8 Supercars double-header at Taupō and Ruapuna is a standout, and a credit to everyone involved - especially with New Zealand drivers performing so well at home. Internationally, our competitors continue to excel. Three Kiwis in IndyCar, one in Formula 1, and many more competing globally. There's real depth of talent, and it continues to grow year on year.

On a personal note, my highlights have ranged from time in my own car, to driving the safety car at Manfeild, to being involved in ClubSport as both an official and competitor. Most of all, it's been special to be trackside with my daughter Alicia during her rookie season in the Hi-Q Components Formula First Championship. That category, and others like it, play a vital role in developing both drivers and the spirit of our sport.

Finally, thank you to the team at the Motorsport New Zealand office for your ongoing support and close engagement with the Commission.

Richard Kelly

Race Advisory Commission Chairperson

Rally Advisory Commission

Brian Budd (Chairman)	Alexandra
Tony McConachy	Palmerston North
Craig Jessop	South Otago
Dave Robb	Auckland
Steve Foster (Rally NZ Rep)	Hastings
Amanda Tollemache (Board Liaison)	Hawkes Bay

8. Rally Advisory Commission – Report of the Chair to 2026 AGM

A total of 13 rallies were permitted over the 2025 calendar year. Rally remains a small but crucial part of our sport attracting a good level of support from those competitors that enjoy skidding on gravel. It offers pathways for drivers coming out of the likes of gravel sprints and hillclimbs, it provides a unique way for drivers to test their skills like no other, and it delivers a team environment and camaraderie unmatched across our sport (I may be biased!).

The commission again notes no real increase in the number of Clubman's rallies. The high demands on organisers and the rising costs, particularly those associated with road closures and traffic management, are primary drivers and the Rally Commission is not only conscious of these barriers but actively working on ways to mitigate.

New Zealand Rally Championship

Able run by our promoter, NZRC, our premier Rally series was again held across 6 rounds. One of the greatest aspects of our championship is the unique character of each round – offering not only a diversity of challenges for entrants but a breadth of opportunity for our partners and sponsors.

Ben Hunt went back-to-back in claiming his fourth overall NZRC title in his impressive Skoda. He'll be missed during the 2026 season, but after the recent first round at Otago we're all looking forward to seeing a great battle to crown a new 2026 champion.

Rally Commission overview

In the latter half of 2025 all Commissions gathered for a strategy day. The Rally Commission supported the direction and reiterated the shared view on the importance of ClubSport to the future growth of the sport as a whole. From the Commission's point of view this translates into helping our clubs to run their first rally, or reignite lost rallies. We know the demand from competitors is there and the vehicle fleet is there, we just need to provide support in all sorts of ways to try grow the number of rallies. The Commission considers the running of Rallysprint Events as a cost effective and time efficient way of introducing new competitors to the Sport and creating a pathway full blown rally events.

Over the past year the Commission has delivered work in many areas including Category definition, Rally safe advancements, Refinements on our rules, Tarmac Rally safety, and continual review of incidents to identify opportunity for learning and change.

The Commission is currently working closely with the MSNZ office on three immediate priorities:

- Create new support to and cost saves for organisers regarding road closure and traffic management
- Consideration of the appropriateness of National Seeding
- Rally Calendar

The Commission has been concerned that the Rally Futures initiatives presented at Conference in 2021 has failed to get much traction. Under our new CEO the commission expects the outputs of the Rally futures work to be revisited and looks forward to offering support for any additional change programs that arise. Already we can see work programs designed to improve our rules, advance our officials and support our clubs will be of great benefit and we are optimistic that Rally-specific thinking will feature in thinking as these programs are rolled out.

As in most areas of motorsport succession planning is an issue. We don't see new organisers lining up to organise and run events or pick up from those running successful events who have been doing it for considerable lengths of time and for whatever reason feel the need to step away. This is an area that the Commission is concerned about, and I would hope that initiatives for encouraging and training new event organisers will come out of future Rally Futures discussion.

A thank you must go to all our Rally organisers. Delivering a Rally is hard. The number of stakeholders is broad, the safety considerations significant and challenging, the impacted parties many, the volunteers needed crucial. Over 2026 we will be working together with the MSNZ team and leveraging our past Rally futures thinking to identify ways to reduce barriers.

Finally, and as always, a special thank you to all my fellow commission members. Rest assured that as a group we proudly represent all in our broad Rally Community and are committed to ever improving the Rally experience.

Yours in Rallying

Brian Budd

Rally Advisory Commission Chairman

ClubSport Advisory Commission

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

9. ClubSport Advisory Commission – Report of the Chair to 2026 AGM

A fantastic year for ClubSport and a privilege for all our Commission to play a big role in shaping the future of MotorSport.

As a Commission we hold monthly meetings with regular ad hoc discussions in between. We're in regular contact with the MotorSport New Zealand office as we develop thinking together and stress test new ideas.

As a Commission we were thrilled to hear our fellow Commissions all signal the importance of ClubSport to the future of our sport. All acknowledge the important role that ClubSport plays in making our sport accessible to all. It is the entry point for so many and is the very foundation of our sport.

Our Commission has worked hard to improve championship articles and made notable advancements in standardisation over the year.

The ClubSport Championship was held in Ashburton earlier this year. Fantastic effort from all involved to pull together a wonderful event. Ashburton Car Club went over and above to deliver a tremendous experience for all who entered – including many travelling down from the North Island. A wonderful venue (never seen such a huge paddock!), great driving and a fun atmosphere – all the elements that make ClubSport so great. Our ClubSport Gold Star winner, Josh Cooper, was thrilled to take the spoils.

The Hillclimb Championship was hosted by a friendly team at the Pukekohe Car Club. A solid entry field from around the country competed for this year's Gold Star with Kingsley Jones coming out as the winner. Held over two days at Port Waikato it was a great weekend that had all the elements that make Hillclimb's such an exciting event. We listened to feedback from all involved and are taking this forward to rethink how we can further elevate Hillclimb's and lift entry numbers across the country.

We've been thrilled to see great innovation in ClubSport across the country. From high profile initiatives like Ignite, to the many local initiatives like Women in Motorsport days, ClubSport continues to be genuinely making an impact and bringing in new people to our motorsport – and that remains a key goal for the ClubSport Commission.

Much of the Commission's efforts are now focused on future thinking and we're thrilled at the opportunity to genuinely drive positive changes for ClubSport that align with the overall strategy of the organisation. We've been tasked with improving our products, like Hillclimb champs, finding better ways to share best practice between our clubs, and creating templates for our clubs to help streamline running of events.

We can't wait to be able to share these initiatives with you as we roll them out. Great things are coming! Finally, thank you to all ClubSport Commission members, the team at MotorSport New Zealand, our brilliant Clubs who continue to deliver outstanding ClubSport events every weekend, and our club members and competitors. Being together with like-minded people who can have a laugh and share a thrill as they test their driving skills is what makes ClubSport such an important part of our sport.

Donna Elder

ClubSport Advisory Commission Chairperson

Historic Advisory Commission

Bruce Dyer (Chairman)	Palmerston North
Leon Hallett	Dunedin
Tim Hill	Auckland
Neil Madden	Winton
Scott O'Donnell (Board Liaison)	Invercargill

10. Historic Advisory Commission – Report of the Chair to 2026 AGM

The Historic and Classic season to date has seen some excellent racing throughout our 2025/26.

Highlight of the season has to be the 70th World Tour of the Formula Juniors. Teams from the UK and Australia joined our Formula Junior owners to celebrate 70 years of the formation of the Formula Junior category. Racing was held at The Skope Classic, Southern Classic and Southern Speedfest and certainly did not disappoint. Congratulations to our NZ Formula Juniors Association for the effort put in to making this a successful tour and celebration.

Taupo Historic GP - The GP was "Euro" themed this year. With minimal support from the Australian Formula Atlantics this year our NZ Atlantics joined forces with the TRS FT 40's and 50's. The combination of the two groups worked exceptionally well and put on an excellent field of 17 cars. With a great display of racing but also brought in a younger group of competitors. Highlights at the Historic GP was the appearance of Black Beauty, our entrant to the AIGP and was very fitting to have the car being demonstrated in memory of Sir Colin Giltrap.

Again the NZIGP held the Legends Club which is a gathering of our past and present legends and it is fantastic to see them reunited and enjoying the festivities.

The George Begg Festival. Held last April the event is growing in not only stature but also the quality grids that are racing and public attendance. This year celebrated "All Things Italian" and the car display certainly drew many Ferraris, Lamborghinis, Alfa Romeo and Fiats from all corners of the country. Highlight of the racing was "The Drummond Dash" a half hour endurance race for the HVRA, Pre 78 Classics and BMW Mini Challenge. A compulsory driver change added to the excitement with many pro drivers taking part. Other groups were F5000 and Atlantics, Historic Touring Cars NZ, Historic & Vintage Racing Association, Pre 78 Classic Saloons, BMW Mini Challenge and GT3 Pre 2000. The dress up theme is growing and this year we saw more competitors and their teams dressing up in period outfits. The evening events were excellent and well attended.

Legends of Speed. NZIGP held their Legends of Speed meeting at Hampton Downs in March. This year the focus was on Kiwi Ingenuity and Engineering in Motorsport. There were exhibits and parades from all disciplines of motorsport including Britten and BSL motorcycles, Jetsprint Boats, Land Speed Record Holders as well as vehicles engineered by Ralph Waston, Bruce McLaren, Graham McRae and others. There was even the appearance of a Trekka! Big grids of proper Historic Race Cars were well received by the large crowd, with F5000, FJ/HFF, Historic & Vintage Racing Association, Historic Muscle and Saloon Cars, Historic Sports Sedans, TCM, Mini/Pre65, Heritage Touring Cars as well as others. The NZIGP Legends Club were also in attendance with many of the drivers, mechanics and media of the past enjoying the great weather and convivial atmosphere. Plans are now in hand for next years event which will be celebrating the 90th Birthday of Bruce McLaren.

The MG Classic, Again a fabulous turnout of the historic groups in support of the MG. Lead by Formula 5000, Historic Sports Sedans and Trans AM, Historic Muscle and Saloon Cars, Historic & Vintage Racing Assoc, NZ Sports Car Racing incorporating Formula Racing NZ with the older TRS FT40's and 50's, Formula Junior, Historic Single Seaters and Sports Racing Cars and Heritage Touring Cars. They were supported by Pre65/Minis, Classic Saloons and TCM. This coming November will see the MG Classic attain a milestone of 40 years which is a credit to Ron Robertson and his team. Congratulations to the MG Team.

The Southern Classics. Skope Classic, Southern Classic, Classic Speedfest again all drew good fields with excellent themes to promote their meetings. Main act being the Formula Juniors as previously mentioned but also great grids of Formula Libre. Historic Touring Cars NZ also featured at the Skope Classic with an excellent grid of fabulous car and legendary guest drivers. Meetings were supported by Historic & Vintage Racing Association, Pre78 Classic Saloons, Pre65/Minis, Mainland Muscle and Central Muscle Cars, All Comers and Club Saloons. The VCC was also well represented at all of the Southern Classics.

The Commission wishes to thank all the promoters and the clubs who work tirelessly to bring us these fabulous events including the passionate groups that year after year provide grids of support. Formula Atlantics also featured as a support class two weeks later at the New Zealand Grand Prix at Highlands, and was celebrating the life of Tim Miles who had tragically passed away leading up to this event. Historic Touring Cars NZ are also supporting the Ruapuna Round of Supercars with an excellent grid and it is again pleasing to see our historic groups supporting these main events.

The Commissions focus this year has been on building the historic groups, modernising and updating Schedule K Groups to include, Mini 7's from 1972 to 1990, Pre65 from 1980 to 1986, Shellsport Under 2 Litre 1978 to 1983, Mazda RX7 Series 1, TRS FT50's, NZV8's TL and TXL, BMW Mini Challenge and to look at the early GT3 cars on how we can incorporate these cars in to the Schedule as well. The objective is to recognise these groups and not lose focus that they are part of our history. There are other groups that need recognition as well that will be added as the Commission reviews and updates these groups under Schedule K.

A NZV8 group covering TL and TLX cars is forming in the South Island and our focus will be to support these guys where we can.

Schedule T&C has been going thru review over the last few years and the direction is to keep this schedule as it originally was created in 1989, for mildly modified production cars that could of been driven to the meeting, raced and driven home at the end of the day. That was always the objective of this Schedule.

Schedule CR therefore will be for the more modified cars but still in keeping with the FIA Homologation Papers and regional regulations. The date will be extended from 1978 to take in Group A cars from 1983 to 1990. Overall we are wanting to encourage younger people into Historic Motorsport by modernising the fleet and the schedules to which will appeal to the the age group we need to target to grow our historic motorsport.

We have also been working with Race, Rally and ClubSport Commissions on ways that we can increase participation and work together. To date we have had one very excellent result with incorporating the TRS FT40's and 50's with NZ Sports Car Racing with has resulted in an excellent combined grid numbers of similar performance. More work still needs to be done but I wish to thank Richard Kelly, Race Commission Chair for his enthusiasm in achieving this result.

We have recently met with the VCC via Teams meeting to review the contract between our two parties and look forward to continuing our excellent relationship into the future.

Certificate of Descriptions application are again steadily coming in and are of a very high quality. We have noticed a drop off in Schedule T&C while Schedules K, CR, RH and HTP's have had steady inquiry numbers. We are reviewing the COD application process to make it easy and less time consuming for the customer and Technical Department in formatting the finished product.

I would like to thank Devan Gregory and his team in the Technical Department for their continued support and advise in the processing of the COD's and for compiling our reviews of the regulations. I have been closely associated with the Technical Team since 2018 and the Commission has built up a very strong working relationship with the team.

I wish to wholeheartedly thank my fellow Commissioners, Tim Hill, Leon Hallett and Neil Madden 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 Mike Hartley our new CEO and wish him all best for the future, Wayne Scott who held the ship together, our 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.

As I sign out after my three terms as an elected member of the Commission it has been a pleasure in representing you all, along with the many friendships made, and I wish the sport all the very best going forward into the future.

Bruce Dyer

Historic Advisory Commission Chairman



04. SCHOLARSHIP TRUST

79TH CONFERENCE & AGM AGENDA

79th ANNUAL GENERAL MEETING

ANNUAL REPORT FROM THE MOTORSPORT NZ SCHOLARSHIP TRUST

11.1 Annual Report of the MotorSport New Zealand Scholarship Trust

2025 Academy

Year	Applications	Interviews
2025	24	15
2024	33	18
2023	33	23
2022	27	15
2021	41	21

2025 Applicants Motorsport Discipline:

ClubSport/Drift	1
Race	18
Rally inc Co-Driver	3
Karting	0
Speedway	1
Multiple	1

Team 1	Team 2
Jack Stokes (Captain)	Blake Dowdall (Captain)
Jack Groenewald	Cameron Hill
Toby McCormack	Arthur Broughan
Izaak Fletcher	Corban Sprague



The 2025 Elite MotorSport Academy of New Zealand has once again proven to be a rewarding and impactful programme, continuing its proud legacy of developing the next generation of motorsport talent. This year's eight graduates demonstrated not only exceptional driving ability, but also a clear commitment to succeeding within the sport. The growth and development shown across all participants throughout the programme was evident, and I extend my congratulations to each of them as they conclude their time in the Academy. We look forward to following their future achievements with great interest.

The past year has also marked a period of transition for the Trust and the Academy. We were pleased to welcome Hayden Paddon and Scott O'Donnell as trustees, bringing fresh perspectives and valuable experience to the programme. They replace David Turner and Richard Giltrap, whose terms concluded during the year. On behalf of the Trust, I express sincere appreciation to David and Richard for their longstanding contributions and commitment to the success of the Academy.

Looking ahead, the upcoming AGM will also mark the conclusion of Alastair Wooten's term as a trustee. Alastair has made a meaningful contribution during his tenure, and we thank him for his service to the Trust. We look forward to introducing a new trustee in due course to continue strengthening the governance and strategic direction of the programme.

As we turn our focus to the future, the Trust is committed to undertaking a comprehensive review of the Elite MotorSport Academy to ensure it remains modern, relevant, and fit for purpose in an evolving sporting landscape. The collective experience and insight of our refreshed trustee group positions us strongly to enhance the programme and maximise the opportunities available to our identified elite competitors.

A cornerstone of the Academy's continued success is the outstanding support and expertise provided by the Otago Academy of Sport and University of Otago. The programme delivered under the leadership of Carmel Leslie and her team remains a critical component of the athlete development experience. Without their knowledge, professionalism, and commitment, the Academy would not achieve the high standard it consistently delivers. We extend our sincere thanks for their ongoing support.

In summary, the Trust remains focused on building upon the strong foundations of the Elite MotorSport Academy, ensuring it continues to identify, support, and develop New Zealand's most promising motorsport talent for years to come.



Deborah Day

On behalf of

The Motorsport NZ Scholarship Trustees

Deborah Day, Scott O'Donnell, Hayden Paddon, Lyall Williamson and Alastair Wootten



05. FINANCE

79TH CONFERENCE & AGM AGENDA

79th ANNUAL GENERAL MEETING
CONSIDERATION OF ACCOUNTS FOR THE YEAR ENDED
31 DECEMBER 2025

**12. Annual Accounts and Audit Report –
MotorSport New Zealand & The MotorSport NZ Scholarship Trust**

Mover

Secunder

Result

Please refer overleaf.

*To ensure we can provide detailed and complete answers to any queries,
please forward any Finance queries to mike@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 2025

Prepared by Finman Services Paraparaumu Limited



Contents

3	Directory
4	Approval of Performance Report
5	Statement of Service Performance
8	Statement of Financial Performance
9	Statement of Changes in Net Assets
10	Statement of Financial Position
11	Statement of Cash Flows
13	Notes to the Performance Report



Directory

MotorSport New Zealand Inc Group For the year ended 31 December 2025

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

P J Major Chartered Accountant

6/99 Mana Esplanade

Plimmerton

Porirua 5026



Approval of Performance Report

MotorSport New Zealand Inc Group For the year ended 31 December 2025

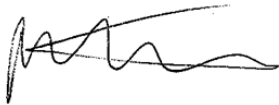
The Governing Body / Trustees are pleased to present the approved performance report including the historical financial statements of MotorSport New Zealand Inc Group (including results and performance of the MotorSport NZ Scholarship Trust) for year ended 31 December 2025.

APPROVED



President

Date 30/03/2026



CEO

Date 30/03/2026



Statement of Service Performance

MotorSport New Zealand Inc Group For the year ended 31 December 2025

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 2025 Elite MotorSport Academy in Dunedin from 7 July 2025 - 13 July 2025.

Applications were received from 24 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 \$28,343.

Budgeted deficit \$29,219.

NZ Scholarship Trust remains in a strong financial position.

	Actual	Budget	Actual	Budget
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Description and Quantification (to the extent practicable) of the Entity's Outputs:				
	This Year	This Year	last Year	Last Year
Applicants received	24	25	34	25
Successful applicants	8	8	8	8

2025 2025 BUDGET 2024 2024 BUDGET

What did we do and how did we perform?

1. Participation Levy Declaration (PLD) records	15,727	17,876	15,918	17,876
2. Competition licence holder numbers	4,342	4,811	4,283	4,811
3. Official licence holder numbers	737	1,075	945	1,075
4. Email newsletter database	17,220	17,500	16,470	17,500

The Trust in 2025 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 \$70,515 was received for the year to meet costs related to the running of the Elite Academy. This was made up of the following:

	Year 2025	Year 2024
MotorSport New Zealand Grant	\$50,000	\$50,000
Other Grants & Donations	\$16,655	\$16,500
Interest	\$3,860	\$6,706
Total	\$70,515	\$73,206

Other Grants & Donations

Gilltrap Trust	-	\$10,000
New Zealand International Grand Prix (Ak) Inc	\$10,000	-
	\$6,155	\$6,000
Aotearoa Gaming Trust		
Janes Family	\$500	\$500
Total	\$16,655	\$16,500





Statement of Financial Performance

MotorSport New Zealand Inc Group For the year ended 31 December 2025

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

	2025	2024
Revenue		
Sport NZ Grant	16,200	16,200
Other Grants	5,927	-
Donations, fundraising and other similar revenue	10,500	10,500
Affiliation Fees	118,751	108,755
Commercial Rights	122,939	156,649
Track Licences	15,827	23,185
Competition and Championship	2,061,803	1,917,680
Interest, dividends and other investment revenue	72,947	68,356
Other revenue	502,736	533,863
Total Revenue	2,927,629	2,835,188
Expenses		
Advisory Commissions & Training	22,552	61,033
Competition and Championship	358,320	344,387
Depreciation & Amortisation	17,644	23,322
Capital Loss on Disposal of Fixed Assets	-	16,833
Grants and donations made	94,907	80,479
Interest and finance charges	664	414
MotorSport Services and Administration	857,671	1,006,441
Wages and Salaries	575,265	1,002,136
Other expenses	19,852	7,000
Total Expenses	1,946,875	2,542,045
Surplus/(Deficit) for the Year	980,755	293,143



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 2025

	2025	2024
Equity		
Opening Balance	2,345,376	2,052,232
Increases		
Profit for the Period	980,755	293,143
Total Increases	980,755	293,143
Total Equity	3,326,130	2,345,376



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 2025



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

	NOTES	31 DEC 2025	31 DEC 2024
Assets			
Current Assets			
Cash & Cash Equivalents	7	979,647	802,802
Trade receivables	11	108,277	103,065
Prepayments and receivables	9	42,071	23,811
Inventory		-	5,382
Investments (current)	8	1,163,953	486,058
Total Current Assets		2,293,947	1,421,119
Non-Current Assets			
Property, Plant and Equipment	14	40,541	51,574
Investments			
Investments (non current)	8	1,163,203	1,092,075
Total Investments		1,163,203	1,092,075
Total Non-Current Assets		1,203,744	1,143,649
Total Assets		3,497,691	2,564,768
Liabilities			
Current Liabilities			
Trade creditors and other payables	10	121,444	154,179
Finance lease loans (current)	15	3,500	3,291
Employee costs payable		42,607	54,467
Total Current Liabilities		167,551	211,936
Non-Current Liabilities			
Finance lease loans (non current)			
Ricoh Lease	15	4,010	7,456
Total Finance lease loans (non current)		4,010	7,456
Total Non-Current Liabilities		4,010	7,456
Total Liabilities		171,561	219,392
Total Assets less Total Liabilities (Net Assets)		3,326,130	2,345,376
Accumulated Funds			
Accumulated surpluses or (deficits)		3,326,130	2,345,376
Total Accumulated Funds		3,326,130	2,345,376

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 2025



'How the entity has received and used cash'

	2025	2024
Cash Flows from Operating Activities		
Receipts		
Interest Received	66,526	106,286
Receipts From Sport NZ Grant	16,200	16,200
Receipts from Donations	10,500	10,500
Receipts from other Grants	12,082	-
Receipts from Competition and Championship Fees	2,048,710	1,904,054
Receipts from other revenue	755,525	786,538
GST Received	-	11,540
Sustainability Fund	36	-
Total Receipts	2,909,578	2,835,117
Payments		
Payments to suppliers	1,257,826	1,392,838
Payments to Employees and Contractors	608,536	1,009,358
Grants, contributions and sponsorship paid	94,907	80,479
Interest Paid	664	414
GST Paid	12,018	-
Total Payments	1,973,950	2,483,089
Total Cash Flows from Operating Activities	935,628	352,028
Cash Flows from Financing Activities		
Net Movement of Finance Lease	3,236	(2,495)
Total Cash Flows from Financing Activities	3,236	(2,495)
Cash Flows from Investing Activities		
Receipts		
Receipts from sale of property, plant and equipment		
Office Equipment Sold	-	5,219
Total Receipts	-	(5,219)
Payments		
Payments to purchase investments	749,023	33,579
Payments to acquire property, plant and equipment	6,524	18,870
Total Payments	755,547	52,449
Net Increase/ (Decrease) in Cash	176,844	307,293

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

2025

2024

Cash Balances

Cash and cash equivalents at beginning of period	802,802	495,509
Cash and cash equivalents at end of period	979,647	802,802
Net change in cash for period	176,844	307,293



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 2025

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 2025.

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 2025 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.

Competition and championship

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

Revenue from exchange transactions

Interest

Interest is recognised in the Statement of 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.



	2025	2024
6. Auditors remuneration		
Audit Fees - Trust	2,350	7,000
Audit Fees - Society	10,030	20,811
Total Auditors remuneration	12,380	27,811
	2025	2024
7. Cash and Cash Equivalents		
Cash at Bank & in hand	979,647	802,802
Total Cash and Cash Equivalents	979,647	802,802
	2025	2024
8. Investments		
Term Deposits (current)	1,163,953	486,058
Forsyth Barr (non-current)	1,163,203	1,092,075
Total Investments	2,327,155	1,578,132
	2025	2024
9. Prepayments and receivables		
Prepayments	28,938	17,099
Accrued Interest (Asset)	13,134	6,712
Total Prepayments and receivables	42,071	23,811
	2025	2024
10. Trade creditors and other payables		
Trade Creditors	73,124	72,466
GST	52,840	64,858
PAYE Payable	(4,557)	16,855
Total Trade creditors and other payables	121,408	154,179
	2025	2024
11. Trade receivables		
Accounts Receivables from exchange transactions	108,277	103,065
Provision for doubtful debt	-	-
Total Trade receivables	108,277	103,065
	2025	2024
12. Components of net surplus/(deficit) specific expenses		
Grants	5,230	1,194

	2025	2024
Grants - graduate development and academy of sport	89,677	79,284
Board Expenses	25,498	36,933
Gain/loss on disposal of fixed asset	-	16,833
Total Components of net surplus/(deficit) specific expenses	120,405	134,245

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.

	2025	2024
Financial Assets (at amortised cost)		
Term deposit	1,163,953	486,058
Cash at bank & in hand	979,647	802,802
Receivables	108,277	103,065
Total Financial Assets (at amortised cost)	2,251,876	1,391,925

	2025	2024
Financial Liabilities (at amortised cost)		
Trade Creditors	73,124	72,466
Employee Entitlements	42,607	54,467
Finance Lease	7,510	10,747
Total Financial Liabilities (at amortised cost)	123,241	137,679

14. Property, Plant and Equipment

MotorSport House

MotorSport House	4,000	4,000
MotorSport House - Accumulated Depreciation	(3,365)	(3,279)
Total MotorSport House	635	721

Tech Equipment

Tech Equipment at cost

Tech Equipment - at cost	62,212	58,561
Tech Equipment - Purchased	2,628	2,628
Total Tech Equipment at cost	64,840	61,189

Tech Equipment - Accumulated depreciation	(46,543)	(39,454)
Total Tech Equipment	18,296	21,735

Motor Vehicles

Vehicles owned	30,418	30,418
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	2025	2024
Accumulated depreciation - vehicles owned	(29,283)	(28,796)
Total Motor Vehicles	1,135	1,621
Furniture and Fittings		
Furniture and fittings owned	6,103	6,103
Accumulated depreciation - furniture and fittings owned	(5,557)	(5,453)
Total Furniture and Fittings	546	650
Office Equipment		
Office Equipment		
Office Equipment - at cost	40,073	37,114
Office Equipment - Purchases	16,242	16,242
Office Equipment Sold	(5,219)	(5,219)
Total Office Equipment	51,096	48,137
Office Equipment - Accumulated depreciation	(31,400)	(21,757)
Total Office Equipment	19,696	26,379
Rally NZ Gifted Assets		
Rally NZ Gifted Assets - Accumulated depreciation	-	-
Total Rally NZ Gifted Assets	-	-
Training Equipment		
Training Equipment at cost	3,474	3,474
Training Equipment - Accumulated depreciation	(3,239)	(3,004)
Total Training Equipment	236	471
Total Property, Plant and Equipment	40,543	51,576

15. Finance Lease Liabilities

Current Interest-Bearing Loans	Rate	Maturity	2025	2024
Ricoh Lease	6.75%	6/12/28	\$3,503	\$3,291
Total			\$3,503	\$3,291

Non-Current Interest-Bearing Loans	Rate	Maturity	2025	2024
Ricoh Lease	6.75%	6/11/28	\$3,969	\$7,456
Total			\$3,969	\$7,456

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 Transactions²¹⁸



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	2025 \$	2024 \$
Total Remuneration	\$150,000	\$196,646
Number of Persons	1	1

17. Capital Commitments

The Group has no capital commitments at 31 December 2025. (31 December 2024: nil)

18. Operating Leases

A lease commitment exists for 102A Kapiti Road, Paraparaumu

	2025 \$	2024 \$
Less than 1 Year	9,678	38,713
Between 1 and 5 years		9,678
More than 5 years		
Total Operating Lease Commitment	9,678	48,391

The current lease renewed on 1 April 2023 for 3 years

19. Contingent Liabilities

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.





INDEPENDENT AUDITOR'S REPORT

To the Members of Motor Sport New Zealand Incorporated

Opinion

We have audited the Consolidated Financial Statements of Motor Sport New Zealand Incorporated and its subsidiaries (the Group) on pages 1 to 23, which comprise the Consolidated Entity Information, the Consolidated Statement of Service Performance, Consolidated Statement of Financial Position as at 31 December 2025, and the Consolidated Statement of Comprehensive Income, Consolidated Statement of Changes in Equity and Consolidated Statement of Cash Flows for the year then ended, and Notes to the Consolidated Financial Statements, including a summary of significant accounting policies.

In our opinion, the accompanying Consolidated Financial Statements present fairly, in all material respects:

- the entity information for the year ended 31 December 2025;
- the service performance for the year ended 31 December 2025, in that the service performance information is appropriate and meaningful and prepared in accordance with the group's measurement bases or evaluation methods;
- the financial position of Motor Sport New Zealand Incorporated as at 31 December 2025, and its financial performance, and cash flows for the year then ended,

in accordance with Public Benefit Entity Standards Reduced Disclosure Regime issued by the New Zealand Accounting Standards Board (Tier 2 (PBE)).

Basis for Opinion

We conducted our audit of the Statement of Comprehensive Income, Statement of Financial Position, Statement of Cash Flows, Statement of Accounting Policies and Notes to the Consolidated Financial Statements in accordance with International Standards on Auditing (New Zealand) (ISAs (NZ)), and the audit of the Entity Information and Statement of Service Performance in accordance with New Zealand Auditing Standard (NZ AS1 (Revised) *'The Audit of Service Performance Information (NZ)'*.

Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Consolidated Financial Statements section of our report. We are independent of Motor Sport New Zealand Incorporated in accordance with Professional and Ethical Standard 1 'International Code of Ethics for Assurance Practitioners (including International Independence Standards) (New Zealand) issued by the New Zealand Auditing and Assurance Standards Board, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other than in our capacity as auditor we have no relationship with, or interests in, Motor Sport New Zealand Incorporated.

Restriction on Responsibility

This report is made solely to the Members, as a body, in accordance with section 42F of the Charities Act 2005. Our audit work has been undertaken so that we might state to the Members those matters we are required to state to them in an auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the Members as a body, for our audit work, for this report, or for the opinions we have formed.

Board' Responsibility for the Consolidated Financial Statements

The Board are responsible on behalf of the group for such internal control as the Board determine is necessary to enable the preparation of Consolidated Financial Statements that are free from material misstatement, whether due to fraud or error.

(a) the selection of elements/aspects of service performance, performance measures and/or descriptions and measurement bases or evaluation methods that present service performance information that is appropriate and meaningful in accordance with Tier 2 PBE;

(b) the preparation and fair presentation of the Consolidated Financial Statements which comprise:

- the Entity Information;
- the Statement of Service Performance; and
- the Statement of Comprehensive Income, Statement of Financial Position, Statement of Cash Flows, Statement of Accounting Policies and Notes to the Consolidated Financial Statements

in accordance with Tier 2 PBE, and

(c) for such internal control as the Board determine is necessary to enable the preparation of Financial Statements that are free from material misstatement, whether due to fraud or error.

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

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

Our objectives are to obtain reasonable assurance about whether the Consolidated Financial Statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance ISAs and NZ AS1(Revised) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the decisions of users taken on the basis of these Consolidated Financial Statements.

A further description of the auditor's responsibilities for the audit of the Consolidated Financial Statements is located at the XRB's website at www.xrb.govt.nz/standards-for-assurance-practitioners/auditors-responsibilities/audit-report-7/.

Other Matter

The financial statements of the prior period were audited by the predecessor auditor, therefore we do not express an opinion on the comparative figures.

The engagement partner on the audit resulting in this independent auditor's report is Phil Major.
Signed:



PORIRUA
30 March 2026





06. GENERAL BUSINESS

79TH CONFERENCE & AGM AGENDA

79th ANNUAL GENERAL MEETING

CONSIDERATION OF REMITS & DISCUSSION ITEMS

13.1 Constitutional Remits

No Remits were submitted for the 79th AGM.

13.2 All Other Remits

No Remits were submitted for the 79th AGM.

79th ANNUAL GENERAL MEETING

GENERAL BUSINESS

14.1 80th Annual General Meeting

MotorSport New Zealand seeks confirmation to proceed with the 80th AGM scheduled for Saturday 15 May 2027 in Christchurch.

14.2 Other General Business

