

British Motor Sports

History of Governance

The spirit of the early British motor clubs continues to drive motor sport organisation and regulation today, with over seven hundred clubs sharing agreed codes of practice under the umbrella of the MSA.

Any successful sport requires sound processes, rules and codes of practice to govern its operation. For motor sport, the history of this governance can be traced back to the turn of the last century when the development of the motor car led to the early formation of a number of motor clubs.

Early history

Prominent amongst these was The Automobile Club of Great Britain & Ireland (later renamed The Royal Automobile Club) which in subsequent years emerged as the leading organisation representing motorists' interests and organising motor sport events. Until the early 1970s motor sport was organised by affiliated clubs overseen by the RAC's Competitions Committee – a body of volunteers who ensured that the sport was conducted safely and to a common set of rules.

These rules were agreed between participating clubs and competitors and ensured that competition was fair. The framework of a judicial system had also by then been put in place and over subsequent years this has evolved into the system in use today (see Part 2: The regulations).

The late 1970s saw a re-structuring of the governance of the sport. In 1975 the Competitions Committee was replaced by a new RAC Motor Sports Council and four years later the RAC Motor Sports Association was formed to look after the day-to-day running of the sport.

The role of The Motor Sports Council

Today the Council acts in the role of a Sporting Commission, making and amending the rules governing motor sport in Britain, while the Association communicates and administers those rules within the sport.

The 23 member Council normally sits three times a year and has overall responsibility for rule-making and judicial matters. It is supported by:

- nine specialist motor sport committees
- four specialist motor sport sub-committees, and
- six advisory panels.

In all these are made up of over 200 volunteers from various motor sport disciplines. Membership of these committees is drawn from a wide range of competitors, organisers and administrators across the full spectrum of motor sport. All committees operate in a democratic and transparent manner.

The Council fulfils its regulatory role by:

- Considering and approving the regulations that govern the sport
- Overseeing the judicial processes and administering the National Court to resolve disputes
- Ensuring the regulation of safety within the sport.

The role of the Association

The Council's work is supported and underwritten by the Motor Sports Association.

The MSA provides an administrative and financial infrastructure for the sport. It ensures sufficient funds are available for the training of officials and marshals, for the development of technical skills and training of scrutineers, and to support the rule-making and judicial bodies in general in ensuring that motor sport continues to be conducted in a fair and safe manner.

Today over seven hundred motor clubs are registered with the MSA and cater for the whole range of motor sport activity, from the grass root amateur to the professional elite. These activities include circuit car and kart racing, rallying, rallycross, trials, autotests and a number of other disciplines all operating under the MSA umbrella to ensure fairness, safety and consistency.

At an international level, the MSA is affiliated to the world governing body for four or more wheeled motor sport – the Fédération Internationale de L'Automobile (FIA) – which

MSA Lifetime Achievement Award

This is the highest honour bestowed by the MSA Board. It is presented annually to a member of the UK motor sport community in recognition of outstanding achievement over many years in the sport. The award is not limited to competitors or volunteers:

2005 Tom Delaney	2009 Howard Strawford	2013 Andy Watson
2006 No award	2010 No award	2014 Len Pullen
2007 Peter Cooper	2011 Denis Cardell	2015 David Morley
2008 Howard Lapsley	Tony Fletcher	2016 Sir Stirling Moss
Les Needham	2012 Ron Smith	David Butler MBE

Motor Sports Council Prince Michael Award of Merit

The Prince Michael Award of Merit is a prestigious personal award made by the Motor Sports Council to a maximum of two recipients each year in recognition of meritorious service to British motor sport. Meritorious service encompasses distinguished service or significant contribution to British motor sports; outstanding achievement in British motor sports.

Nomination papers are available from the MSA's General Secretary at Motor Sports House and should be returned completed, before the end of October each year.

Award of Merit Winners

1991 Jack Romain	1997 Alec Rivers Fletcher;	2007 Colin Rossborough
1992 Tony Bird	Donald Grieve	2008 Stuart Turner
1993 Peter Cooper;	1998 Michael Fenwick;	2009 David Butler MBE
Tony Fletcher	Keith Douglas	2011 Michael Southcombe
1994 John Felix; George Hall	2000 Robert Rae	2013 Colin Hilton;
1995 Brian Molyneux	2002 Tony Reynolds	Ronnie Trouton MBE
1996 Tom Dooley;	2004 Ken Walker	2015 Les Needham
Dick Newsum		

Centenary Award of Merit

1997 Professor Sid Watkins

Officiel d'Honneur Appointments

The following have accepted the position of Officiel d'Honneur for 2018:

M F L Allison

G H Bailey

W Beattie

I D Bennie

K N Blackburn

G S B Blythe

H T Chapell

T J Hassall

N S Manser

W M Patterson

P J Smith

Dr D B Stevens MBE

A Ward

J B H Wood

B Wright

Motor Sports House

OPEN

Monday–Thursday
9.30–5.30

Friday
9.30–5.00
(phone enquiries
10.00–5.00 please)

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Licence Section:
Tel: 01753 765050
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Website:
www.msauk.org

SPECTATE SAFELY!

WARNING
MOTOR SPORT
CAN BE
DANGEROUS

ARI NEEDS YOU TO

Be alert!
Always expect the unexpected
Stay at the designated spectator areas
Remember that in an accident anything can happen
Always follow the instructions of the marshals
Your safety – Your life
ONLY A SAFE RALLY IS A GOOD RALLY

#AriNeedsYou  msauk.org/rallyfuture



recognises it as the National Sporting Authority (ASN) in Britain.

International events are regulated under the auspices of the FIA's International Sporting Code which is published in the FIA Yearbook of Automobile Sport.

The MSA itself is a not-for-profit company limited by guarantee, ploughing any surplus revenue after tax back into the sport. Its main income is generated by issuing competition licenses for participants and permits for motor sport events and Championships. It is based in modern 1,400 square metre offices at Colnbrook close to London Heathrow Airport, where some 32 full time staff are employed in all aspects of running motor sport in this country.

In addition to licensing 34,000 competitors (many of whom will have attended approved driver training schools), the MSA has over 2,700 licensed officials and over 10,000 registered marshals on its database. It currently issues permits for some 4,700 events each year, carries out safety inspections of around 140 motor sport venues and supports training of an army of volunteer officials.

Over 6,100 marshals and volunteer officials received training last year, funded by the British Motor Sports Training Trust, a registered charity for which the MSA provides Trustees and administration. It also provides administrative support to the Royal Automobile Club under its statutory role for Route Authorisation on the Public Highway under the 1969 Motor Vehicles

(Competitions & Trials) Regulations, and for events off-road under the 1995 Regulations.

The British Championships

The British Championships are run annually for each of the motor sport disciplines. These are governed by MSA Regulations and involve a series of events which take place throughout the year, all under the control of MSA-registered clubs. They culminate in the award of a British Championship Trophy for each discipline, and details of current winners are contained in this book.

The Championships promote and develop excellence in motor sport and enable the best British competitors to reach international competitive standards.

Commercial activities

The MSA delegates its primary commercial activities to a wholly-owned subsidiary, International Motor Sports Ltd. IMS, amongst other activities, organises the British Grand Prix and the International Rally of 'Great Britain, (both currently being rounds of FIA World Championships) and a number of other classic events, the surpluses from which are used to develop the sport.

The MSA also liaises with Sports Councils and similar bodies to assist clubs in securing financial support from Lottery and other central funds to assist with investments, particularly in areas of safety.

MOTOR SPORTS ASSOCIATION

U18 POLICY

As the governing body of UK motor sport, the Motor Sports Association is committed to ensuring the welfare, development and education of young participants in motor sport.

Education

- The MSA believes that all young participants (and their parents) should understand the importance of maintaining their education alongside motor sport activities, particularly those students who are legally obliged by their age to continue in full-time education.
- The MSA believes that time taken out of school for the purposes of motor sport activities should be kept to a minimum.
- The MSA believes that the educational development of a young person should always take precedence over motor sport activity.
- The MSA will work with championships and events to avoid potential conflict with educational commitments wherever possible.

Child Safeguarding

- The MSA has an obligation to ensure that MSA licensed coaches, instructors and officials provide the highest possible standards of care when given responsibility for young people.
- The MSA provides a Child Safeguarding Policy which includes details on the recruitment, selection, suitability and deployment of individuals working with young people in motor sport.
- The MSA's Child Safeguarding Policy details who will require a current Disclosure and Barring Service (DBS) check at Enhanced Level.
- The MSA has contracted GBGroup to undertake the DBS checking process on its behalf.

Anti-doping

- The MSA believes in the right of competitors to participate in doping-free sport and has adopted the UK Anti-Doping and FIA's Anti-Doping Protocols.
- The MSA believes that all licence holders should be aware of the anti-doping commitments they make when signing their licence application form.
- The MSA recognises that Anti-Doping legislation may be difficult for competitors to comprehend and is therefore able to supply licensed competitors with a simplified guide to Anti-Doping legislation.
- MSA Coaches regularly deliver Anti-Doping workshops to competitors in a range of championships.

Go Motorsport

- The MSA is committed to attracting new people to motor sport through the Go Motorsport campaign.
- The MSA has appointed Regional Development Officers (RDOs) to work with clubs and organisations and to spread the motor sport message through presentations to schools and colleges.
- RDOs are also tasked with working with MSA Clubs to assist their development activities
- The MSA does not charge competitors under 16 years of age for their first MSA competition licence.

Official designation

The MSA will designate as 'U18-compliant' those clubs, championships and events that commit to uphold the principles outlined in this MSA U18 Policy.

**Further information is available in the MSA Safeguarding Policy from the MSA website or on request directly from the MSA.*

