

2008

THE ROYAL AUTOMOBILE CLUB  
MOTOR SPORTS ASSOCIATION LIMITED

**COMPANY REPORT &  
2007 GROUP FINANCIAL STATEMENTS**







## CHIEF EXECUTIVE'S MESSAGE

You will see that we have expanded the Annual Report of the Motor Sports Association into a more complete, weightier publication. This is largely as a result of the huge amount of work that has been undertaken in the last twelve months; it did not do the excellent developments justice to cram them into the old format.

We have made great strides in the last twelve months and there is a good deal of optimism about the future of the sport. We are investing more money than ever before – in excess of £1 million in 2007 – and that investment is being used to deliver the forward-thinking activity that will bring long-term rewards for the sport.

We are delighted that Robert Reid has agreed to become the UK's first Performance Director. We have a clear vision to deliver a 'whole sport' strategy that will ensure the best possible coaching, training and qualifications for the top end and a structure that will assist the development of and investment in the grass roots. The two ends of the pyramid are inextricably linked.

The launch of Go Motorsport demonstrates that the MSA is no longer just the regulatory body. The development of the sport and its long-term strength is a critical undertaking and the MSA is committed to leading the sport from the front. The £250,000 investment is the biggest in the company's history and reflects the importance of attracting new recruits to the sport.

Let's Go Karting is another fundamental piece in the jigsaw. Thanks to MSA investment of £125,000, we are now able to attract young people from all backgrounds to experience the thrill of motor sport for just five pounds. It's a persuasive message and one that will bring the sport closer to many people who might previously have felt excluded.

The MSA continues to invest in its people and infrastructure. The new technology and additional resources that were brought in at the end of 2007 have enabled the licensing department to record its most efficient year ever.

We have been able to undertake all of this activity as a result of the good financial management that I have been championing for the last five years. The MSA's income level remains fairly static, but through good governance and greater efficiencies we have generated a healthy surplus each year. We are now starting to utilise these funds to develop the sport and lead it into the next century.

Licence figures may have recorded a slight dip in 2007, but overall they remain consistent over recent years. Historic motor sport continues to out-perform the market and karting especially is reporting positive signs of activity. It remains to be seen how the current economic climate may have a knock-on effect on the sport, but whatever happens the Motor Sports Association is now well equipped to weather the storm.

My thanks, as ever, are due to the team at Motor Sports House and the thousands of officials and volunteers around the country for their relentless efforts in helping to run this great sport. Without them, none of this would be possible.

**Colin Hilton**

Chief Executive  
Motor Sports Association



## CHAIRMAN'S MESSAGE

Last year I suggested that as the governing body, the Motor Sports Association should occupy a central position within UK motor sport, not simply a peripheral administrative or regulatory role. It is particularly pleasing that we can look back on the last twelve months and observe just how dynamically the MSA has taken on this challenge.

Not only is the MSA investing more money back into the sport than at any time in its history, but it is also spending more on the kind of pro-active programmes of activity that will make a real difference to the future of the sport. No longer content to be just the regulatory body, the MSA has rightly stepped up to the mark.

We will never forget that the MSA has a duty to administer UK motor sport to the highest

possible standards and it continues to deliver handsomely in this respect. We must, and will, continue to improve the service we provide to the competitors, volunteers, administrators and everyone involved with the sport. Maintaining pace with new technology and investing in the company's infrastructure is essential to ensure that the MSA is delivering efficiencies and value for money to its stakeholders.

But in addition to this, the governing body is now taking responsibility for the long-term development of motor sport, setting in motion projects that will safeguard the future of the sport and create a sustainable legacy for future generations. Inevitably, some people may criticise this new role and the level of our investments, but the short-sighted never make good leaders.

Under the leadership of Colin Hilton and Andrew Coe, the excellent work of the Executive and their staff within the MSA and IMS respectively ensures that the companies are effectively and efficiently run. My thanks to everyone involved in the day to day running of both operations.

I shall continue to challenge and question everything the company does; there are always improvements to be made and changes to be effected. But the sport and its governing body are in far better shape than they were twelve months ago and I am confident that I will be able to say the same thing in a year's time.

### Alan J Gow

Chairman  
Motor Sports Association





## THE MOTOR SPORTS ASSOCIATION



## STRUCTURE

The Motor Sports Association (MSA) is recognised as the sole national motor sport governing body for Great Britain by the Federation Internationale de l'Automobile (FIA). The MSA is a not-for-profit organisation made up of more than 750 registered motor clubs (with a total membership in excess of 200,000), organised around 15 Regional Associations across the United Kingdom. It is responsible for the governance and administration of all major forms of four-wheel motor sport in Britain.

The regulatory body of UK motor sport is known as the Motor Sports Association Council (MSC). It is often referred to as the 'Parliament' of motor sport, but is more accurately described as the Sporting Commission. Its members all act in a voluntary capacity and the constitution, written in 1975, dictates how the Council operates. The Council is made up of the chairmen of the individual committees that

represent the interests of the various disciplines of the sport as well as delegates from the six specialist Advisory Panels – safety, technical, medical, timekeeping, judicial and volunteer officials. The Council is led by the Chairman who is joined by the MSA Chairman, MSA Chief Executive and representatives of the Regional Associations and the Home Countries.

The Motor Sports Association is the Executive body and decisions taken at Council are passed to the MSA for implementation. The MSA has around 30 employees and operates within the confines of budgetary control by its Board of non-executive Directors. The MSA Board consists of a maximum of 15 members. Of these, six are appointed by the Motor Sports Council, three are appointed by the Royal Automobile Club and three are the senior MSA executives. There are a maximum of three further positions to facilitate the appointment of external Directors.

## OBJECTIVES

The primary function of the Motor Sports Association has always been to regulate and administer the sport. This it has been able to do more efficiently and effectively in recent years as a result of the operational changes that have been effected.

Consequently, the MSA is now in a much stronger position and is able to lead the development and promotion of the sport in this country with significant financial investments in a long-term strategy. In the last three years the MSA has created two elite talent development programmes, initiated the first recruitment and retention programme for volunteers, created a major nationwide subsidised karting initiative and launched the first ever marketing campaign for UK motor sport – Go Motorsport.

Exciting future plans for the creation of motor sport apprenticeships and further education and skills initiatives, mean that a once fragmented sport will genuinely be able to identify a 'whole sport strategy' for the development and promotion of motor sport.



## INCOME

The Motor Sports Association's income is mainly generated by issuing competition licences for participants and permits for events and championships as well as the promotional rights fees for the major MSA British Championships.

The MSA does not receive any direct funding from government nor does it benefit from lottery grants, although a few individual club projects have gained funding from the National Lottery. Unlike many other sports, the revenue generated by the sport's flagship event (the British Grand Prix) does not directly come to the governing body.

The income generated by the MSA is used to fund all of the essential activities which the governing body is required to deliver on behalf of licence holders, event organisers, volunteer officials, spectators and the wider motor sport community. Thereafter, the level of funds remaining after the provision of these services determines the investment that can be made by the MSA in the future development and promotion of the sport.

## THE SPORT

Motor sport is an integral component of both the British sporting and business scene. Every year more than 32,000 MSA competition licence holders contest 5,000 licensed events staged throughout the country. Thousands more compete in MSA disciplines such as autotests, production car trials and navigational rallies for which an MSA licence is not always required.

There are an estimated 200,000 active participants in UK motorsport, most of whom are members of one of the 750 MSA-accredited motor clubs. The UK boasts in excess of 12,000 active marshals and 2,800 licensed officials currently registered on the MSA database.

British motorsport has long been recognised as one of the best proving grounds for young drivers and more than half of the current Formula 1 drivers have benefited from the experience of competing in Britain. Six of the ten Formula 1 teams are based in the UK, as are manufacturer-backed World Rally Championship teams M-Sport (Ford) and Prodrive (Subaru).

Approximately 4,000 companies are involved in the UK motor sport industry and its support activities. The engineering sector has an annual turnover of £2.9 billion, more than half of which is exported. The creative side (PR, sponsorship etc) is worth an additional £1.7 billion a year. UK motor sport supports 38,500 full and part time jobs (All industry sources: MIA).

**4,000**  
COMPANIES

**38,500**  
JOBS

**£2.9 bn**  
ENGINEERING

**£1.7 bn**  
CREATIVE & SUPPORT



## ADMINISTRATION AND REGULATION

The Motor Sports Association undertakes a huge amount of work behind the scenes to support and administer the sport as efficiently as possible.

### Licensing

The MSA's licensing department reported a huge improvement in efficiency for 2008 renewals, consistently maintaining a service level ahead of all previous years. Thanks to the significant investments made in technology and infrastructure at the end of last year, as well as a doubling of staffing rates during peak periods, 85% of postal applications were despatched within eight working days and 99% of online applications within four working days. The MSA continues to provide online tracking of applications and a fast-track process for those people allowing insufficient time for the turn-around of their licence.

### Judicial

The National Court considered 26 cases in 2007 and of the 19 appeals received, three were upheld. A total of £89,000 was collected in fines, which is channelled into two charities, the Motorsport Safety Fund and the British Motorsport Training Trust.

The recent introduction of entrants' licences now enables the National Court to apply penalties to transgressors without impacting on the sometimes innocent competition licence holder.

### Government liaison

In recent years, the MSA has taken an active role working with the DTI, the Motorsport Development Board and latterly MDUK, although very little of the originally announced £16m funding was earmarked for sporting projects. The MSA has recently announced the formation of the Motorsport Alliance, in association with the ACU and the MIA. The Alliance will represent the interests of the entire motorsport community to government on issues where a single voice is required. The MSA regularly invites key members of Parliament to its showpiece events to discuss major issues affecting the sport and liaises with many bodies including the CCPR, Sport England and DCMS.

### Marshals

More than 12,000 race and rally marshals are registered with the MSA and the establishment of the marshals' register has led to significant improvements in communication with this crucial band of volunteers. They are provided annually with specialist training appropriate to their disciplines, including fire fighting, incident handling, safety management and spectator control, delivered by MSA-accredited Training Instructors. The MSA currently licenses 71 Rescue units, 23 Stage Safety units and 50 Recovery units each year, each carrying individually licensed crew members.

### Officials and events

The MSA made around 1,200 appointments of MSA Stewards to attend 4,930 events in 2007. MSA-licensed officials are appointed by the organising club.

### Secretariat

The MSA provides full secretarial and administrative support to the Motor Sports Council, its committees, sub-committees, advisory panels and other groups that represent the various disciplines of the sport. The MSA Executive co-ordinates the meetings, takes and circulates minutes and accompanying information, provides meeting facilities at Colnbrook, progresses decisions of the Motor Sports Council and ensures their implementation across the sport.

### Risk management

In 2007, the MSA undertook 43 venue inspections. Race circuits are inspected at least once every two years and all other venues are inspected on a rolling schedule of once every 3-5 years. There are a total of 118 venues that hold an MSA licence.

The MSA Technical Services team continues to monitor new safety standards for equipment and technology and is always available to provide advice to competitors.



### Insurance

JLT Sport became the MSA's Insurance Broker at the start of 2008 and was immediately able to extend the existing third party cover to provide £5m of Public Liability insurance for member clubs' social activities, saving an estimated £100,000 for MSA Clubs annually.

The MSA has also increased the Personal Accident cover for MSA Officials with effect from 1 January 2008, providing enhanced benefits to those already existing.

### Route Authorisation

Through the Royal Automobile Club, the MSA is the only body empowered by the Department of Environment / Highways Authorities to act as its agent for authorisation of the use of public highways for motor sport in England and Wales.

The MSA provides a team of regional route liaison officers who work with clubs, competitors, police authorities and National Parks, on every event using the public highway to minimise disruption and to ensure the Road Traffic Act is enforced. The MSA undertook 222 Route Authorisations in 2007.

### Forestry Commission

The vast majority of woodland used by rally events is managed by the Forestry Commission. The MSA has concluded negotiations with Forest Enterprise to set acceptable charges for the use of this land to run until the end of 2010.

The MSA and Forestry Commission have signed a Memorandum of Understanding to work together to minimise the impact of motor sport events on the environment.

### Child Protection

There are many adults in motor sport who are in regular contact with young people under 16 years of age. The MSA takes its duty of care to these youngsters extremely seriously and works very closely with the authorities to ensure their continued safety.

All adults who are responsible for the well-being of young people in motor sport are subject to a standard police CRB check to ensure their suitability for working with children. Happily, this process has highlighted very few cases in need of attention.

### Blue Book

The regulations for UK motor sport are all contained within the MSA's 'Blue Book'. The Blue Book was substantially overhauled for the 2008 season, including a full re-write by a technical editor and restructuring to make referencing easier. For the first time, the entire contents of the Blue Book were also made available on CD-Rom, making it more convenient when searching the regulations.

### Gambling

The MSA is supportive of the government's initiative to introduce legislation regarding gambling in sport. This will require governing bodies to alert the authorities to any suspicious activity and the authorities in return will bring to the governing bodies' attention any irregular betting patterns for further investigation.

### Drugs

The MSA has signed up to UK Sport's anti-doping legislation. While it is extremely rare for people to participate in motor sport under the influence of either drugs or alcohol, there is no place for it within the sport and the MSA will take the hardest possible line against any transgressors.



## PROMOTION

**Go Motorsport**

Motor sport has traditionally been a legacy sport; people are introduced to it by relatives and close friends. Although millions of people watch motoring programmes and Formula One on television, only a very small percentage actually get involved with motor sport.

Go Motorsport is the UK's first ever centrally co-ordinated marketing campaign for UK motor sport. The high-profile initiative is designed to stimulate greater interest in the sport and show a wider public audience what a great sport this is and how easy it can be to become involved at all levels whether as a competitor, spectator, official or trackside marshal. It also aims to dispel some of the misperceptions about the sport that getting involved is prohibitively expensive by demonstrating the huge amount of competitive motor sport that is available for a relatively small investment.

Launched at McLaren's Technology Centre in June 2008, Go Motorsport has received the backing of some of the top names in British motor sport, including Lewis Hamilton, Ron Dennis, Sir Frank Williams, Damon Hill, Jenson Button, David Coulthard, Lord March, Jonathan Palmer and Murray Walker, all of whom have recognised the importance of attracting new recruits to the sport.

A high-profile PR and marketing campaign now drives people to a dedicated website – [www.GoMotorsport.net](http://www.GoMotorsport.net) – where all the information can be found to explain the various disciplines of the sport, how to get involved and what you might need to get started. It also provides contacts around the country for people who want further information.

The MSA is funding the £250,000 project, making this the single biggest investment ever in the promotion of the sport in this country. However, the true value of the programme is

likely to be in the millions as a result of the 'benefit in kind' from those organisations and individuals within the UK motor sport community that have lent their support.

Go Motorsport has been present at major events such as the British International Motor Show and the Goodwood Festival of Speed this summer. An in-depth feature on ITV's F1 programme created 5,000 visits to the website and there are promotional stickers on competition and road cars right across the country.

A significant promotional campaign will continue to raise the profile of this important initiative.

**Let's Go Karting**

Karting is the traditional entry level for competitive motor sport, as it allows children as young as eight years old to get behind the wheel and begin a lifetime of motor sport enjoyment. The emergence of Lewis Hamilton onto the world stage has led to a huge surge of interest in the sport and his exploits have attracted a new generation of youngsters to want to find out more about karting.

The MSA has launched Let's Go Karting, a nationwide scheme designed to allow young people to have a go at karting for just £5, making it accessible to any person, from any background. Supported by funding of £125,000 from the MSA, Let's Go Karting provides karts, equipment and instructors at 16 venues and clubs throughout the UK in order to enable

young people to experience the excitement of karting without having to make the significant financial commitment of purchasing their own equipment.

Each participating venue is supplied with new equipment to run the scheme including karts, helmets, overalls, gloves and other essential items. Everything is provided for the children who will receive an introduction to motor sport, basic instruction and a full safety briefing by qualified instructors before taking to the track.

The launch at Buckmore Park in Kent was supported by a host of motor sport luminaries including Ross Brawn, John Surtees OBE, David Brabham and McLaren test driver Gary Paffett and generated a huge amount of

media coverage. Sports Minister Gerry Sutcliffe MP was delighted to give this innovative scheme his backing.

Let's Go Karting builds upon the excellent work already being undertaken by many clubs and venues, and some of the existing operations have been incorporated under the banner of the national scheme. Clubs and venues are responsible for delivering their own promotional campaign and must reach local school children around each centre, taking the sport directly to an important new audience.

The MSA has committed itself to a further promotion of the sport to young people by introducing free competition licences for first time applicants aged 16 and under.





MEMBER CLUBS

750

LICENSED OFFICIALS

2,800

LICENSED EVENTS

5,000

REGISTERED VOLUNTEER MARSHALS

12,000

COMPETITION LICENCES

32,000

ACTIVE PARTICIPANTS IN MOTOR SPORT

200,000

### TRAINING AND DEVELOPMENT

The Motor Sports Association has long recognised the vital role that training of volunteers and officials plays in the safety management of motor sport and in the last ten years significant developments have taken place in this field.

Licensed officials must attend annual training seminars run specially for them by an experienced team of senior MSA licensed officials. Training programmes for Clerks of the Course have become evidentially based and capable of being accredited to national education standards, and these have now been extended to include Scrutineers and Timekeepers.

A series of nationwide seminars and workshops about how to run a motor club have been developed for Club Officials and training material is disseminated to event officials who organise UK motor sport events at local Club level. These are currently run in alternate years and open at no charge to representatives of all 750 MSA Clubs.

In 2005, the government agreed to match the MSA's investment in a three year project to address the areas of recruitment, retention, training and development of all volunteer officials. Since then, Volunteers in Motorsport has turned a 4% annual drop-off into positive growth of around 17% with over 2,000 new marshals attracted to the sport. Whilst the programme actively targeted the recruitment of new volunteers to motor sport, it has also made a big commitment to improve provision for existing volunteers.

The MSA works closely with the Motorsport Safety Fund, a registered UK charity, in the development of a range of booklets, DVDs and other training resources, including First Aid, Rescue and Safety guidelines, a number of which have been adopted by the FIA Institute for Motor Sport Safety and translated into other languages.

Today, the MSA runs around 160 Seminars and Training Days annually for volunteer officials, either directly or through its network of Training Instructors, attracting in excess of 5,000 participants [all at no cost to the individual]. There are currently more than 8,300 Rally Marshals, 3,600 Race Marshals and new registers for Speed and Kart Marshals have just been launched. The level of female representation is steadily increasing and Cadet Marshals can now be appointed [aged 11-16] to a limited range of low-risk duties.

Because of their high level of training and skill, the MSA's Registered Marshals are always in high demand across the globe. A 'passport' system allows MSA registered marshals the authority to marshal at events outside their territory, subject to certain conditions.



**TALENT DEVELOPMENT**

History confirms that UK success on the world stage (Damon Hill and Nigel Mansell or Colin McRae and Richard Burns) has always led to increasing profile and prosperity for the domestic sport. But for years the sport has relied on determined individuals to make their own way to the top.

In 2005, the MSA took its first steps into the field of elite talent development, aiming to give Britain's most promising young drivers the best possible chance of making it onto the world stage and, just as importantly, achieving success there. Since then, the MSA British Rally Elite has been joined by the MSA British Race Elite and both have now added junior academies to their offering, substantially increasing the numbers of young talent now under the wing of structured programmes and development.

The MSA has appointed former World Rally Champion co-driver Robert Reid as its first Performance Director – an essential appointment in the MSA's strategic drive towards the development of sporting excellence. Having overseen the Rally Elite programme for the last three years, Robert will now be the figurehead for all Human Performance within UK motor sport and will set the strategy for all MSA sports performance initiatives.

The MSA's commitment to a 'whole sport' approach will ensure that every aspect of the sport, from grass roots through to Elite, is brought together with the common goal of achieving major success for Britain's drivers and establishing a sustainable structure throughout the sport that will create a genuine long-term development programme.

The MSA is committed to widening participation, embracing education, setting up accredited qualifications, providing elite driver training and ensuring that the UK's best performers can be successful on the world stage.



**INTERNATIONAL**



The emergence of Lewis Hamilton into the world of Formula 1 in 2007 had a huge impact on the sport in this country. Not only were his performances of the very highest calibre, but he captured the imagination of the public and media overnight.

But it's not just Lewis Hamilton that is flying the flag for Britain around the world. Scotsman Dario Franchitti claimed the Indy 500 and IRL crowns in 2007, Andy Priaulx completed a hat-trick of World Touring Car championships with BMW, while no fewer than six British karters were honoured at the CIK's end of season gala for world karting.

Meanwhile, our international showpiece events continue to be hugely successful. The 2007

British Grand Prix was a memorable weekend, both on and off the track, and demonstrated the phenomenal support for the event among the British public. Wales Rally GB, boasting the largest entry list of any WRC event, once again threw up a formidable challenge to the world's finest rally drivers; the weather was as inclement as we have witnessed for many years, yet the marshals and volunteers still did a fantastic job and the spectators loved it. A new addition to the calendar saw Baja GB take its place as a major international event, bringing Rally-Raid to the UK and receiving many plaudits for its quality.

Britain has always had a world-leading off-track reputation within the motor sport community and continues to be well

represented at the highest levels of the sport. Graham Stoker, Chairman of the MSA Council, holds a seat on the FIA World Motor Sports Council and no fewer than ten UK representatives feature on the various sporting commissions of the FIA.

Reflecting the high regard of the MSA and British motor sport around the world, the MSA is always pleased to host delegations from other ASNs and impart some of the long-standing knowledge and experience to international colleagues to help raise standards worldwide. Recent visits from China and Saudi Arabia have been particularly well received.



MSA NIGHT OF CHAMPIONS



The Motor Sports Association's Night of Champions gala dinner took place in January at the prestigious Royal Automobile Club in Pall Mall, London. Drawing together all the champions from the MSA British Championships of the previous season to recognise their feats and achievements, this annual ceremony is always one of the highlights of the year.

The distinguished audience is always full of the most influential people in British motor sport and this year was no exception. The trophies were kindly presented by three-time World Touring Car Champion Andy Priaulx, while Tony Jardine kept the event moving, bringing his usual banter to the party as Master of Ceremonies.

The highlight of this year's event was undoubtedly the appearance of McLaren star Lewis Hamilton who received a standing ovation from the audience as he entered the room. As the leading British and Commonwealth driver in the Formula One world championship

in 2007, Lewis was on hand to receive the Hawthorn Trophy from MSA Chairman Alan Gow. Obviously it is the first time that Hamilton has won the trophy, although it's hard to believe that it will be the last, and he has added his name to a long list of recipients dating back to 1959 that includes Brabham, Hill (both G and D), Clark, Surtees, Stewart, Mansell and Hunt.

Among the championship winners honoured at Pall Mall it would be as well to remember the name of Brett Wykes who claimed the 2007 MSA Cadet Kart Championship. Previous winners of this award have included Lewis Hamilton, Jenson Button and IRL Champion Dan Wheldon.

The MSA, in association with insurance broker JLT Sport, makes annual awards to the Marshal and Club of the Year. This year the marshal's salver and £250 first prize was presented to Peter Wilson in recognition of his outstanding efforts in 2007 to sign up almost 1400 new

volunteers at BTCC events. Aberdeen & District Motor Club claimed the Club trophy and a cheque for £1000 as a result of the club's pro-active approach - including the organisation of the popular Granite Rally, running events in aid of local charities, plus training days to encourage more volunteers into the sport and plans for more family-orientated day.

Thanks to Renault UK, the MSA also rewards the Young Journalist and Photographer of the Year to encourage those starting out in the world of motor sport media. The quality of entry this year was exceptionally high, but the experience of Autosport's Steven English saw him take the scribes' prize, while LAT Photographic's Drew Gibson was a clear winner in the image department. Each took away a cheque for £1,000 together with the kudos of such of prestigious win.

2007 BRITISH CHAMPIONS



- British Cadet Kart Championship**  
Brett Wykes
- British Junior Kart Championship**  
Oliver Rowland
- British Short Circuit Kart Championship**  
Chris Rogers
- British Long Circuit Kart Championship**  
Trevor Roberts
- British Production Car Trial Championship**  
Garry Preston
- British Sprint Championship**  
Matt Oliver
- British Drag Racing Championship**  
Andy Robinson
- British Hill Climb Championship**  
Martin Groves
- British Historic Rally Championship**  
David Stokes / Guy Weaver
- British Sporting Trial Championship**  
John Fack
- British Autotest Championship**  
Paul Swift
- British Off-Road Championship**  
Richard Kershaw / Graham Broadbent
- British Junior Rally Championship**  
Darren Gass / Neil Shanks
- British Rally Championship**  
Guy Wilks / Phil Pugh
- British Rally Championship Teams Winner**  
Mitsubishi Motors UK
- British Rallycross Championship**  
Ollie O'Donovan
- British GT Championship**  
Bradley Ellis / Alex Mortimer
- British Formula 3 Championship**  
Marko Asmer
- British Touring Car Championship**  
Fabrizio Giovanardi
- British Touring Car Championship Manufacturer**  
Vauxhall
- BRWDC Lord Wakefield Trophy**  
Rachel Green
- JLT Sport MSA Club of the Year**  
Aberdeen and District Motor Club
- JLT Sport MSA Marshal of the Year**  
Peter Wilson
- Renault MSA Young Journalist of the Year**  
Steven English (Autosport)
- Renault MSA Young Photographer of the Year**  
Drew Gibson (LAT)
- Hawthorn Trophy**  
Lewis Hamilton







## ENVIRONMENTAL

The environment is clearly one of the biggest challenges currently facing motor sport. That the sport utilises the internal combustion engine for recreational purposes makes it an easy target for pressure groups and legislators and confirms that it is absolutely essential that motor sport gets its house in order before it is forced to do so.

The Motor Sports Association takes the environmental debate extremely seriously and has implemented a number of measures in recent months to address the growing significance of this area.

The MSA has appointed John Symes as Technical Director with a specific remit for environmental issues and one of the first tasks is to implement an all-encompassing audit of UK motor sport to look at all aspects of the environmental impact of our sport and ways of reducing it. The MSA will be engaging experienced consultants and specialist companies to assist with the process.

The MSA Council has also established a dedicated working group to enable a considered approach to environmental issues. The working group reports to the Council and will guide and inform future regulations to encourage best practice throughout the sport. The MSA will continue to introduce environmentally-responsible technical regulations across the sport, for example the mandatory requirement for catalytic converters in many competition cars from 2009.

Wales Rally GB has been awarded CarbonNeutral® event status, positioning itself at the forefront of a more sustainable future for motorsport by becoming the first round of the World Rally Championship to offset its carbon emissions, including all spectator travel, through a combination of internal reductions and external offsetting.

The UK's leading series, the HiQ MSA British Touring Car Championship, has taken a world lead by becoming the first motor racing series

to introduce a maximum limit on CO<sub>2</sub> emissions for its race cars. Extensive research and development is currently being undertaken to achieve meaningful validation for the competition cars that will bear a direct relation to those of their road-going counterparts, and these new regulations will be implemented with effect from 2009.

The MSA is working with the British Rally Championship, Pirelli and the Forestry Commission on an evaluation of less damaging treads on gravel rally tyres. A full scale test is planned for later this year and a significant reduction in the level of wear on forest roads will be good news for the environment and for competitors and organisers.



## MOTOR SPORTS ASSOCIATION COUNCIL

The MSA Council, under the Chairmanship of Graham Stoker, continues to play a vital role in the good governance of the sport. In 2008, Council meetings were expanded to four meetings per year in order to allow time within most meetings for debate and discussion of the pressing issues of the day.

The primary role of Council is to consider the requests from the various specialist committees for regulation changes, assess their likely impact on other areas of the sport and approve, decline or propose a redraft of the wording. Once approved by Council, the regulations are put out among the motor sport community for consultation, primarily through Motorsports Now, the MSA's quarterly magazine that is sent to each licence holder. At the following meeting, Council takes into account any feedback received and either amends the regulation again or ratifies it.

The last 12 months have seen a number of significant developments coming through Council. The new regulations concerning the reclassification of stage rally cars (known by its former regulation number, K37) caused significant debate within the sport. However, the final legislation was widely recognised as the right direction for the sport and took into account a great many objections to the original draft, thereby showing the democratic process to be extremely effective.

Similarly contentious was the move towards random fuel testing, introduced to combat the perceived widespread use of additives and high octane fuels in contravention of the regulations. Even though this was welcomed by most competitors, there was a significantly vociferous lobby against the authorities, as there was against the introduction of catalytic converters within many disciplines from 2009.

In recognition of particularly significant issues that need more detailed analysis outside the Council forum, a number of specialist working groups and forums have recently been established.

- There is a very strong female representation throughout the sport, especially on the administrative and volunteer side, so the Women in Motorsport group is designed to ensure that the female perspective is retained front of mind in regulations and policy forming.
- The importance of attracting young people into motor sport has been the concern of the promising Next Generation forum and it is hoped that a number of initiatives tabled at this group may be implemented in the future.
- The Environment (as described elsewhere) is one of the most important issues facing the sport. Consequently the Council established a dedicated working group, including the Chairman, to consider the various elements that can be addressed at Council level.

### Motor Sports Association Council Members

At 1st January 2008

Ken Ayers	Speed Events
Mike Broad	Appointed member
Henry Campbell	Appointed member
Dennis Carter	Appointed member
Eric Cowcill	Timekeeping
Alan Gow	MSA Chairman
Roger Hill	Safety
Colin Hilton	MSA Chief Executive
Andrew Kellitt	Rallies
Robin Knight	Race
Paul Loveridge	Appointed member
Bruce Lyle	Appointed member
Nicky Moffitt	Regional
Rod Parkin	Historic
David Pierre	Volunteer Officials
Nick Pollitt	Trials
Dr Phil Rayner	Medical
Tony Scott-Andrews	Judicial
Mike Sones	Autotest
Graham Stoker	Chairman
Rod Taylor	Kart Sporting
Chris Tomley	Cross Country
Stuart Turner	Appointed member
John Wood	Technical

## MSA DIRECTORS' REPORT

The MSA Directors present summary information from the annual report and the audited group financial statements for the year ended 31 December 2007.

### Directors

The Directors who served throughout the year (except as noted below) were :

A J Gow - Chairman  
 R G Knight  
 C N Hilton - Chief Executive  
 J H Maxwell (appointed 1.1.2007)  
 D I Carter  
 N E H Moffitt  
 B P Cussons  
 G K R Stoker  
 D K Gangahar  
 N A Whale  
 S R Jones - Secretary  
 J R Wood  
 T G Keown (resigned 31.12.2007)

### Activities

The principal activities of the Parent Company are to administer and finance the governance of motor sport in the United Kingdom for motor vehicles with more than three wheels and, through its subsidiaries International Motor Sports Limited ("IMS") and British Grand Prix Limited ("BGPL"), to organise and promote motor sport events, provide motor sports consultancy and undertake commercial activities related to motor sport.

### Income, operating results and review

Although not required to do so under the Companies Act 1985, the Directors have nevertheless elected to prepare group accounts for reasons of transparency and completeness.

This has been a year of excellent progress across the Group. Group income increased by 11.5% and surplus before tax & gift aid donation was up by 23%, allowing us to invest more resources in good causes. The Group's consolidated surplus before tax was £508,165 (2006:£792,490) after donating £832,752 to British Motor Sports Training Trust ("BMSTT") (2006:£300,000). The Company also arranged for the donation of £58,681 to BMSTT and £30,000 to Motorsport Safety Fund (2006:£35,000), being the balance of the Motors Sports Council's Special Fines Fund. IMS has continued to perform well and the measures we put in place two years ago are now bearing fruit. We expect IMS to further consolidate its financial strength in 2008.

The MSA website and our online services are an increasingly vital communications tool and it is essential that we continue to review and develop these. This year, we extended the capability of the database to cater for the growing needs of marshals and volunteer officials. The website is currently being redesigned to provide a more comprehensive service.

The net pension deficit has now been eliminated and the fund is in surplus, achieved through additional cash contribution and a recovery in equity markets. As all National Governing Bodies come under greater scrutiny, the importance of external relations continues to develop. We will continue our proactive dealings with local & central government, media and the motor sport fraternity.

We are committed to the highest standards of corporate governance. We do recognise that good governance helps to deliver our strategy and safeguard the long term interest of our stakeholders. We have a well established system of internal controls including compliance, financial, operational and risk management to safeguard our assets and reputation. The Group recognises the risks it faces in connection with its business operations and monitors various key performance indicators as part of its monthly accounting and management reporting processes.

### Future prospects

The Group's strategic objective is to be an excellent governing body and the acknowledged leader in developing and growing British motor sport. Our three strategic priorities are:- securing our financial and operational stability, enhancing our visibility and reputation at national and international levels and promoting Britain's heritage in motor sports.

We are applying more of our efforts and resources for ongoing business transformation, continuing to find ways of simplifying and improving services into a more streamlined, accessible and customer-focused organisation.

The Board is optimistic about the opportunities for the Group and looks forward to the future with confidence.

Our success could not be achieved without the commitment and enthusiasm of our excellent volunteers and staff. They are our greatest asset. On the behalf of the Board, I would like to thank all of our volunteers and staff for their continued hard work and commitment.

### Financial instruments

The Group has positive cash balances and no loans or overdrafts. Surplus cash is invested in unit trusts and deposits with investment managers as well as treasury and deposit accounts through the Group's banks to achieve the best available market returns pursuant to risk.

### Supplier payment policy

It is the Group's policy to agree and clearly communicate the terms of payments as part of the commercial agreement negotiated with suppliers and then to pay according to the terms based upon the timely receipt of an accurate invoice. Generally invoices are paid within 45 days (2006 - 45 days) from the date of the invoice being issued.

### Charitable donations

During the year the Group made a gift-aid charitable donation of £832,752 to the British Motor Sports Training Trust (2006:£300,000). The Company also arranged for the donation of further sums of £58,681 to BMSTT and £30,000 to Motorsport Safety Fund (2006:£35,000 MSF), being the balance of the Motor Sports Council's special Fines Fund.

### Limited by guarantee

The Company is limited by guarantee, does not distribute its surplus income to its members and does not have share capital. The liability of each member is limited to £1.

The members as at 31 December 2007 were as follows:-

Arnold J  
 Ayers K E  
 Broad M  
 Cardell D S  
 Carter D I  
 Cowcill E  
 Cranston D P  
 Cussons B P  
 Gow A J  
 Harkness R  
 Hill R T  
 Hilton C N  
 Keown T G  
 Knight R G  
 Loveridge P J  
 Lyle I B M  
 Maxwell J H  
 Moffitt N E H  
 Parkin R  
 Pollitt N  
 Richardson J H  
 Scott Andrews A  
 Sones M  
 Southcombe R M  
 Stoker G K R  
 Taylor R  
 Tomley C  
 Turner G S  
 Wood J R

### Board retirement

Tim Keown retired on 31 December. We are grateful for the contribution he made to the Board over the last five and a half years.

### Dividend policy

The Company is a non-profit distributing organisation. All surpluses are applied to the objects of the Company in accordance with the Company's memorandum of association.



**INCOME AND OPERATING RESULTS BY PRINCIPAL ACTIVITY** (For the year ending 31 December 2007)

	The Royal Automobile Club Motor Sports Association Ltd	International Motor Sports Ltd	British Grand Prix Limited	2007 Total	2006 Total
	£	£	£	£	£
<b>Group Income</b>					
Governance of motor sports	4,062,370	-	-	4,062,370	3,826,873
Event promotion and commercial activities	-	3,360,748	250,410	3,611,158	3,052,656
	4,062,370	3,360,748	250,410	7,673,528	6,879,529
<b>Expenditure</b>					
Staff costs	1,301,253	461,065	-	1,762,318	1,618,290
Other administration expenses	2,132,732	2,687,019	253,228	5,072,979	4,509,542
Gift-aid charitable donation	682,752	150,000	-	832,752	300,000
	4,116,737	3,298,084	253,228	7,668,049	6,427,832
<b>Operating (deficit)/surplus</b>	(54,367)	62,664	(2,818)	5,479	451,697
Share of profits of joint ventures	-	-	-	-	2,633
Other finance charge	(10,000)	-	-	(10,000)	(52,000)
Interest receivable and similar income	456,474	53,035	3,177	512,686	390,160
<b>Surplus for the year before taxation</b>	392,107	115,699	359	508,165	792,490
Tax charge on the surplus for the year	(129,717)	(12,039)	(5,366)	(147,122)	(222,491)
<b>Surplus/(deficit) for the year after taxation</b>	262,390	103,660	(5,007)	361,043	569,999

**NET ASSETS EMPLOYED BY PRINCIPAL ACTIVITY**

	The Royal Automobile Club Motor Sports Association Ltd	International Motor Sports Ltd	British Grand Prix Limited	2007 Total	2006 Total
<b>Fixed assets</b>					
Tangible assets	2,605,904	66,454	-	2,672,358	2,821,875
Current assets	8,719,178	1,311,447	70,587	10,101,212	9,148,843
Current liabilities	(2,806,485)	(1,169,710)	(7,746)	(3,983,941)	(4,070,532)
<b>Net current assets</b>	5,912,693	141,737	62,841	6,117,271	5,078,311
<b>Net assets employed</b>	8,518,597	208,191	62,841	8,789,629	7,900,186

The above amounts exclude all inter-group trading and inter-group balances.

This summary financial information does not contain sufficient information to allow as full an understanding of the results and state of affairs of the company/group as would be provided by the full annual financial statements. The full financial statements are available from the company at Motor Sports House, Riverside Park, Colnbrook, Berks, SL3 0HG and have been filed at Companies House.

**GROUP BALANCE SHEET** (As at 31 December 2007)

	2007	2006
	£	£
<b>Fixed Assets</b>		
Tangible assets	2,672,358	2,821,875
<b>Current Assets</b>		
Debtors	618,810	625,361
Investments	7,092,107	7,794,107
Cash at bank and in hand	1,860,547	722,421
	9,571,464	9,141,889
<b>Creditors:</b>		
<b>Amounts falling due within one year</b>	(3,985,391)	(3,741,532)
<b>Net Current Assets</b>	5,586,073	5,400,357
<b>Total Assets Less Current Liabilities</b>	8,258,431	8,222,232
Debtors due in more than one year	19,498	6,954
	8,277,929	8,229,186
Net Pension Asset/(Liability)	511,700	(329,000)
<b>Net Assets Including Pension Liability</b>	8,789,629	7,900,186
<b>Capital and Reserves</b>		
Income and expenditure account	8,171,340	7,254,497
Property revaluation reserve	618,289	645,689
	8,789,629	7,900,186

**FIVE YEAR GROUP RESULTS**

	2003	Restated 2004	2005	2006	2007
Group Income	7,077,755	6,553,889	6,532,237	6,879,529	7,673,528
Operating (deficit)/surplus before gift-aid donation	159,937	316,135	637,188	751,697	838,231
Gift-aid charitable donation	(290,000)	(300,000)	(325,000)	(300,000)	(832,752)
Operating (deficit)/surplus for the year	(130,063)	16,135	312,188	451,697	5,479
Share of profits/(losses) of joint ventures	(21,118)	20,263	(1,779)	2,633	-
Write back of impairment in current asset investment	129,777	118,677	17,668	-	-
Other finance charge	-	(69,000)	(57,000)	(52,000)	(10,000)
Interest receivable	242,204	318,399	353,791	390,160	512,686
Surplus for the year before taxation	220,800	404,474	624,868	792,490	508,165
Tax charge on the surplus for the year	(30,234)	(69,599)	(167,792)	(222,491)	(147,122)
Surplus for the year after taxation	190,566	334,875	457,076	569,999	361,043
Recognised in the STRGL	754,688	242,100	(194,300)	64,677	528,400
Prior year adjustments	-	(1,319,343)	-	-	-
Movement in the year	945,254	(742,368)	262,776	634,676	889,443
Net Group assets brought forward	6,799,848	7,745,102	7,002,734	7,265,510	7,900,186
Net Group assets carried forward	7,745,102	7,002,734	7,265,510	7,900,186	8,789,629



## DONATIONS AND RE-INVESTMENT

The Motor Sports Association is a not-for-profit organisation. All profits generated are reinvested back into the sport and used to fund many of the development, training and safety initiatives described in this publication.

In 2007, the MSA Group was able to make donations totalling in excess of £1m which can be used to fund current and future projects for the development of the sport. This is a substantial increase on previous years.

The British Motor Sports Training Trust (BMSTT) – the MSA's own registered charity – made grants totalling £239,612 during 2007 to support training projects, including marshals' training days and Advanced Trauma Life Support and medics courses.

The Club Development Fund received 41 applications for grant aid funding in 2007 totalling £86,583 from MSA Recognised Clubs, encompassing projects to benefit club level motor sport with a total value of £371,984. The applications included several seeking venue improvements and the purchase of noise meters to safeguard existing venues, while £46,950 of this was granted from the new Rescue Development Fund that was set up at the start of the year.

Since its inception in 1995, the Club Development Fund has donated £556,424 to support projects with a combined value of £2,709,152.

### MSA Charitable Donations in 2007

MSA Group donation to British Motor Sports Training Trust	£843,681
MSA donation to Motorsport Safety Fund	£30,000
MSA Club and Rescue Development Funds	£86,583

### British Motor Sports Training Trust

The grants made by BMSTT towards training projects or equipment during the calendar year 2007 amounted to £239,612 (2006 - £237,991). Grants made were as follows:

	£
Elite Talent Development	170,000
British Motorsport Marshals Club	11,784
Association of North Western Car Clubs	9,654
Northern Ireland Motor Club Ltd	7,186
Medics Courses – Advanced Trauma Life Support	7,000
British Automobile Racing Club	3,870
International Motor Sports Limited	3,137
British Racing & Sports Car Club	2,906
Association of Motorsport Recovery Operators	2,213
Goodwood Marshals Club	2,160
Association of Northern Car Clubs	1,676
Midland Automobile Club	1,660
Association of North East Midlands Motor Club	1,654
Vintage Sports Car Club	1,575
Hagley & District Motor Club	1,458
Darlington & District Motor Club	1,263
Castle Combe Racing Club	1,250
Various grants under £1,000	9,186
<b>Total</b>	<b>£239,612</b>

### Club Development Fund Awards 2007

	£
MSA British Championships	£3,000
Midland Automobile Club	£2,500
Bala & District MC	£2,500
Grampian AC	£2,500
Shenington KC	£2,500
Dunfermline Car Club	£2,500
Bolton le Moors CC	£2,500
Tavern MC	£2,500
Tynemouth & DMC	£2,500
Lothian CC	£2,500
Jersey MC & LCC	£2,500
Border Ecosse CC	£2,500
National Schools Karting Association	£1,650
Northern Ireland MC	£1,250
Hagley & DLCC	£1,250
Classic & Vintage MRC of Jersey	£1,000
British Hillclimb Championship	£1,000
Jersey MC & LCC	£800
Berwick & DMC	£675
Shenington KC	£500
Brighton & Hove MC	£500
Highland Speed Championship Club	£500
Loughborough CC	£270
Southsea MC	£138
Ystrad Mynach MC	£100
<b>Total</b>	<b>£40,133</b>

### Rescue Development Fund Awards 2007

	£
Hillclimb & Sprint Association	£5,000
Darlington & DMC	£5,000
Calder Rescue	£5,000
Henderson Rescue	£5,000
Assoc of Mspt Recovery Operators	£4,000
Hogg Motorsport Association	£3,500
Emergency Mobile Medical Unit	£3,500
Southern Off Road Club	£3,300
Assoc of Mspt Recovery Operators	£2,750
BMMC	£1,800
Castle Combe RC	£1,600
Normandy Rescue Association	£1,500
Assoc of Mspt Recovery Operators	£1,250
Normandy Rescue Association	£1,000
Goodwood Marshals Club	£950
Association of Motorsport Recovery Operators	£800
Scottish Hill Rally Club	£500
<b>Total</b>	<b>£46,450</b>



## NUMBER OF EVENTS BY DISCIPLINE 2004-2007

	2004	2005	2006	2007
<b>Autocross &amp; Rallycross</b>	56	48	58	54
<b>Autotest</b>	500	527	529	561
<b>Cross-country</b>	1,175	1,211	1,267	1,261
<b>Kart</b>	489	466	497	460
<b>Race</b>	326	321	308	302
<b>Rally</b>	1,021	991	984	981
<b>Speed</b>	340	347	338	329
<b>Trials</b>	206	211	219	204
<b>Exempt</b>	898	916	793	778
<b>Total Events</b>	<b>5,011</b>	<b>5,038</b>	<b>4,993</b>	<b>4,930</b>
<b>Total Entries</b>	<b>159,383</b>	<b>158,815</b>	<b>153,533</b>	<b>153,967</b>

## LICENCE FIGURES BY DISCIPLINE 2004-2007

	2004	2005	2006	2007
<b>Race</b>				
International	1,481	1,541	1,546	1,552
National A	3,191	3,317	3,405	3,527
National B	4,304	4,386	4,389	4,388
International Historic	434	427	438	422
Truck	27	25	30	31
<b>Total Race</b>	<b>9,437</b>	<b>9,696</b>	<b>9,808</b>	<b>9,920</b>
<b>Kart</b>				
International	174	190	212	217
National A	3,151	3,089	2,936	2,749
National B	2,094	2,002	2,024	1,724
<b>Total Kart</b>	<b>5,419</b>	<b>5,281</b>	<b>5,172</b>	<b>4,690</b>
<b>Rally</b>				
International	663	579	522	506
National A	2,499	2,436	2,418	2,333
National B	5,333	5,230	5,044	4,719
Navigator	1,543	1,609	1,696	1,541
International Historic	33	27	26	20
<b>Total Rally</b>	<b>10,071</b>	<b>9,881</b>	<b>9,706</b>	<b>9,119</b>
<b>Speed</b>				
International	36	34	37	37
National A	1,836	1,855	1,801	1,743
<b>Total Speed</b>	<b>1,872</b>	<b>1,889</b>	<b>1,838</b>	<b>1,780</b>
<b>Off-Road</b>	76	95	111	105
<b>Non-Race (Nat B)</b>	5,785	5,764	5,814	5,704
<b>Clubman</b>	1,365	1,308	1,162	1,105
<b>Entrant</b>	193	198	212	180
<b>Total Licences</b>	<b>34,218</b>	<b>34,113</b>	<b>33,823</b>	<b>32,603</b>
<b>Total Holders</b>	<b>32,889</b>	<b>33,410</b>	<b>32,312</b>	<b>31,118</b>

## LICENCES AND LICENCE HOLDERS 1997-2007

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
<b>Licences</b>	31,468	31,915	31,840	32,173	31,770	34,079	34,112	34,211	34,113	33,823	32,603
<b>Licence Holders</b>	30,500	31,133	30,854	31,134	30,819	32,888	32,814	32,889	33,410	32,312	31,118

## PHOTO CREDITS

Page	Image	Credit
Front cover	Lewis Hamilton	Silverstone/LAT
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5	David Kynaston	Mark Simpson, CMWI.net
6	British F3	Motion Works
7	Sporting Car Trials	BTRDA
8	Go Motorsport launch	Fingal/LAT
	Let's Go Karting launch	Capitalize
10-11	Marshals in action	Volunteers in Motorsport
12	Elite	British Race and Rally Elite
13	International success	LAT
14	Night of Champions	MSA/HPC Images
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	Formula 3	Motion Works
	Autotest	Nic Ayre
	Rallycross	Tim Whittington, myriorama.com
	Historic rallying	Paul Lawrence/BHRC
	British GT	Motion Works
	Cross-Country	Gary Simpson, Songasport
16-17	BTCC	btcc.net



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