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# 2010

COMPANY REPORT & 2009 GROUP FINANCIAL STATEMENTS  
The Royal Automobile Club Motor Sports Association Limited

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**MSA**  
MOTOR SPORTS  
ASSOCIATION  
UNITED KINGDOM







## CHIEF EXECUTIVE'S MESSAGE

Welcome to the Motor Sports Association's Company Report for 2010.

This publication is designed to provide a summary of the continuing development of the governing body and its activities over the past twelve months. As you will see, there is much more to the modern MSA than simply a new logo, but even with all these pages at our disposal it is difficult to do justice to what has been achieved this year.

Economically, we know that times are difficult right across the country and unsurprisingly we have seen a small dip in licence numbers and event entries for the second consecutive year. The downturn may well last another couple of years, but the MSA remains committed to investing in the development of the sport during this period so that we can be in the best possible position to reap the rewards when the situation improves.

The MSA's development activity focuses on three key areas: attracting more people into the sport; investing in the sport and its infrastructure; and identifying and training the most promising young talent.

The Go Motorsport campaign continues to spread the motor sport message and bring new recruits to the sport, whether as participants, spectators or volunteers, and this process is now spearheaded by ten Regional Development Officers around the country. Let's Go Karting – offering youngsters a first taste of karting for just £5 – has now delivered more than 11,500 experiences, while the British Schools Karting Championship aims to establish motor sport as a genuine school sporting activity.

The MSA has consistently invested in the training of its volunteer workforce and the quality of these programmes has recently been recognised by the FIA Institute which has appointed the MSA as one of only two gold status 'Regional Training Providers'. Alongside CAMS in Australia, the MSA is now tasked with helping other ASNs around the world to learn from our experience in their drive to raise standards.

Under the direction of MSA Performance Director Robert Reid, the MSA Academy goes from strength to strength and has been significantly assisted in its ambitions by the generous long-term support of the Racing Steps Foundation. The creation of the Performance Master Classes has taken an introductory level of sports science training to hundreds of young drivers in national championships, while the government-funded Advanced Apprenticeship in motor sport is progressing well under the specialist team at Loughborough College. The national squad, now branded as Team UK, has established itself as the pinnacle of the structure in its first full year and the inaugural members have benefited hugely from the scheme.

The change of government earlier this year presented an opportunity to open a fresh dialogue with the new administration on a number of topics. The campaign to bring closed road motor sport back to mainland Britain is progressing well and is starting to gather momentum within Westminster. There is still a long way to go, but we have been delighted with the strong demonstrations of support from across the motor sport community.

The country's showpiece events once again delivered handsomely in 2010. Silverstone provided a fitting celebration for the new contract that secures the long-term future of the British Grand Prix, Wales Rally GB was able to take the spectacular action to a wider audience in north and central Wales while the

IRC Rally of Scotland was widely praised as one of the best events of the year.

In terms of the sport itself, we are in the midst of reviews in both karting and stage rallying, both of which should be concluded in 2011. We need to make our sport more accessible, easier to understand, reduce the barriers to entry and, where possible, the cost of participating – these reviews will guide our thinking in terms of the future direction.

I am immensely grateful to my team at Motor Sports House for their continued enthusiasm and hard work that keeps the administration, regulation and development of motor sport moving forward. For a relatively small team, I am proud of what we are able to achieve. I would also like to register our thanks to the thousands of volunteers and officials involved in the sport, whose dedication makes all of the successes in this report possible.

Of course, there is no room for complacency and we will continue to strive for improvements in all of our services, but we are proud of the great esteem in which the MSA is held around the world for its professionalism and expertise, which reflects on the whole of British motor sport.

Despite the large amount of work going on, we are mindful as a governing body that many are still unaware of much that we are doing. We constantly strive to communicate better with our licence holders, officials and volunteers and to spread our key messages to other organisations and influential people.

I hope that the information contained in the following pages will enable a fuller understanding of the on-going work of the Motor Sports Association. If you have any questions, please don't hesitate to contact me at Motor Sports House.

**Colin Hilton**

Chief Executive  
Motor Sports Association

**“THE MSA REMAINS COMMITTED TO INVESTING IN THE DEVELOPMENT OF THE SPORT.”**

## CHAIRMAN'S MESSAGE

I am delighted to report that the past 12 months have been another extremely positive period for both British motor sport and the MSA.

The British Grand Prix secured its future at Silverstone for at least the next 17 years, while British drivers have been securing championship glory around the world. No fewer than eight of the 12 Formula One teams now have operations in this country and a number of British drivers are banging on the doors of stardom in Formula One, the World Rally Championship and other leading international series.

British motor sport is enjoying a rich period of success and it is the duty of the MSA, as the governing body, to capitalise on the opportunities that this presents, to develop the sport and safeguard its future prosperity.

Prosperity may not be a word that is heard much at the moment as everyone, not just within our sport, feels the pinch. But we promised last year that the MSA would continue to invest in the future of the sport and we remain true to our word.

It is testament to the excellent management and leadership of the company under Colin Hilton that we could afford to re-invest more than a million pounds into the sport this past year. Without Colin's steady hand and attention to detail, the MSA would not enjoy the solid platform that enables these kinds of investment programmes to be undertaken. I must also thank Andrew Coe and his IMS team for continuing to create the profits that we are able to reinvest into the sport.

The development programmes with which the MSA is involved are not short-term projects to deliver a quick return on investment; they represent a long-term commitment to ensure that the sport will grow and thrive in the future.

As an example, when our Regional Development Officers visit school classrooms to introduce motor sport, we do not expect that the young people will instantly become competition licence holders. But we do believe that by exposing them to motor sport at an early age, we can encourage them to consider an alternative to the ubiquitous football fanaticism. Yes, it is a slow burn, but we believe it is one that will yield continuing dividends in the long-term, well after the conclusion of my tenure as MSA Chairman.

We are delighted to see that the Go Motorsport bandwagon is starting to gather momentum. Individuals, clubs, venues and championships are getting behind the campaign that aims to open the door for new recruits, take them by the hand and lead them into a lifetime of motor sport enjoyment. As a sport, we should ensure a more 'joined-up' approach, so that we do not waste our efforts encouraging them to join us on the one hand, whilst making it difficult for them to do so on the other. As Chairman, I will endeavour to resolve this kind of conflict wherever possible.

With the implementation of new strategies and our Whole Sport Development programme, the MSA is busier than ever and is winning plaudits for its activity across the board. The new MSA is unrecognisable from the governing body that ruled motor sport a decade ago; a new logo, an improved reputation and more effective communications all play a part in this regeneration. But we will never lose sight of the vitally important administrative and regulatory role that we provide to the sport and the MSA continues to make great strides in this respect.

Each year I am moved to congratulate all involved with creating an MSA even better than the previous version and this year is no exception. The speed of change and commitment to excellence in everything that the MSA does means that we are genuinely creating a governing body for the 21st Century.

**“WE ARE CREATING  
A GOVERNING  
BODY FOR THE  
21ST CENTURY.”**

**Alan J Gow**

Chairman  
Motor Sports Association





# ABOUT THE MSA

## STRUCTURE

The Motor Sports Association (MSA) is recognised by the Fédération Internationale de l'Automobile (FIA) as the sole national governing body for UK motor sport.

The MSA is a not-for-profit organisation comprising more than 750 registered motor clubs – with a total membership in excess of 200,000 – organised around 13 Regional Associations across the UK. It is responsible for the governance and administration of all four-wheeled motor sport in this country.

The regulatory body of UK motor sport is known as the Motor Sports 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 voluntary capacities and the constitution, written in 1975, dictates how the Council operates.

The Council consists of the chairmen of the MSA's 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. In addition, led by its own Chairman, Council membership is completed by the MSA Chairman, MSA Chief Executive, Chairman of the Regional Committee and representatives of the Home Countries.

The MSA is the Executive body and implements decisions taken at Council. The MSA employs approximately 35 members of staff and operates within the confines of budgetary control by its Board of Directors. The MSA Board consists of a maximum of 15 members; of these, six are appointed from the Motor Sports Council (including the Chairman), three are appointed by the Royal Automobile Club, three are senior MSA Executives and the Memorandum and Articles of Association allow for a further three nominees to augment the expertise of the Board.

## OBJECTIVES

The primary function of the MSA has always been to regulate and administer the sport, which it has been able to do more effectively and efficiently in recent years as a result of operational changes coupled with investment in staff and technology.

The MSA has also identified a secondary objective to lead the development of the sport through a long-term strategy. The creation of a Whole Sport Development Plan – recognised by DCMS, Sport England and the CCPR – illustrates a fundamental re-alignment of the organisation's goals and targets. It clearly articulates a strategy for the growth of the sport in line with the established principles of Grow, Sustain and Excel.

## INCOME

The Motor Sports Association is not one of the 46 governing bodies that are funded by Sport England, nor does the organisation benefit from any lottery grants. The revenue generated by UK motor sport's flagship event (the British Grand Prix) does not filter down through the governing body to create a funding stream for grassroots participation projects as is the case in many other sports.

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.

The investment that can be made by the MSA in the future development and promotion of the sport is therefore dependent on additional sources of funding, for example returns on investment and commercial partner support.

## THE INDUSTRY

The UK is the world-leader in the motor sport industry; eight of the 12 Formula 1 teams are based in the UK, as are major World Rally Championship outfits M-Sport and Prodrive, as well as numerous international sportscar and single-seater racing teams.

There are approximately 4,000 companies 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).

A recent economic impact assessment confirmed that a total expenditure of £54m within the UK was directly attributable to the British Grand Prix, while Wales Rally GB has brought in excess of £10m a year to the Welsh economy since 2001.

## ROUTE AUTHORISATION

The Motor Sports Association is empowered by the Department for Transport to act as agent for the 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, police authorities and National Parks on every road event using the public highway to minimise disruption and to ensure adherence to the Road Traffic Act. The MSA undertook 211 Route Authorisations in 2009.

## SECRETARIAT

The MSA provides full administrative support to the Motor Sports Council, its sporting 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 Motor Sports House, progresses decisions of the Motor Sports Council and ensures their implementation throughout the sport.







## MARSHALS

Almost 14,000 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. Marshals are provided annually with free 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 66 Rescue units, 20 Stage Safety units and 49 Recovery units, as well as almost 500 rescue or recovery crew members and over 170 trainee crew members.

## OFFICIALS AND EVENTS

The MSA made more than 1200 appointments of MSA stewards and permitted 5089 events in 2009. MSA-licensed officials are appointed by the organising club.

## JUDICIAL

The National Court considered 44 cases in 2009 and of the 20 appeals received, 5 were upheld. A total of £1500 was collected in fines, all of which was donated to the Motorsport Safety Fund. The judgements of every case are made available through the MSA website and the governing body's quarterly publication, Motorsports Now!

## FORESTRY COMMISSION

The vast majority of woodland used by rally events is managed by the Forestry Commission, and the MSA is currently opening negotiations towards renewing its Common Access Agreement beyond 2010.

Both parties continue to uphold a memorandum of understanding to work together to minimise the impact of motor sport on the environment, by way of initiatives such as the introduction of spill kits and encouraging the adoption of gravel tyres with less aggressive tread patterns.

## RISK MANAGEMENT

Every year the MSA undertakes around 50 venue safety 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 122 venues that hold MSA licences.

The long-running saga of the proposed redevelopment of Donington Park to host the British Formula One Grand Prix had caused a significant burden for the MSA Technical team and it was with much pleasure that the governing body saw the circuit re-opened in late 2010.

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



750

MEMBER CLUBS

2,800

LICENSED OFFICIALS

5,000

PERMITTED EVENTS

12,000

REGISTERED VOLUNTEER  
MARSHALS





## INSURANCE

JLT became the MSA's Insurance Broker at the start of 2008 and extended the existing third party cover to provide £2m of Public Liability insurance for member clubs' social activities, saving MSA Clubs an estimated £100,000 annually. The MSA has also increased the Personal Accident cover for MSA Officials, enhancing the benefits already in place. JLT has created a bespoke website to assist clubs with their insurance requirements and to provide further information on policy cover.

## CHILD PROTECTION

There are many adults in motor sport who are in regular and close contact with people under 18 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 continual safety.

All licensed officials who are responsible for the well-being of young and vulnerable people in motor sport are subject to an enhanced Criminal Records Bureau (CRB) check to ensure their suitability for such a position.

## ANTI-DOPING

The MSA has adopted FIA anti-doping regulations and adheres to the UK National Anti-Doping Policy (UKAD). Every applicant for an MSA licence agrees to be bound by this legislation and it is the responsibility of competitors to familiarise themselves with the implications of the regulations, which may preclude the use of many over-the-counter medicines.

## MEDIATION

With the increasingly difficult issue of noise pollution faced by many venues around the country, the MSA has been involved in a number of mediation projects with local councils to find a compromise solution that preserves the sport while recognising the concerns of local residents and authorities.

## HISTORIC TECHNICAL PASSPORTS

With the growth in popularity of historic motor sport, the FIA revamped the requirement to authenticate each vehicle in 2007. The MSA provided HTPs for 683 vehicles in 2009 and has now issued just under 4,000 in total, each of which involves a thorough and detailed inspection of the vehicle.

## GAMBLING

The MSA is supportive of the government's initiative to introduce legislation regarding gambling in sport. This requires 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.

## BLUE BOOK

The General Regulations for UK motor sport are contained within the MSA's 'Blue Book' and its production every year is a hugely demanding task. The entire contents of the Blue Book are now made available for members on DVD and the MSA website every year.

## LARA

The MSA is a founding and major funding partner of the Land Access and Recreation Association, a national forum for the principal groups in countryside motor sport and recreation. For over two decades LARA has assisted its members in a wide range of land access issues, acted as a unified voice to national and local government, and generally flown the flag for responsible motor sport and recreation in these increasingly restrictive times.

## BORDER CONTROL

The MSA acts as an agent for the UK Border Agency, vetting applications from UK-based employers intending to employ non-EEA citizens within the UK motor sport industry.

33,000

COMPETITION LICENCE  
HOLDERS

155,000

EVENT ENTRIES

200,000

ACTIVE PARTICIPANTS  
IN MOTOR SPORT

£2.9 BILLION

ANNUAL ENGINEERING  
TURNOVER

# GROW

ONE OF THE BIGGEST CHALLENGES FACING ANY SPORT IS THE RECRUITMENT OF NEW PARTICIPANTS. THE MSA IS COMMITTED TO BREAKING DOWN BARRIERS TO ENTRY AND BRINGING NEW PEOPLE INTO THE SPORT.

## GO MOTORSPORT

Launched in 2008, Go Motorsport is a national marketing campaign to promote UK motor sport and to encourage more people to get involved as drivers, volunteers or spectators through its Go Drive, Go Help and Go See initiatives.

The central website – GoMotorsport.net – contains all the information and contacts required to get started, as well as a search facility to locate a local motor club.

## REGIONAL DEVELOPMENT OFFICERS

Go Motorsport is bolstered by a nationwide network of ten Regional Development Officers (RDOs) who deliver the campaign's message to schools and colleges across the country, while also working with clubs, associations and venues to promote motor sport in their areas.

## WOMEN IN MOTOR SPORT

Motor sport is one of the few sporting activities in which men and women can compete alongside each other on an equal footing, yet as they currently make up only 8% of registered licence holders, women are hugely under-represented among competitors.

Bringing more women of all ages into the sport as competitors, officials and volunteers is the key objective of the MSA Women in Motorsport Group, which was created by the governing body in 2007.

### Q&A WITH ROB MANGER, REGIONAL DEVELOPMENT OFFICER (SOUTH & SOUTH WEST)

#### WHAT IS THE ROLE OF AN RDO?

It's all about making people aware of the various means of getting involved in motor sport, and dispelling the myth that you need an enormous budget to have fun. To that end, we go into schools, colleges and youth groups to spread the Go Motorsport message and offer guidance.

#### WHAT IS THE FORMAT OF A SCHOOL VISIT?

It depends on the circumstance; we can provide a technical discussion with a design and technology department one day, and give a talk on careers or deliver to 300 students at an assembly the next. The general format is based around a presentation and we also have a selection of F1 components that have been kindly provided by Williams F1.

#### WHAT TENDS TO BE THE REACTION AMONG STUDENTS?

They're always very receptive and keen to know more. What many don't realise is that there are around 40,000 people employed through motor sport in the UK and that there is a wide range of career avenues available.

#### YOU DID SOME VISITS WITH JENSON BUTTON THIS YEAR?

We visited the three schools that he attended while growing up in Somerset; at each one he chatted with pupils and proved instrumental in making them see that, while not everyone can be a world champion, there are plenty of ways to have a great time with this sport. He is immensely supportive of the initiative and his backing – and that of the other ambassadors – is invaluable.

“GO MOTORSPORT'S HARD WORK, BOTH IN PREPARATION BEFOREHAND AND THE TIME THAT YOU SPENT IN SCHOOL IS VERY IMPORTANT TO OUR STUDENTS WHO HAD A GREAT DAY – THE FEEDBACK I HAVE HAD FROM THEM HAS BEEN TREMENDOUS.”

**Lesley Richardson**

Head of Careers and Work-Related Learning,  
Bourne Grammar School







## GO MOTORSPORT IN ACTION

Go Motorsport has attended a range of events throughout 2010, seeking at all times to promote UK motor sport and to encourage individuals to get involved, whether in leisure or professional capacities.

- The campaign has worked closely with Formula Schools, a competition for Key Stage 3 and 4 pupils to design, engineer and race their own bio-fuel or electrically-powered remote-controlled vehicles. Go Motorsport attended the national finals at Goodwood and presented all 300 competitors with branded materials and comprehensive information on furthering their motor sport ambitions.

- Go Motorsport has forged a strong relationship with Greenpower, which challenges students aged nine to 25 to design, build and race their own electric vehicles. RDOs attended many regional heats, while a Williams F1 car was showcased at the National Final.

- A range of informative motor sport displays was staged and campaign information disseminated at the Goodwood Festival of Speed, the Biggin Hill Air Fair, and Motorsport at the Palace, a sprint event held at the historic Crystal Palace venue.

- Go Motorsport arranged for BBC F1 anchor Jake Humphrey to co-drive for motor sport pundit Tony Jardine on the Cambrian rally, with the resulting feature being screened during the build-up to the season-closing Abu Dhabi Grand Prix.

## LET'S GO KARTING

More than 11,500 experiences have been delivered by the MSA's Let's Go Karting programme – a subsidised campaign that offers a first taste of karting for just £5 at any one of 20 venues across the UK. All equipment is supplied, together with an introduction to motor sport, safety and karting from a qualified instructor.

## BSKC

The British Schools Karting Championship (BSKC) is a nationwide team-based karting championship for students aged 13 to 18. More than 1700 students from almost 600 teams contested the 2010 championship, with Hutesons' Grammar School taking the title in the final at Daytona Speedway.

For the 2010 competition, the MSA managed to secure its first ever grant from Sport England to aid promotion of the BSKC and to develop karting as a sport within schools. The grant reflected the progress made by the MSA, including the development of its Whole Sport Plan, while also serving to highlight motor sport as a bona fide sporting activity.



**“TAKING PART IN THE BSKC HAD A MASSIVE EFFECT ON THEIR SELF-CONFIDENCE. WITHOUT EXCEPTION, THEY GREW AS INDIVIDUALS AND BECAME MORE WILLING TO PUSH THEMSELVES IN DIRECTIONS THEY HAD NEVER PREVIOUSLY HAD THE CONFIDENCE TO ATTEMPT.”**

Paul Durber  
Teacher - Carter Community School, Poole

# SUSTAIN

THE MOTOR SPORTS ASSOCIATION INVESTS SIGNIFICANT SUMS EACH YEAR IN PROGRAMMES THAT SUPPORT AND DEVELOP THE INFRASTRUCTURE OF UK MOTOR SPORT.

## TRAINING

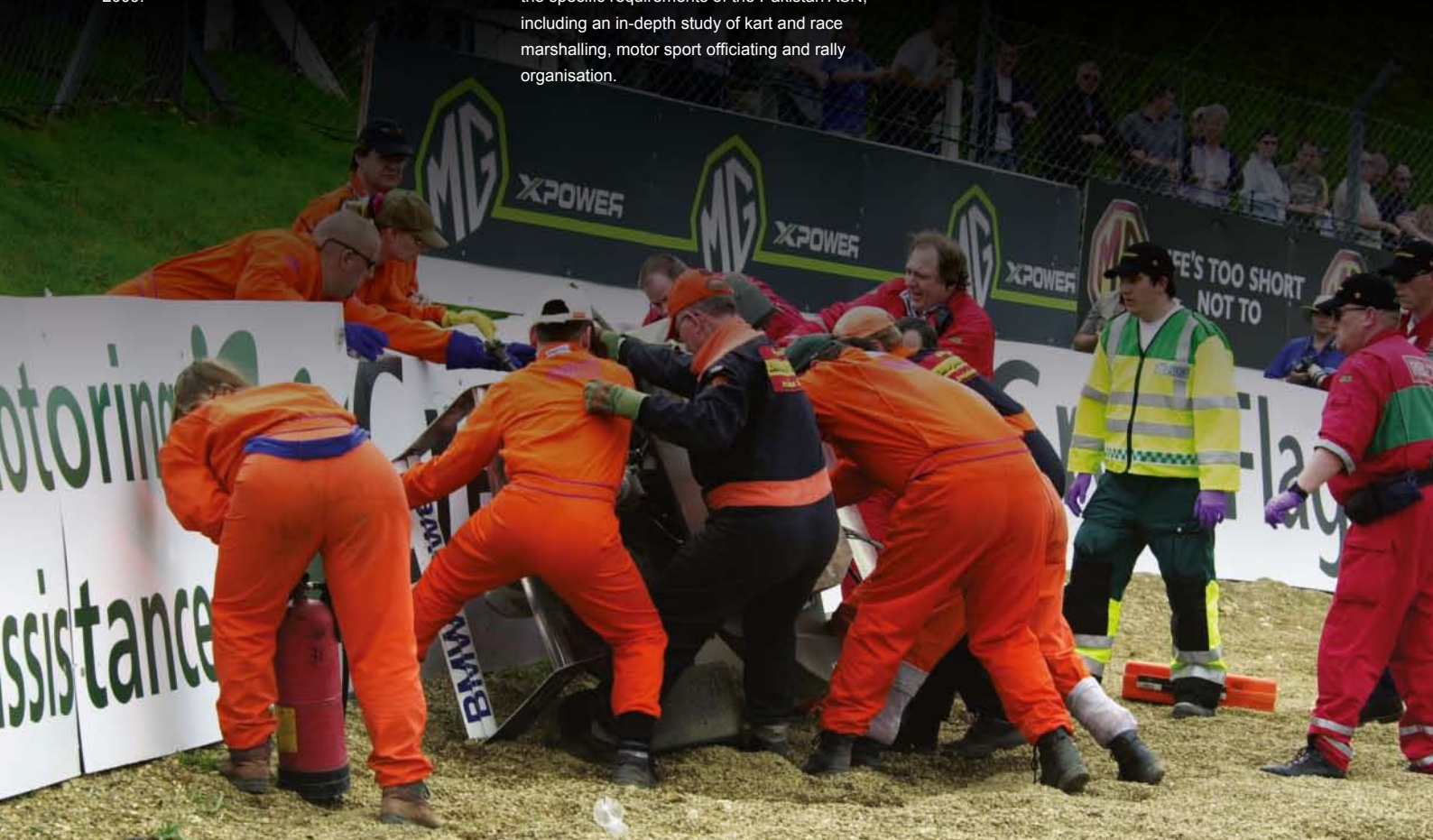
The MSA recognises the vital role that the training of volunteers and officials plays in the safety and management of motor sport. Licensed Officials must attend regular training days, with a further series of nationwide seminars delivered to representatives of MSA-recognised clubs, covering event organisation, club administration and regulation.

The MSA runs approximately 160 free seminars and training days for volunteer officials, either directly or through its network of Training Instructors. The high level of training places MSA-registered marshals in high demand across the globe; over 350 were called into action for the inaugural Abu Dhabi Grand Prix in 2009.

## FIA REGIONAL TRAINING PROVIDER

The MSA's status as one of the world's foremost motor sport governing bodies has been reinforced by its appointment as one of the first two Regional Training Providers by the FIA Institute for Motor Sport Safety and Sustainability. In this role, the MSA is tasked with helping to increase the safety and training standards of motor sport officials on every continent.

The first activity to be undertaken by the MSA in this capacity was to welcome a panel of instructors from the recently-established Motorsport Association of Pakistan (MAP) Training Centre. The MSA provided a seven-day training programme designed to suit the specific requirements of the Pakistan ASN, including an in-depth study of kart and race marshalling, motor sport officiating and rally organisation.





**“IT WAS A FANTASTIC WEEK-LONG INTENSIVE MOTOR SPORT SESSION AND WE WERE WELL LOOKED AFTER BY THE MSA. WE HAVE RECEIVED A GREAT DEAL OF KNOWLEDGE, MATERIALS AND INPUTS TO HELP IN PREPARING OUR COURSES FOR DELIVERY WITHIN PAKISTAN – NOW THE GREAT TASK OF STRUCTURING THE CONTENTS OF OUR OWN COURSES IS AHEAD OF US.”**

**Tausif Agha**

**President of the Motorsport Association of Pakistan**

#### **Q&A WITH NICK CLARKE, MSA TRAINING INSTRUCTOR & SCOTTISH MOTOR RACING CLUB CHIEF MARSHAL**

##### **HOW DID YOU BECOME AN MSA TRAINING INSTRUCTOR?**

I started marshalling in the 1960s, when we had virtually no training at all beyond a little bit of fire training on a very irregular basis. I became chief marshal in the early 1990s and in the mid-90s went to the first MSA Training Seminar, which was when I became an Instructor.

##### **WHAT DOES THE ROLE ENTAIL?**

Every year since I became an Instructor I have run a marshals' training day in Scotland for all grades of race marshal from trainee through to post chief. I first apply to the MSA for the budget, and then my team considers which site we want to use and spends a few months considering and constructing the content. On the day, I deliver a couple of the presentations in addition to holding overall responsibility for proceedings.

##### **HOW IMPORTANT IS A UNIVERSAL MSA TRAINING SYSTEM?**

It's vital, because previously all training was carried out just within clubs and so was both less professional and of varying substance. It's also of particular importance to us because we're 400 miles away from Motor Sports House, so it's great to be an active component of the MSA system, when we might otherwise feel slightly out of the loop.

#### **BRITISH MOTOR SPORTS TRAINING TRUST**

The BMSTT – the MSA's own registered charity – made grants totalling £93,556 during 2009 to support training projects, including marshals' training days, Advanced Trauma Life Support and medical training days for doctors and paramedics.

#### **MSA CLUB DEVELOPMENT FUND**

During 2009, the MSA Club Development Fund received 63 applications from MSA Clubs to assist with the purchase of safety-related equipment (for example radios and fire extinguishers) and venue improvement projects totalling £103,354. This enabled projects with a total value of £731,541 to be undertaken to benefit the sport. Over the last 15 years since the Fund started, the MSA has provided grant aid of £740,337 to assist projects worth a total of £3,721,931 to the sport.

#### **MSA RESCUE DEVELOPMENT FUND**

Run alongside the Club Development Fund, the Rescue Development Fund enables enhanced funding for the replacement and renewal of rescue and recovery equipment to MSA specifications, and even to assist the purchase of new or replacement rescue units. In 2009, the MSA made awards of £65,670, a contribution totalling £165,252 since the scheme was started in 2007 – which has enabled rescue and recovery unit-related projects with a total value of £435,922 to be funded during that time.

#### **MOTORSPORT SAFETY FUND**

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

#### **GRANTS FOR DEFIBRILLATORS**

For 2009, MSA Regulations made it mandatory for MSA Licensed Rescue Units to have a 3-lead AED – a defibrillator with a monitoring facility. A number of rescue unit operators had previously bought defibrillators (even though they were not an MSA requirement at the time) which may not have met the new MSA minimum specification. The Rescue Development Fund therefore made a commitment to grant aid for the purchase of new defibrillators for MSA Licensed Rescue Units to the sum of £750 each. During 2009 the purchase of 34 such defibrillators was grant aided.

#### **APPLYING FOR GRANT AID**

Both the Club Development Fund and Rescue Development Fund are partnership schemes and – dependent on the nature of the application – grant aid can be provided in appropriate cases for either a percentage or fixed grant award. Application forms can be downloaded from the MSA website, and MSA staff members can provide pre-application advice.

# EXCEL

IN RECOGNITION OF THE IMPORTANCE OF UK COMPETITORS ACHIEVING SUCCESS ON THE INTERNATIONAL STAGE, THE MSA ACADEMY HAS CREATED A FORWARD-THINKING STRUCTURE THAT WILL SHAPE THE DEVELOPMENT OF THE SPORT'S MOST TALENTED INDIVIDUALS.

The MSA Academy provides a competitor development pathway to guide young drivers from eight years old through to world championship level. The Academy, created under the direction of MSA Performance Director Robert Reid, is dedicated to creating champions and educating their peers.

## YOUNG DRIVER SUPPORT

The Motor Sports Association recognises that it has a duty of care to all young people involved in motor sport, which extends not only to their physical well-being but also their personal development.

The MSA's U18 policy, introduced in 2010, outlines the commitment of the governing body to ensuring that licence holders under 18 years of age receive the guidance, protection and education that they require.

The MSA believes that time spent out of school for motor sport purposes should be minimised as far as possible for all young drivers. Central to this policy, the MSA now stipulates that anyone legally required to be in full-time education must have the written authorisation of their head teacher to enter any 'national' championship.

## PERFORMANCE MASTER CLASSES

The MSA introduced the Performance Master Classes in 2010 to bring an introductory level of driver development and training to competitors aged 14-16 and their parents. Developed in association with the Youth Sport Trust, with support from the Racing Steps Foundation, the Master Classes are delivered free of charge to competitors at venues, circuits and major events.

## ADVANCED APPRENTICESHIP IN SPORTING EXCELLENCE (AASE)

In August 2010, the second cohort of Advanced Apprentices in Sporting Excellence was inducted onto the Motor Sports Association's programme at Loughborough College. This fully government-funded initiative is aimed at athletes aged 16-18 who have the realistic potential to go on to become elite performers. As such, it is a programme from which it is hoped that future champions will emerge.

The Advanced Apprenticeship is fundamentally a human performance scheme that teaches and trains young drivers to become top performers. However, it also provides academic and vocational qualifications that can be used by students in later life, making motor sport a legitimate and considered career choice for talented young drivers.

**"I SIGNED UP FOR THIS TO BECOME A BETTER RACING DRIVER AND IT HAS FAR EXCEEDED MY EXPECTATIONS. WE HAVE LOOKED AT THE MANY ELEMENTS THAT GO INTO CREATING AN ELITE ATHLETE, LEARNED WHAT TEAM MANAGERS ARE LOOKING FOR AND HOW THE INDUSTRY AND THE MEDIA WORK. IT MEANS THAT I AM A MEMBER OF THE MSA ACADEMY AND THAT DEFINITELY PUTS ME ON THE RIGHT PATH FOR THE FUTURE."**

**Jake Cook**

AASE student and Formula Ford driver







## TEAM UK

The MSA's commitment to the best young drivers in the country has this year seen the creation of a national squad of ten drivers – six race, four rally – under the Team UK banner.

Team UK represents the pinnacle of the MSA Academy and is delivered by Brabham Performance Clinic with race and rally coaches providing specific expertise to supplement the common learning shared across all disciplines. Racing legend and 2009 Le Mans 24 Hours champion David Brabham fulfils the role of National Race Coach alongside the highly experienced and three-time British Rally Champion Mark Higgins as National Rally Coach.

The content of the programme is continually developed in recognition of the more focused membership, delivering the training that the most promising young drivers require. As well as the individual fitness programmes and dietary consultations to ensure that the drivers are in the best physical shape, the application of advanced sports psychology equips them mentally to perform at the highest level.

Exclusive visits to F1 and WRC teams, to tyre and other leading component suppliers as well as presentations from the FIA Institute have this year been supplemented by specific sessions on driver coaching and in-car performance, while the squad has enjoyed access to some of the most sophisticated simulation equipment in the world.

In recognition of the commitment demanded of the drivers, Team UK members are awarded a performance-related bursary of up to £10,000 per annum to assist with their living expenses, allowing them to focus their efforts and energies on becoming the best possible competition driver.

## RACING STEPS FOUNDATION

The Motor Sports Association has enjoyed substantial support for the MSA Academy from the Racing Steps Foundation (RSF) – a unique organisation that helps talented young British racing drivers realise their dreams.

Thanks to RSF's generous support, the MSA Academy is able substantially to increase the reach of its existing educational programme to deliver benefit to many of the competition licence holders aged under 18.



**“IT WAS A GREAT MOMENT WHEN I WAS INVITED TO JOIN TEAM UK. I HAVE LEARNED A GREAT DEAL ABOUT HUMAN PERFORMANCE AND HAVE A GREATER TECHNICAL UNDERSTANDING OF THE SPORT. THE FITNESS ASPECT IS REALLY HELPFUL AND THE TRAINING SESSIONS HAVE HELPED TO SHAPE MY REGIME.”**

**James Calado**  
Team UK member and F3 driver

# INTERNATIONAL EVENTS

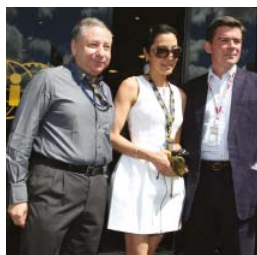
## BRITISH GRAND PRIX

The confirmation of Silverstone's new 17-year contract to host the British Grand Prix was a welcome conclusion to the long-running negotiations between Formula One Management and the British Racing Drivers' Club.

The 2010 event itself was a fitting celebration of the race's bright future. The British fans turned up in expectation of a home success, buoyed by the British world champion pairing of Jenson Button and Lewis Hamilton at McLaren, but ultimately had to be content with Lewis's second place. Australian Mark Webber nonetheless proved a popular 'Commonwealth' winner under the scorching Northamptonshire sun.

For the MSA, the Grand Prix provides a vital platform from which to engage with key figures on the development of the sport. As usual, a number of MPs joined the MSA at this year's event, including Sports Minister Hugh Robertson MP, who continues to be a strong supporter of the work of the governing body.

The MSA also welcomed guests from the national governing bodies of other sports, with the Royal Yachting Association, the Football Association and the British Olympic Association in attendance, alongside representatives from SkillsActive, the government agency behind the MSA Academy's Advanced Apprenticeship in Sporting Excellence (AASE) in Motor Sport.



## WALES RALLY GB

In 2010 Wales Rally GB provided yet another spectacular conclusion to an FIA World Rally Championship season, this time concluding the era of the World Rally Car.

Organised by the MSA's commercial subsidiary, International Motor Sports (IMS), the event was won by seven-time WRC champion Sébastien Loeb, who beat 2003 title winner Petter Solberg to victory by less than 20 seconds.

The atmosphere surrounding the finish ramp in Cardiff Bay was electric, thanks in no small part to the magnificent sight of the Royal Navy frigate HMS Monmouth, which docked alongside. The reaction to the new Super Special stage in the Bay was also overwhelmingly positive, while the return of competition to Radnor Forest and Margam Park met with a chorus of approval among fans and crews alike.

## RALLY OF SCOTLAND

In 2009, International Motor Sports brought a new event to this country, organising the UK's inaugural round of the Intercontinental Rally Challenge, the RACMSA Rally of Scotland. The event has now treated spectators on two occasions to a battle between home heroes Kris Meeke – who captured the 2009 title – and Guy Wilks, whose victory on the 2009 event propelled him into the series proper in 2010. The Rally of Scotland has been lauded as one of the best events of its type in the world and combines stunning scenery with some of the most challenging rally stages on the calendar.

**“THE RALLY OF SCOTLAND IS ONE OF THE BEST RALLIES IN THE WORLD. THE ROADS ARE FANTASTIC, IT'S SO FLOWING. LOCH ARD IS AN UNBELIEVABLE STAGE. WHEN YOU HAVE JUST THREE OR FOUR JUNCTIONS IN ABOUT 30 KILOMETRES, THAT'S GOING TO MAKE FOR A REALLY SPECIAL STAGE: AND LOCH ARD REALLY WAS IT. ONCE AGAIN, THE ORGANISERS PUT ON A TOP-CLASS EVENT.”**

**Kris Meeke**  
2009 IRC Champion







## OTHER EVENTS

The FIA World Touring Car Championship headed for the historic Brands Hatch circuit in July. Frenchman Yvan Muller won the first race, but home hero and three-time champion Andy Priaulx upheld British honour by triumphing in the second.

The DTM touring car series arrived at Brands Hatch in September. Young Scottish charger Paul Di Resta gave the British fans cause for celebration by dominating the event ahead of an international field of competitors.

The UK's round of the FIA GT1 World Championship took place at Silverstone, where the British driver pairing of Jamie Campbell-Walter and Warren Hughes was victorious.

The PF International kart circuit in Lincolnshire staged the CIK-FIA KF2 & KF3 Championships Western Region Qualifications – the first time for almost two decades that the UK had hosted such an event. Britons Chris Lock and Sennan Fielding won the KF2 and KF3 classes respectively.

Lydden Hill International Race Circuit successfully hosted Britain's round of the FIA European Rallycross Championship over the Whitsun Bank Holiday weekend – so successfully, in fact, that the venue was subsequently granted the prestigious opening slot of the 2011 Championship calendar.

In September Santa Pod Raceway hosted the FIA/UEM European Finals – the last round of the FIA European Drag Racing Championship.

## THANKS

The MSA extends its gratitude to everyone involved in the successful staging of these much-admired international events, including the great many volunteers and officials, councils and landowners. Thanks also to the legions of British fans, whose passion and enthusiasm are widely regarded as the most fervent in world motor sport.



# INTERNATIONAL SUCCESS

THE UK HAS ALWAYS BOASTED A FORMIDABLE PRESENCE ON THE WORLD STAGE OF MOTOR SPORT, BUT BY ANY MEASURE THIS COUNTRY IS CURRENTLY ENJOYING AN EXTRAORDINARY PERIOD OF DOMINANCE AROUND THE GLOBE.

The importance of international success is best recognised by the explosion in media coverage of motor sport that has accompanied the exploits of Messrs Hamilton and Button in the last few years. While this may be largely F1-dominated, the high profile attention generated by these stars helps to raise the profile of the sport, brings it to the attention of the general public and makes newspaper and television editors more likely to be receptive to similar stories.

In this respect, having winning drivers at the very highest echelons is essential to the recruitment of new blood into the sport at grass roots level.

## FORMULA ONE

For the first time since 1969, Great Britain was able to boast back-to-back Formula One world champions, with Jenson Button completing one of the greatest sporting turnarounds in living memory to take the number one plate from 2008 title winner Lewis Hamilton.

Button then joined forces with Hamilton for 2010 to create an all-British superteam at McLaren. The new pairing yielded no fewer than three memorable 1-2 finishes in the first half of the season as both drivers took their turn at the top of the world championship standings. The two Brits were ultimately edged out by Sebastian Vettel, whose Milton Keynes-prepared Red Bull Renault proved to be the car of the year.

## INDYCAR SERIES

In June 2010, Scottish ace Dario Franchitti secured his second victory in the Indianapolis 500 with former winner Dan Wheldon claiming the runner-up spot, thus sealing a one-two for the UK; only a post-race penalty for a yellow flag infringement prevented Alex Lloyd from completing an unprecedented all-British Indy podium. Franchitti went on to claim the overall IndyCar Series title for the third time in four years.

## SPORTS & TOURING CARS

Franchitti's cousin Paul di Resta also achieved title success in 2010 in the hugely popular DTM touring car series. His fellow Briton and former champion Gary Paffett was the runner-up, with Jamie Green also a race winner. In addition, Andy Priaux and Rob Huff continue to collect silverware in the FIA World Touring Car Championship.

Meanwhile ex-F1 star Anthony Davidson began his sportscar career with victory in the 12 Hours of Sebring for the Peugeot squad. The win preceded arguably the standout drive of the Le Mans 24 Hours, although a chance of victory on the Circuit de la Sarthe was cruelly denied by engine failure late in the contest. Upholding British honour, though, was Scottish hero Allan McNish, who earned a spot on the Le Mans podium for a sixth time after a fine drive for Audi.

## RALLYING

International rallying has also yielded British success of late, with Northern Ireland's Kris Meeke dominating the Intercontinental Rally Challenge in 2009 and fighting at the front in 2010, this time with old sparring partner Guy Wilks among his rivals.

Meeke will head for the FIA World Rally Championship in 2011, spearheading a new rallying programme for Mini that will be run by esteemed British engineering firm Prodrive. Meeke will find himself head-to-head with Ford driver and fellow Brit Matthew Wilson who, at just 23 years old, continues to make progress on the global stage in cars prepared by Malcolm Wilson's world-renowned M-Sport.







## FORMULA TWO

Britons Dean Stoneman and Jolyon Palmer were the stars of an international cast in the FIA Formula Two Championship, which is recognised as one of the main feeder series to F1. The pair fought a season-long battle for top honours that culminated in the final round at Valencia, where Stoneman claimed the title and with it an end-of-season Williams F1 test in Abu Dhabi.

## KARTING

The long-term future of British motor sport continues to look promising after further success for young Britons on the international karting scene in 2010. Former MSA British Junior Kart Champion Alexander Albon captured the CIK-FIA European KF3 Championship in July, while in October his successor as British Champion, Jake Dennis, became the first ever CIK-FIA "U18" World Karting Champion. Jordan Chamberlain so nearly topped it all by claiming the CIK-FIA World Karting Championship in September, but had to settle for second place after being passed on the very last lap. In European Superkarts, the experienced Gavin Bennett claimed his third CIK-FIA European Superkart Championship of the last four years.

## WORKING WITH THE FIA

As one of the world's most respected motor sport governing bodies, the MSA's expertise is called upon to benefit the sport internationally. Former Motor Sports Council Chairman Graham Stoker was appointed FIA Deputy President, Sport in 2009, with Colin Hilton as Deputy Delegate on the World Motor Sports Council. Furthermore, in 2010 a total of 20 Britons were successfully nominated by the MSA for seats on FIA Commissions and judicial bodies:

**Russell Anderson**  
International Karting Commission

**Dennis Carter** (MSA Board member)  
GT Commission

**Terry Cox**  
Truck Racing Commission

**Allan Dean-Lewis MBE** (MSA Head of External Affairs)  
Officials and Volunteers Commission  
Executive Committee – FIA Institute

**Rt Hon the Lord Drayson**  
Electric & New Energy Championships Commission

**Philip Evans**  
Drag Racing Commission

**Fred Gallagher**  
Vice President, Cross-Country Rally Commission

**Edwin Glasgow QC**  
International Tribunal

**Alan J Gow** (MSA Chairman)  
President, Touring Car Commission

**David Grace**  
Hill-Climb Commission

**Cheryl Lynch** (MSA Race, Speed & Kart Executive)  
Off-Road Commission

**Rod Parkin** (MSA Board member)  
Historic Motor Sport Commission

**Dr Philip Rayner**  
Medical Commission

**Robert Reid** (MSA Performance Director)  
Vice President, World Rally Championship Commission

**John Ryan** (MSA Technical Executive)  
Homologation Commission  
Single-Seaters Commission

**Sue Sanders**  
Women and Motor Sport Commission

**Tony Scott Andrews**  
(MSA Board member & Motor Sports Council Chairman)  
International Tribunal

**Anthony Scrivener QC**  
International Court of Appeal

**John Symes** (MSA Technical Director)  
Circuits Commission  
Sustainability Panel – FIA Institute

**David Tremayne**  
Land Speed Records Commission

# PUBLIC AFFAIRS

In 2009, the Motor Sports Association engaged Bell Pottinger Public Affairs to assist with the company's lobbying activity and to raise the profile of the sport within the corridors of power at Westminster. Since then, the MSA has enjoyed personal meetings with more than 40 senior politicians and political advisors which have enabled the governing body to illustrate the breadth of motor sport and its value to the UK sporting, social and business communities.

The MSA is establishing a cross-party Parliamentary Group comprising a select number of MPs and peers who have committed to advancing the cause of motor sport wherever possible. This group, chaired by Conservative MP Ben Wallace, will meet on a regular basis and organise fact-finding visits to UK motor sport companies and teams.

The main thrust of the MSA's manifesto for 2010 has been a campaign to facilitate the return of closed road motor sport events on the public highway by amending the existing Road Traffic Act to give local authorities the power to impose a Temporary Suspension Order.

The MSA engaged the Sports Industry Research Centre at Sheffield Hallam University to assess the economic impact on local communities of hosting 20 closed road events throughout Britain. The research paper concluded that up to £40m of economic benefit could be enjoyed by local communities within the first five years – this was in addition to the other 'softer' benefits that would ensue from such events.

The research paper was taken to the three main party conferences at which the MSA hosted a series of Fringe Meetings to discuss the wide array of benefits that motor sport can bring to local communities. Chaired by Steve Rider, the meetings were a great success, brought a number of issues to the attention of the assembled audiences and established further contacts for on-going discussions.

The MSA is extremely grateful to the following people for their attendance at the various meetings:

Tom Blenkinsop MP

Nigel Mansell OBE

Allan McNish

The Rt Hon Michael Moore MP

Richard Phillips

Steve Rider

Lord Rooker

Gerry Sutcliffe MP

Stuart Turner

Ben Wallace MP

CLr Chris White

“ I WOULD LIKE TO PAY TRIBUTE TO THE MOTOR SPORTS ASSOCIATION WHICH CONTINUES TO DEMONSTRATE THAT IT IS A MODERN, FORWARD-THINKING AND PROGRESSIVE GOVERNING BODY. THE WORK THAT THE MSA IS UNDERTAKING IN TERMS OF DEVELOPMENT OF THE SPORT AND YOUNG PEOPLE IS A LESSON FOR OTHER SIMILAR ORGANISATIONS.”

Gerry Sutcliffe MP  
Former Sports Minister

“ I HAVE SEEN FIRST HAND THE FANTASTIC BENEFIT TO COMMUNITIES OF BRINGING CLOSED ROAD EVENTS TO THE PEOPLE. DURING THE JIM CLARK RALLY THE HOTELS, PUBS, RESTAURANTS AND GARAGES ARE ALL PACKED AND I SEE NO REASON WHY THE MODEL SHOULDN'T BE REPLICATED ACROSS THE COUNTRY.”

Rt Hon Michael Moore MP  
Secretary of State for Scotland and Member of Parliament  
for Berwickshire, Roxburgh and Selkirk





# COMMUNICATIONS



2010 has witnessed a continuation of the MSA's overhaul of its communications activity.

*MSA News* was launched in April as a new electronic newsletter issued on a monthly basis. The newsletter picks up all of the stories from within the governing body, from clubs and events and includes items of note from the British motor sport community. The newsletter is distributed via email to more than 50,000 people, making it one of the most valuable communication vehicles in the sport, and the feedback has been uniformly enthusiastic.

With *MSA News* providing a monthly news round-up, it has effectively replaced the long-running *e-Wheels* which was sent directly to MSA Clubs. *MSA News* is now sent as a text-only format to all MSA Clubs before the 10th of each month, providing the necessary material for Clubs' own newsletters. The MSA would like to pass its thanks to Stuart Turner who, having conceived the original *Wheels* format, then remained an integral part of club communications for more years than he may have intended.

After many years of sterling work by TRMG, the MSA this year went to open tender for the production of its quarterly magazine, *Motorsports Now!* Think Publishing has been appointed to deliver a new identity for the revised magazine that will reflect better the current MSA and will bring the governing body's membership magazine in line with a more modern customer publishing approach.

The MSA intends to undertake a complete revision of its website in 2011 to ensure that its online communications are fit for purpose and provide an effective and efficient service for both MSA members and the general public.

The MSA has enjoyed extensive media coverage in the course of the past year, on television, radio, in print and online. Of particular significance has been the BBC's renewed commitment to motor sport through its Formula One programming and this has provided an invaluable platform for reaching millions of motor sport enthusiasts.

F1 anchor Jake Humphrey has starred in two excellent Go Motorsport features – one following his driving debut in the Lotus On Track Elise Trophy and the other charting his adventures navigating on the Cambrian Rally.

Jenson Button's return to his former schools was stimulated by the MSA's schools programme and it highlighted the work of the Go Motorsport Regional Development Officers as they spread the motor sport message to young people across the country.

The cameras were also present to follow the members of Team UK as they underwent a rigorous military-style 24-hour exercise in the summer, after which Team UK member Oli Webb was interviewed live in the pitlane before the German Grand Prix, providing valuable exposure for an up-and-coming F3 driver.

Significant editorial coverage has also been achieved in the national press, regional press, specialist magazines and other titles as well as the increasingly important online medium.

# NIGHT OF CHAMPIONS

The MSA Night of Champions took place in January at the Royal Automobile Club in Pall Mall. One of the highlights of the domestic motor sport calendar, the ceremony brings together and celebrates the previous year's MSA British Champions, each of whom collects his or her trophy before an audience of distinguished guests.

This year, the silverware was kindly presented by Formula One team boss Ross Brawn OBE and newly-elected FIA Deputy President for Sport Graham Stoker. Meanwhile renowned motor sport pundit Tony Jardine employed his usual good humour as Master of Ceremonies.

In addition to handing out accolades, Brawn was on hand to accept the Sir Malcolm Campbell Trophy on behalf of the Brawn GP (now Mercedes GP) team in honour of its title-winning performance in the 2009 FIA Formula One World Championship, during which Jenson Button claimed the Drivers' crown.

Although pre-season commitments prevented his attendance, Button appeared via video link to accept the Hawthorn Trophy, which is awarded annually to the highest placed British or Commonwealth driver within the previous year's World Championship.

The event also celebrates women in motor sport, with the Lord Wakefield Trophy presented in recognition of outstanding female achievement. On this occasion MSA Chief Executive Colin Hilton handed the award to Sarah Moore, who in 2009 captured the Ginetta Junior Championship title and with it a nomination for the BBC Young Sports Personality of the Year Award.

The MSA, in association with insurance broker JLT Sport, bestows awards upon the Marshal and Club of the Year. The heralded marshal this time was Nadine Lewis, a highly respected Incident Officer in the British Motorsport Marshals Club North Region, who drives the area's programme for marshal recruitment, induction and mentoring. The club award went to Chelmsford MC on account of its initiatives for the retention of young members, including its forging of links with a local college.

The MSA, in conjunction with Renault UK, rewards annually the Young Journalist and Photographer of the Year. As always, the entries were of an exceptional quality, with *Autosport's* Ben Anderson emerging as the winning scribe and the drag racing photography of Dominic Romney earning the photographic prize. Each received a trophy and a cheque for £1000, not to mention the distinction of the achievement.





## MSA NIGHT OF CHAMPIONS 2009

British Cadet Kart Championship:

**George Russell**

British Junior Kart Championship & Hines Award:

**Alexander Albon**

British Short Circuit Kart Championship:

**Robert Foster-Jones**

British Long Circuit Kart Championship:

**James O'Reilly**

British Car Trial Championship:

**Dave Oliver**

British Sprint Championship:

**Nick Algar**

British Drag Racing Championship:

**Andy Robinson**

British Autocross Championship:

**Michael Henderson**

British Hill Climb Championship:

**Scott Moran**

British Historic Rally Championship:

**Dessie Nutt / Geraldine McBride**

British Sporting Trial Championship:

**Duncan Stephens**

British Autotest Championship:

**Alastair Moffatt**

British Cross Country Championship:

**Richard Kershaw / Graham Broadbent**

British Junior Rally Championship:

**Martin McCormack / Phil Clarke**

British Rally Championship:

**Keith Cronin / Greg Shinnors**

British Rally Championship Teams Winner:

**Pirelli TEG Sport**

British Rallycross Championship:

**Pat Doran**

British GT Championship:

**David Jones / Godfrey Jones**

British Formula 3 Championship:

**Daniel Ricciardo**

British Touring Car Championship Manufacturer:

**Vauxhall**

British Touring Car Championship:

**Colin Turkington**

BWRDC Lord Wakefield Trophy:

**Sarah Moore**

JLT Sport MSA Club of the Year:

**Chelmsford MC**

JLT Sport MSA Marshal of the Year:

**Nadine Lewis**

Renault MSA Young Journalist of the Year:

**Ben Anderson**

Renault MSA Young Photographer of the Year:

**Dominic Romney**

Hawthorn Memorial Trophy:

**Jenson Button MBE**

Sir Malcolm Campbell Memorial Trophy:

**Ross Brawn OBE**

# ENVIRONMENTAL RESPONSIBILITY

The Motor Sports Association is committed to creating a sustainable model for British motor sport. The MSA works in partnership with many parties to reduce the impact of the sport on its environment and demonstrate a responsible attitude towards environmental issues.

## ALTERNATIVE ENERGIES

In recent years a number of alternative energies have become more evident in the motor sport environment, from bio fuels to hybrids and LPG to electric. The MSA's general regulations have been amended to reflect that vehicles not using an internal combustion engine may still be permitted in competition. The MSA's Technical Advisory Panel has created a specific Electric Vehicle working group to consider this type of vehicle and formulate suitable regulations for their use in competition.

## VENUES

It is encouraging that many circuit owners have entered into various schemes to improve their environmental performance. Silverstone recycles over 90% of its refuse, all circuits dispose of waste oil and fluids responsibly and many also have segregated bins for glass, plastic, paper, etc. Anglesey has gone a stage further and now boasts a small wind generator on site.

## REGULATIONS

The MSA continues to encourage championships and events to limit tyre use where possible and maintains a dialogue with the tyre manufacturers over the composition of tyres. This has led to a significant improvement in the durability of rubber used in a number of British championships.

The MSA has worked closely with the British Rally Championship, the Forestry Commission and Pirelli to establish that the damage created on gravel roads by less aggressive tread patterns is substantially improved over the current tyres. As a result, the MSA has announced a strategic direction to move towards closer tread patterns in stage rallying.

Other regulations to have been brought in this year include the mandatory fitting of mud flaps in stage rallying, which will help keep the aggregate on the road surface. The introduction of spill kits on all events and in certain vehicles will also minimise the impact of various substances on the environment.

Noise regulations continue to cause concern and while the sport has made huge strides in reducing the audible impact of its activities, all race circuits now operate under a degree of noise restriction imposed by local authorities. Dunkeswell Kart Club this year recorded a significant victory over North Devon District Council – the court found that the club had operated at all times within the terms of its planning permissions and had taken all reasonable measures to limit the impact of its meetings on the local community. The MSA continues to monitor the noise issue closely across the sport.

## THE FIA

As the world governing body, the FIA too believes that motor sport can play a major role in the fight against climate change. Its 'Make Cars Green' campaign ([www.makecarsgreen.com](http://www.makecarsgreen.com)) highlights some of the major innovations that are helping to deliver environmental improvements around the world.

The FIA Alternative Energies Commission exists to draft regulations and provide a competition platform for vehicles using other than an internal combustion engine and traditionally this has been focussed on electric and solar electric vehicles.

The FIA Environmentally Sustainable Motorsport Commission is a research facility to assist in the development of technology to address environmental issues. The ESMC has a number of different working groups, looking at Powertrain development, Noise Control and facilities development.





# MOTOR SPORTS COUNCIL

The Motor Sports Council is the custodian of the sporting power for the United Kingdom and is recognised as the "Sporting Commission" under the FIA statutes. The Council's responsibilities include the governance of UK motor sport, the enforcement of FIA regulations and the drawing up of National Rules of Competition, judicial matters and dispute resolution, liaison with the FIA and the approval of British Championships.

The Council is made up of the Chairmen of the MSA's specialist 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. As well as the MSA Chairman and MSA Chief Executive, the Chairman of the Regional Committee sits on the Council, as do representatives from the Home Countries and a small number of appointed members.

The Council is led by its Chairman, the highly respected Steward Tony Scott Andrews, who took over from Graham Stoker at the start of 2010. Many members of the MSC are themselves FIA Stewards or sit on FIA Commissions.

## THE PRINCE MICHAEL AWARD OF MERIT

The Council is responsible for bestowing this prestigious personal award in recognition of outstanding meritorious service to British Motor Sport. The 2009 award was presented to David Butler MBE, Chairman of the British Motor Sports Association for the Disabled and the only disabled driver worldwide to have held both International Race and International Rally Licences. He received his MBE for services to disability sport in the 2010 New Year Honours List.

## MOTOR SPORTS COUNCIL DINNER

The first Motor Sports Council Annual Dinner to be hosted by new Motor Sports Council Chairman Tony Scott Andrews was held in March at the prestigious Royal Automobile Club in Pall Mall.

Having enjoyed an excellent dinner Mr Scott Andrews welcomed the various guests, including the highly respected barrister and FIA International Court of Appeal member Edwin Glasgow QC, who entertained his audience in great style and paid tribute to the experience and character of the new Council Chairman.

Presentations were made to Stuart Turner and 750 Motor Club Competition Secretary Robin Knight, both of whom retired from the Motor Sports Council at the end of 2009. Meanwhile the MSA Lifetime Achievement Award went to Howard Strawford in recognition of almost 60 years' dedication to the sport.





## LICENCE AND EVENT STATISTICS

### LICENCE FIGURES BY DISCIPLINE 2005-2009

Race	2005	2006	2007	2008	2009
International	1,541	1,546	1,552	1,587	1,436
National A	3,317	3,405	3,527	3,679	3,761
National B	4,386	4,389	4,388	4,571	4,424
International Historic	427	438	422	447	396
Truck	25	30	31	29	29
<b>Total Race</b>	<b>9,696</b>	<b>9,808</b>	<b>9,920</b>	<b>10,313</b>	<b>10,046</b>
<b>Kart</b>					
International	190	212	217	246	218
National A	3,089	2,936	2,749	2,474	2,222
National B	2,002	2,024	1,724	2,106	2,310
<b>Total Kart</b>	<b>5,281</b>	<b>5,172</b>	<b>4,690</b>	<b>4,826</b>	<b>4,750</b>
<b>Rally</b>					
International	579	522	506	475	408
National A	2,436	2,418	2,333	2,331	2,134
National B	5,230	5,044	4,719	4,647	4,467
Navigator	1,609	1,696	1,541	1,519	1,368
International Historic	27	26	20	21	15
<b>Total Rally</b>	<b>9,881</b>	<b>9,706</b>	<b>9,119</b>	<b>8,993</b>	<b>8,392</b>
<b>Speed</b>					
International	34	37	37	36	34
National A	1,855	1,801	1,743	1,679	1,575
<b>Total Speed</b>	<b>1,889</b>	<b>1,838</b>	<b>1,780</b>	<b>1,715</b>	<b>1,609</b>
<b>Off-Road</b>	<b>95</b>	<b>111</b>	<b>105</b>	<b>121</b>	<b>108</b>
<b>Non-Race Nat B</b>	<b>5,764</b>	<b>5,814</b>	<b>5,704</b>	<b>5,995</b>	<b>6,019</b>
<b>Clubman</b>	<b>1,308</b>	<b>1,162</b>	<b>1,105</b>	<b>1,058</b>	<b>999</b>
<b>Entrant</b>	<b>198</b>	<b>212</b>	<b>180</b>	<b>236</b>	<b>223</b>
<b>Total Licences</b>	<b>34,113</b>	<b>33,823</b>	<b>32,603</b>	<b>33,257</b>	<b>32,146</b>
<b>Total Holders</b>	<b>33,410</b>	<b>32,312</b>	<b>31,118</b>	<b>31,421</b>	<b>30,375</b>

### NUMBER OF EVENTS BY DISCIPLINE

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
<b>Autotest</b>	501	351	524	525	500	527	529	561	614	664
<b>Auto/Rallycross</b>	58	39	54	61	56	48	58	54	47	72
<b>Cross Country</b>	990	492	1016	1090	1175	1211	1267	1263	1223	1298
<b>Race</b>	316	332	333	330	326	321	308	302	310	307
<b>Rallies</b>	1033	543	1016	1044	1021	991	984	982	922	912
<b>Speed</b>	323	282	350	351	340	347	338	329	338	328
<b>Trials</b>	198	91	189	200	206	211	219	204	243	242
<b>Kart</b>	475	454	473	505	489	466	497	460	456	465
<b>Exempt</b>	849	557	915	862	898	916	793	778	729	766
<b>TOTAL EVENTS</b>	<b>4743</b>	<b>3141</b>	<b>4870</b>	<b>4968</b>	<b>5011</b>	<b>5038</b>	<b>4993</b>	<b>4933</b>	<b>4882</b>	<b>5054</b>
<b>TOTAL ENTRIES</b>	<b>153358</b>	<b>128220</b>	<b>157276</b>	<b>162051</b>	<b>159383</b>	<b>158815</b>	<b>153533</b>	<b>153808</b>	<b>155729</b>	<b>147384</b>

### LICENCE FIGURES 2000-2009

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
<b>Licences</b>	32,173	31,770	34,079	34,112	34,211	34,113	33,823	32,603	33,257	32,146
<b>Licence Holders</b>	31,134	30,819	32,888	32,814	32,889	33,410	32,312	31,118	31,421	30,375

## INCOME AND OPERATING RESULTS BY PRINCIPAL ACTIVITY

For the year ending 31 December 2009

	<b>The Royal Automobile Club Motor Sports Association Ltd</b>	<b>International Motor Sports Ltd</b>	<b>British Grand Prix Limited</b>	<b>2009 Total</b>	<b>2008 Total</b>
	£	£	£	£	£
<b>Group Income</b>					
Governance of motor sports	4,190,647	-	-	<b>4,190,647</b>	4,297,167
Event promotion and commercial activities	-	3,762,902	246,325	<b>4,009,227</b>	3,731,790
	<b>4,190,647</b>	<b>3,762,902</b>	<b>246,325</b>	<b>8,199,874</b>	<b>8,028,957</b>
<b>Expenditure</b>					
Staff costs	1,472,207	398,033		<b>1,870,240</b>	1,845,803
Other administration expenses	2,796,228	3,020,168	248,748	<b>6,065,144</b>	6,060,223
Gift-aid charitable donation	-	-	-	-	300,000
	<b>4,268,435</b>	<b>3,418,201</b>	<b>248,748</b>	<b>7,935,384</b>	<b>8,206,026</b>
<b>Operating (deficit)/surplus</b>	<b>(77,788)</b>	<b>344,701</b>	<b>(2,423)</b>	<b>264,490</b>	<b>(177,069)</b>
Other finance charge	(60,000)	-	-	<b>(60,000)</b>	42,000
Interest receivable and similar income	136,392	5,102	-	<b>141,494</b>	500,841
<b>Surplus/(deficit) for the year before taxation</b>	<b>(1,396)</b>	<b>349,803</b>	<b>(2,423)</b>	<b>345,984</b>	<b>365,772</b>
Tax charge on the surplus /(deficit) for the year	(12,279)	(75,557)	(5,682)	<b>(93,518)</b>	(114,329)
<b>Surplus/(deficit) for the year after taxation</b>	<b>(13,675)</b>	<b>274,246</b>	<b>(8,105)</b>	<b>252,466</b>	<b>251,443</b>

## NET ASSETS EMPLOYED BY PRINCIPAL ACTIVITY

<b>Fixed assets</b>					
Tangible assets	1,922,096	80,616	-	<b>2,002,712</b>	2,548,335
Current assets	9,147,662	1,563,477	117,370	<b>10,828,509</b>	11,376,731
Current liabilities	(3,349,671)	(1,125,195)	(8,217)	<b>(4,483,083)</b>	(4,988,394)
<b>Net current assets</b>	<b>5,797,991</b>	<b>438,282</b>	<b>109,153</b>	<b>6,345,426</b>	<b>6,388,337</b>
<b>Net assets employed</b>	<b>7,720,087</b>	<b>518,898</b>	<b>109,153</b>	<b>8,348,138</b>	<b>8,936,672</b>

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 2009

	2009	2008
	£	£
<b>Fixed Assets</b>		
Tangible assets	2,002,713	2,548,335
<b>Current Assets</b>		
Stocks	7,152	4,228
Debtors	505,321	828,951
Investments	7,615,497	7,830,573
Cash at bank and in hand	2,386,466	2,052,162
	10,514,436	10,715,914
<b>Creditors:</b>		
Amounts falling due within one year	(4,484,232)	(4,988,394)
<b>Net Current Assets</b>	6,030,204	5,727,520
<b>Total Assets Less Current Liabilities</b>	8,032,917	8,275,855
Debtors due in more than one year	26,121	19,617
	8,059,038	8,295,472
Net Pension Asset	289,100	641,200
<b>Net Assets Including Pension Liability</b>	8,348,138	8,936,672
<b>Capital and Reserves</b>		
Income and expenditure account	8,231,449	8,345,783
Property revaluation reserve	116,689	590,889
	8,348,138	8,936,672

## FIVE YEAR GROUP RESULTS

	2005	2006	2007	2008	2009
Group Income	6,532,237	6,879,529	7,673,528	8,028,957	8,199,874
Operating (deficit)/surplus before gift-aid donation	637,188	751,697	838,231	148,786	265,010
Gift-aid charitable donation	(325,000)	(300,000)	(832,752)	(300,000)	-
Operating (deficit)/surplus for the year	312,188	451,697	5,479	(151,214)	265,010
Share of profits/(losses) of joint ventures	(1,779)	2,633	-	-	-
(Deficit)/write back of impairment in current asset investment	17,668	-	-	(25,855)	(520)
Other finance charge	(57,000)	(52,000)	(10,000)	42,000	(60,000)
Interest receivable	353,791	390,160	512,686	500,841	141,494
Surplus for the year before taxation	624,868	792,490	508,165	365,772	345,984
Tax charge on the surplus for the year	(167,792)	(222,491)	(147,122)	(114,329)	(93,518)
Surplus for the year after taxation	457,076	569,999	361,043	251,443	252,466
Recognised in the STRGL	(194,300)	64,677	528,400	(104,400)	(841,000)
Movement in the year	262,776	634,676	889,443	147,043	(588,534)
Net Group assets brought forward	7,002,734	7,265,510	7,900,186	8,789,629	8,936,672
Net Group assets carried forward	7,265,510	7,900,186	8,789,629	8,936,672	8,348,138

## THE ROYAL AUTOMOBILE CLUB MOTOR SPORTS ASSOCIATION LIMITED DIRECTORS' REPORT

The Directors present their annual report and the audited group financial statements for the year ended 31 December 2009.

### DIRECTORS

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

A J Gow - Chairman  
C N Hilton - Chief Executive  
S A Brownson OBE  
D I Carter  
B P Cussons  
D K Gangahar  
S R Jones - Secretary  
J H Maxwell  
N E H Moffitt  
R K Parkin (appointed 01.01.2009)  
M J Sones (appointed 01.01.2009)  
G K R Stoker (resigned 31.12.2009)  
N A Whale

### 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

Despite the difficult economic environment, I am pleased to report a further year of turnover growth and operating profit, even though there has been a significant reduction in interest receivable on our cash balances as a result of lower interest rates.

The Group's consolidated surplus before tax was £345,984 (2008: £365,772). There was no gift-aid charitable donation in the year (2008: £300,000 BMSTT).

The company transferred a sum of £30,000 to Motorsport Safety Fund (2008: £50,780) and £5,000 to BEN (2008: £Nil) from the Motor Sports Council's Special Fines Fund.

IMS has continued to perform well. Just before the commencement of 2009 Rally of Great Britain, we were able to reach a satisfactory conclusion with the Welsh Assembly Government for the continuous running of the event for the three years 2009 to 2011.

BGPL has returned another steady

financial performance. Since the year end, we have agreed in principle to sign a five year contract with Silverstone Circuits Ltd for organising the F1 British Grand Prix.

We are committed to the highest standards of corporate governance and recognise that good governance helps to deliver our strategy and safeguard the long term interest of our stakeholders.

There is an ongoing process in place of identifying, evaluating and managing the material risks facing the Group. This process is reviewed regularly by the Executive on behalf of the Board. We have a well established system of internal controls including strategic, 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. The main financial risks faced by the Group relate to the availability of funds to meet business needs, the risk of default by third parties, fluctuations in interest rates, no. of license holders and spectators at events organised by us. As is clear from the following pages, we are in a strong financial position.

The Board meets formally four times a year to consider developments in relation to the company's strategy and long-term objectives and to review trading results and operational & business issues.

### FUTURE PROSPECTS

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

We continue to respond to the challenges our licence holders and clubs face by investing in training for our staff & volunteers and in technology to enable customers to use our on-line facilities in an efficient and cost effective way.

The outlook for 2010 remains uncertain. Whilst some economic indicators are showing positive signs of recovery, the

effect of unemployment and consumer & government debt has yet to be fully felt and we have therefore been more moderate in our financial planning for 2010.

On the behalf of the Board, I would like to thank our staff and volunteers for the continuing dedication to their work and for showing great drive and determination to succeed.

### 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 (2008 - 45 days) from the date of the invoice being issued.

### CHARITABLE DONATIONS

During the year the Group made no gift-aid charitable donation. (2008: £300,000 BMSTT)

The Company transferred a sum of £30,000 to Motorsport Safety Fund and £5,000 to BEN (2008: £50,780 MSF and £Nil BEN) from 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 2009 were as follows:-

Broad M J  
Brownson S A OBE  
Campbell H  
Cardell D S  
Carter D I  
Cowcill E  
Cussons B P  
Durling W S  
Gow A J  
Hill R T  
Hilton C N  
Kellitt A  
Knight R  
Loveridge P J  
Lyle I B M  
Maxwell J H  
Moffitt N E H  
Parkin R K  
Pierre D  
Pollitt N P  
Rayner P  
Scott Andrews A  
Sones M  
Stringwell S M  
Taylor R  
Tomley C  
Wood J R

### BOARD RETIREMENT

Graham Stoker retired on 31 December. The Directors would like to take this opportunity to thank Graham for his substantial contribution and wish him continued success in his role as FIA Deputy President Sport in the future.

### 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.

### PHOTO CREDITS

Cover: IRC - Peugeot UK. Inside-front cover: F1 - Silverstone. Inside-back cover: F1 - Vodafone McLaren Mercedes. Page 3: Alexander Albon - Chris Walker, Kartpix.net Pages 4-5: Hill Climb - Eddie Walder / Rally - CMWI.NET / Historic - Phil Jones / Time Attack - Rich Sam Photography. Page 7: WRC - Les Kolczak, www.worldrallypics.com Pages 8: BSKC - Alex Roache. Pages 12-13: Performance Master Class - Dom Romney / F3 - Jakob Ebrey Photography. Pages 14-15: F1 - Silverstone / Drag - David DJ Jones / Karting - Chris Walker, Kartpix.net / Rally - www.rally-photo.com / Rallycross - Tim Whittington Pages 16-17: Rally - www.rally-photo.com / F1 - Vodafone McLaren Mercedes / IndyCar - Getty Images Page 24: GT - Jakob Ebrey Photography







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