This has been another extremely busy and successful year for the Motor Sports Association, but inevitably, in the compilation of an Annual Report, one can only pick out a small selection of highlights from the past year.

So on the following pages you will read about initiatives and activities, projects and programmes, all designed to further the cause of motor sport and all of which are underpinned by the commitment of those involved in them. But it cannot tell the whole story of a governing body that works tirelessly every day to serve the best interests of the sport and its membership.

The higher profile and more media-friendly initiatives undoubtedly attract attention and help to accentuate the positive developments within the modern MSA, but it would be entirely wrong not to pay tribute to the vast amount of work that goes on behind the scenes to keep the sport in action and moving forwards.

It may be dry and, to some extent, a little dull, but the over-riding objective of the Motor Sports Association is, and will continue to be, the effective governance and administration of UK motor sport and we shall never lose sight of that mission.

Yet there is much more to the role of a contemporary National Governing Body than simply making the rules and enforcing them and I am delighted that in the past 12 months the MSA has continued to lead the way in this respect.

The creation of the MSA’s Whole Sport Plan two years ago signalled an understanding that good governance is not seen solely in balance sheets or in corporate responsibility, but also in the vision portrayed for the future. As the governing body, the MSA continues to strive to help the sport to secure its future and ensure that as many people as possible have the opportunity to enjoy their motor sport in whatever form that may take.

We know that building the future begins with broadening the base of the pyramid and increasing participation at grassroots level. But just like any other sport, we are dependent on international sporting success to generate the public and media interest that leads people to want to get involved in the first place.

On a modest level of income, the MSA is prudently managed and has never gambled with the future health of the sport. As we approach next year and the imminent arrival of the Olympics to London, we should perhaps be grateful for once that our sport’s financial security is not based on public sector funding, as there will be governing bodies facing difficult decisions when such funding is inevitably cut post-2012.

In many respects this has been a difficult year, but I am indebted to the staff of the Motor Sports Association for their continued support and commitment throughout the past 12 months. Their professionalism, dedication and expertise enable the governing body to serve its membership and the sport to the best of its ability, as we will continue to do in 2012.

Colin N Hilton
Chief Executive
Motor Sports Association
Chairman’s Message

"Working together and being proud of what we have can help shape a positive and long-term future for UK motor sport"

When the Motor Sports Association printed its first Annual Company Report just eight years ago, it consisted of a 12-page A5 booklet, where words from the Chief Executive and Chairman, followed by the licence and financial statistics.

It is testament to the extraordinary amount of excellent work now being undertaken by the MSA and its staff that this year’s publication has grown to 36 pages. I am extremely proud to reflect on its content and recognise the significant progress that the organisation continues to make in all departments.

Of course, there are difficult times for everyone. There can be little doubt that our sport is suffering from the inevitable squeeze on disposable income and you will see that, unsurprisingly, licence figures again fell (albeit very slightly) in the 12 months to the end of 2010. At the time of writing, 2011 looks to have been marginally better, with licence figures likely to end the year just one per cent lower than last year.

There is also evidence that despite the on-going economic downturn, the sponsorship sector is once again picking up as companies recognise the real potential value of involvement with our sport particularly in relation to other high-profile sports.

We do not, however, allow these promising ‘green shoots’ to mask the very real struggles that we know are facing participants within the sport on a daily basis. All the evidence suggests that they are being more selective about the events they enter, while spectators are being similarly circumspect about how they spend their leisure pound.

We know that there are events struggling for entries and a number have sadly been cancelled this year, we also know that there are some smaller clubs on the brink of folding because they do not have enough members to keep going.

Yet at the same time, there are also events that are over-subscribed, with ‘waiting lists for waiting lists’, while the most successful clubs are thriving and attracting scores of active new members.

All of that underlines the message for us all – clubs, events, teams, venues, promoters, sponsors, competitors, organisers and governing body alike; that we have to ensure that we are moving with the times, continuing to refresh the offering and providing value to the people who pay the money.

In this respect, the Motor Sports Associations is no different. In my capacity as Chairman, I am proud of the way that the company continues to develop and expand its services, undertake its duties and exercise its responsibilities. I would argue that the MSA is now more professionally administered, more efficiently managed and more dynamic than at any time in its history and for that great credit must go to Colin Hilton and his team at Motor Sports House.

The role of the governing body is never an easy one and we will always be a soft target for those looking for someone to blame for the difficulties being experienced in certain areas. Of course the organisation is not perfect and never will be, but the MSA is held in extremely high regard in the sporting world – both domestically and internationally – which is something of which the sport should be proud. To suggest one should have pride in the governing body is, I know, a rather novel concept, but working together and being proud of what we have – and what we can achieve together – is one of the most positive influences we can have to help shape a positive and long-term future for everyone connected with UK motor sport.

Alan J Gow
Chairman
Motor Sports Association
The Motor Sports Association (MSA) is recognised by the Fédération Internationale de l’Automobile (FIA) as the sole national governing body for four-wheel motor sport in the United Kingdom. The MSA is a not-for-profit organisation (limited by guarantee) company almost 750 affiliated motor clubs (with a total membership in excess of 200,000), which are represented by 13 Regional Associations nationwide.

Objectives

The primary function of the MSA has always been to regulate and administer UK motor sport, which it continues to do efficiently and effectively. However, the MSA has now added the development of the sport in this country to its long-term strategy.

The MSA is currently engaged in a Whole Sport Plan, recognised by the Department for Culture, Media and Sport, Sport England and the Sport & Recreation Alliance. It clearly articulates a strategy for the development and growth of the sport along the lines of the established principles of ‘Grow / Sustain / Excel’ and aligns motor sport with other major sports.

Governance

MSA motor sport is run to a comprehensive set of General Regulations, which are designed both to ensure a level playing field for competitors and to minimise as far as possible the inherent risks of the sport. MSA General Regulations are debated and amended throughout the year by a number of Specialist Committees, which represent the various disciplines of the sport such as race and rally. Any proposed additions, deletions or amendments to General Regulations are published on the MSA website for a period of consultation, after which they are referred to the regulatory body of UK motor sport, the Motor Sports Council, for ratification.

All members of the Motor Sports Council act in voluntary capacities, and the constitution – written in 1975 – dictates how the Council operates. The Council meets four times per year and comprises the chairman of the Specialist Committees, 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, the Regional Committee Chairman and representatives of the Home Counties. Decisions taken at Council are passed to the MSA, as the Executive Body, for implementation.

Competitors’ and Officials’ Yearbook

All MSA General Regulations are published annually in the Competitors’ and Officials’ Yearbook, commonly referred to as the Blue Book. Any General Regulation amendments made during the year that affect the content of the Blue Book are published in MSA magazine. A Blue Book is issued to every MSA Competition Licence holder each year, and is also made available online and in DVD format.

Judicial

Any breach of MSA General Regulations can result in disciplinary action being taken. The highest body within the MSA’s judicial system is the National Court, which considered 31 cases in 2010; of the 16 appeals received, four were upheld. A total of £1750 was collected in National Court fines, all of which was donated to the Motorsport Safety Fund. National Court reports are also published in MSA magazine.

Licensing

The majority of direct interaction between competitors and the MSA takes place during the licensing process, whereby anybody wishing to compete in MSA-sanctioned motor sport must hold a valid MSA Competition Licence, of which there are various different types and grades. The licence that a competitor requires depends upon the discipline and level of the event(s) that they wish to compete in.

Event Permitting

The MSA issues permits for almost five thousand motor sport events – organised by MSA-registered clubs – each year. Permitted events must be run in accordance with MSA General Regulations, and are covered by the MSA’s Master Policy of Insurance. In 2010 the MSA permitted 4988 events, to which 1360 stewards were appointed. MSA-licensed officials are appointed by the organising club.

Income

The MSA’s primary source of revenue is the issuing of fee-based MSA Competition Licences and event permits. Further revenue is drawn from promotional rights fees for the MSA British Championships.

Additional funding for the MSA’s development activities is provided by the Learning & Skills Council, the FIA Institute, the Motor Sport Safety Fund, and the MSA’s educational partner, Racing Steps Foundation (RSF).

The MSA does not receive any direct funding from government, nor does it benefit from lottery grants.
In 2011 the MSA implemented a new U18 Policy, which can be found in the Competitors’ and Officials’ ‘Workbook’ and on the MSA website. Championships that undertake practical measures to uphold the principles of the policy are designated U18 Compliant by the MSA.

The MSA maintains a staff of around 40 full-time employees and operates within the confines of budgetary control as prescribed by its Board of Directors. The MSA Board consists of a maximum of 15 members, of which six are appointed by the Motor Sports Council (including the Chairman), three are appointed by the Royal Automobile Club and three are the senior MSA executives. There are a maximum of three further positions for external Directors to be appointed.

Volunteers Official and Marshals

Volunteers Officials are appointed to all MSA-permitted events to ensure that they are run safely, effectively, and in accordance with MSA General Regulations. There are more than 14,000 MSA-registered Volunteer Marshals and Officials, who undergo three-year annual training appropriate to their areas of responsibility, such as fire fighting, incident handling, safety management and spectator control. This training is delivered by MSA-accredited Training Instructors. The MSA currently licences 64 Rescue units, 55 Recovery units and 28 Stage Safety units, as well as almost 500 rescue or recovery crew members and nearly 1,500 marshal crew members.

In 2011 the MSA overhauled its Volunteer Officials database to ensure that it contains the details of active volunteers only. Henceforth, they will be required to re-register each year so that the database remains fully up-to-date.

The MSA says its efforts to ensure that motor sport remains free of performance-enhancing substances. MSA Coaches delivered anti-doping seminars at motor sport events throughout the first half of the year, with a series of random drugs tests taking place at selected events later in the year.

The MSA is currently engaged in a Whole Sport Plan, recognised by the Department for Culture, Media and Sport, Sport England and the Sport & Recreation Alliance. It clearly articulates a strategy for the development and growth of the sport along the lines of the established principles of ‘Grow / Sustain / Excel’ and aligns motor sport with other major sports.
Go Motorsport

Go Motorsport is the MSA’s national campaign to promote UK motor sport and to encourage more people to get involved as drivers, volunteers or spectators. It is not a talent programme to find the UK’s next F1 champion, it is designed to draw club-membership and increase participation at a grassroots level.

The campaign website, www.GoMotorsport.net, provides comprehensive information, guidance and contacts to help people get started in the sport, as well as search functions to find a local motor club or event. The website recorded more than 100,000 unique visits in 2011, more than 80% of which were first time visitors to the site, leading to a notable increase in enquiries to the Go Motorsport team from those keen to get involved.

Regional Development Officers

Go Motorsport is supported by a nationwide network of 10 Regional Development Officers (RDOs) who are tasked with delivering the campaign’s message within schools and colleges across the country, as well as working with clubs, associations and venues to promote motor sport in their areas.

The RDO network was strengthened in Wales this year by the appointment of two well-respected figures from the world of rallying in the Principality – Ryland James and Howard Davids. As a result, the Go Motorsport material has now been translated into Welsh to encourage its use in schools across Wales and in support of Wales Rally GB.

Go Motorsport in Action

In 2011 Go Motorsport increased its focus on entry-level motor sport disciplines by highlighting many of the grassroots activities organized by MSA-registered motor clubs.

The year began with a well-received ‘Motorsport on a Budget’ display at the annual Autosport International exhibition at Birmingham’s NEC. Exhibits were specially selected to illustrate the more affordable options on offer, many of which can be entered in a standard road car. These included both AutoCraze and Car Trail hatchbacks, as well as vehicles representing grassroots Circuit Racing, Rallying, Karting, Sport and Hill Climb. A similar display was staged later in the year at Motorsport UK’s annual motor sport show at the Ricoh Arena in Coventry.

Throughout the year the RDOs worked closely with motor clubs in their areas in an effort to boost club membership and bolster the on-going Go Motorsport School Visits programme by securing display cars. Almost 200 schools and colleges have been visited around the country, introducing more than 10,000 students to the opportunities provided by motor sport for leisure and personal enjoyment as well as for the development of career and engineering skills.

Go Motorsport has continued to be well-supported in the national and specialist media. For’s Fifth Gear put the spotlight on navigationally aiding the presenters and Go Motorsport ambassador Vicky Butler-Henderson joined forces with Intersport Rally Challenge champion Andrew Milbank to contest a 12-car event. Meanwhile the BBC’s Formula 1 programme focussed on the careers of male racing drivers and the female drivers of the British Karting Championship. Red Bull’s Christian Horner gave the girls the chance to become pit crew members for a day at the Circuit of the Americas.

Almost all 400 teams from 176 schools to win the National Motorsport Week and the British Schools Karting Championship is a series of promotional activities ranging from car displays at county fairs to charity events and race days.

Once again, the MSA was able to utilise the platform provided by the F1 coverage and some of the UK’s biggest media outlets to secure vital exposure for Go Motorsport. BBC pundit and former grand pro-driver David Coulthard got his first taste of track days, Autocar, Driving, Cars, and Autosport for a feature that was broadcast during the European Grand Prix at the start of the week.

Next year’s National Motorsport Week will take place from 30 June – 8 July, bookended once again by the Goodwood Festival of Speed and the British Grand Prix.

Women in Motorsport

Motor sport is one of the few sporting activities in which men and women can compete alongside each other on an equal footing, yet women make up only eight per cent of MSA licence holders, despite being extremely well represented within the club-environment and as spectators and officials.

The governing body is committed to increasing the representation of women throughout the sport and one of the key objectives of the MSA Women in Motor Sport group. Positive role models, such as Teena and Léona Gade (pictured bottom right) have been highlighted to inspire the future generations of female competitors and engineers.

LET’S GO KARTING

The MSA’s commitment to getting young people involved in the sport is represented by the Let’s Go Karting scheme. Within the participating kart clubs, the MSA has contributed to a fund that allows young drivers to purchase their first kart at cost price – providing an affordable and accessible entry point into owner-driver karting.

“Thank you so much for putting on such a fantastic day. All the pupils were really engaged by the whole event and it has certainly made many of them think about becoming more involved with motor sport.”

Phil Brook, Seabrook Middle School

“Thank you very much for your visit, the children really enjoyed it and were inspired by it. It was great for them to see bits from real F1 cars and for the girls to be able to see that motor sport is not just for boys.”

Oliver Hame, Lyppard Millicent Primary School
The Motor Sports Association invests significant sums each year in programmes that support and develop the infrastructure of UK motor sport.

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 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 across the globe; over 500 British marshals regularly attend a wide range of overseas events each year in programmes that support and develop their expertise.

Training

Q&A Tonio Cini
President, Malta Motor Sport Federation

How important is the MSA's help and guidance to the MMF?

The MMF was only established in 2007, so everything is quite new for us and we're really pleased that we've found the right people to guide us. It is highly important for us to have access to a well-established ASN like the MSA, with the support of the FIA Institute and Maltese Sports Council.

In which areas has the MSA assisted the MMF so far?

The MSA has assisted us with our training needs analysis, best practice, driver development, three-year strategy planning, contact seminars and workshops involving all local stakeholders.

Why did the MSA engage the MSA Academy?

The idea was to improve the knowledge and approach of our young drivers. The MSA brought its Coaches over to deliver a series of Performance Master Classes. These consisted of eight particular modules, which were professionally presented. Our youngsters welcomed the steps that our Federation has adopted to educate and guide them, and had full praise for the MSA Coaches.

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.
The MSA recognises the importance to UK motor sport of British drivers achieving success on the world stage. The governing body is therefore committed to investing in the training and development of young drivers and has created the MSA Academy framework for this activity.

The MSA Academy provides a competitor development pathway that guides drivers from as young as eight years old through to world championship level. Under the direction of MSA Performance Director and 2001 World Rally champion co-driver Robert Reid, the MSA Academy is dedicated to creating champions and educating their peers.

**Young Driver Support**

The MSA 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.

In 2011 the MSA launched a new initiative to encourage championships to commit to upholding these principles. The MSA U18 policy sets out the governing body’s principles regarding the welfare, education and development of young participants.

The first to receive this designation was the Dunlop InterSteps Championship, the first to receive this designation was the Dunlop InterSteps Championship.

**Performance Master Classes**

The Performance Master Classes are a series of bespoke workshops designed to introduce karting and junior drivers to the concepts of sports science and human performance, which are explored in greater depth further up the MSA Academy.

The PMCs were created in 2010 by the MSA – in conjunction with the Youth Sport Trust and Racing Steps Foundation (RSF) – and are delivered free of charge by MSA Coaches at motor sport events throughout the season.

In 2011 the PMCs were split into Levels 1 and 2 so that their content matches more closely the ages and experience levels of their audience. Topics covered include communications and sponsorship, goal setting and planning, creating a winning team, and maximising potential, as well as introducing subjects like lifestyle, psychology, and technical and tactical skills.

**Advanced Apprenticeship in Sporting Excellence**

The Advanced Apprenticeship in Sporting Excellence (AASE) is a government-funded programme that helps talented athletes aged 16 to 18 to achieve their full potential. The initiative was launched in 2004 by SkillsActive and has been adopted by a range of sports, including football, rugby, cricket, swimming, athletics and golf.

Delivered by Loughborough College, the two-year AASE in Motor Sport programme is a sports science course for motor sport that focuses on the human performance elements that contribute to creating champions, while also providing further qualifications for successful drivers.

Each year one member of the AASE programme is named the RSF MSA Apprentice of the Year, inaugural winner Jake Cook collected his trophy and a cheque for £1000 at the MSA Night of Champions presentation ceremony in January.

**Team UK**

Team UK is a national squad of the country’s most promising young race, rally and co-drivers, who represent the pinnacle of the MSA Academy.

Team UK is operated by Brabham Performance Clinic, with former grand prix driver and 2009 Le Mans 24 Hours winner David Brabham fulfilling the role of National Race Coach, alongside three-time AASE-British Rally Champion Mark Higgins as National Rally Coach. Nicky Grist, the former co-driver to the late Colin McRae, joined the programme in 2011 to oversee the development of the UK’s top young navigators.

The programme is designed to ensure the drivers maximise their potential, thereby increasing their chances of making it to the top of the motor sport ladder. As well as 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, while communications workshops arm them with essential media handling skills.

This coaching is supplemented by exclusive visits to leading teams, manufacturers and component suppliers. In 2011 these included Williams F1 and Prodrive, which runs Aston Martin Racing and the MINI World Rally Team.

Team UK’s three rally drivers also tested Skoda UK’s Intercontinental Rally Challenge–winning Fabia S2000 on the Goodwood Forest Rally Stage, before debriefing with the team’s engineers and meeting star driver Andreas Mikkelsen, who went on to win October’s MSA Rally of Scotland and the IRC.

Other Team UK activities in 2011 included a 24-hour military training exercise designed to explore the drivers’ physical and mental limits, and one-on-one training with renowned driver coach Rob Wilson, who has worked with the likes of former F1 world champion Kimi Raikkonen and FIA World Rally Championship frontrunner Mikko Hirvonen.

"Being able to call on the Team UK coaches such as David Brabham is invaluable, as he has been there and done it at the highest level. Gaining access to some of motor sport’s top teams has helped me to understand what they look for in drivers, and putting what I’ve learnt on the programme into practice has made me a more complete package and helped me to secure deals for next season”

Oliver Webb

**Racing Steps Foundation**

The MSA Academy is grateful for the substantial support received from 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.

"I learned how to find sponsorship, how to prepare before and during events, and how to eat to win. I’m very grateful to be supported by the MSA Academy and know that people are there to help me”

Saem Webster

"AASE has quite simply made me a better driver; my results have certainly improved while I’ve been on the programme. The great thing about AASE is that it’s free, I wouldn’t otherwise be able to afford to work with professional psychologists, nutritionists, media professionals and other experts”

Max Coates
INTERNATIONAL EVENTS

BROPHEX GRAND PRIX

A thrilling race capped a successful 2011 British Grand Prix weekend for the MSA, which hosted Ministers, Lords and Parliamentarians.

Silverstone’s ambitious new ‘Ring’ was opened to great acclaim and a substantially revised circuit layout was uniformly welcomed by drivers. A record number of 315,000 spectators flocked to Silverstone to witness the UK’s showpiece event. Five Secretaries of State joined the governing body at Silverstone – Rt Hon Philip Hammond MP (Department for Transport), Rt Hon Jevon Hunt MP (Department of Culture, Olympics, Media and Sport), Rt Hon Kenneth Clarke MP (Department of Justice), Rt Hon Michael Moore MP (Secretary of State for Scotland) and Rt Hon Cheryl Gillan MP (Secretary of State for Wales) – as well as Minister for Sport and the Olympics Hugh Robertson, and Under-Secretary of State for Transport Mike Penning.

Other guests included Shona Robison for Transport Mike Penning.

Robertson, and Under-Secretary of State for Scotland) and Rt Hon Cheryl Gillan MP (Secretary of State for Wales) – as well as Ministers, Lords and Sport in the Scottish Parliament, the MSP, Minister for Commonwealth Games

MEDIA and Sport), Rt Hon Kenneth Clarke MP (Department of Culture, Olympics, Media and Sport), Rt Hon Cheryl Gillan MP (Secretary of State for Wales) – as well as Ministers, Lords and Sport in the Scottish Parliament, the MSP, Minister for Commonwealth Games

Rally of scotland

The third IMS-organised RACMSA Rally of Scotland attracted one of the most exciting entry lists of the Intercontinental Rally Challenge season, featuring a record 38 international entries – 26 from the IRC’s top class – from 17 countries.

Following the ceremonial start at Stirling Castle and 120 miles of world forest stages in Perthshire and Stirlingshire, Skoda UK’s Andreas Mikkelsen celebrated victory at the finish at Scone Palace. Mikkelsen later described crossing the finish as the best feeling he had ever had in a rally car, and praised the event’s fast and flowing stages.

OTHER EVENTS

The FIA World Touring Car Championship arrived at Donington Park Racing Circuit in July. Home hero Rob Huff took a pair of second place finishes behind French team-mate and title rival Yvan Muller.

The DTM, an international touring car series based in Germany, returned to Brands Hatch in Kent in September. Five British drivers took to the track, including former grand prix racer David Coulthard, with Audi/Team Mercedes tester Gary Paffett, the best on the day with a fourth place finish.

The FIA World Rallycross Championship arrived at Lydden Hill in Kent for the opening round of the FIA European Rallycross Championship in April. Sittingbourne’s Liam Doran took fourth place in the Super A final despite suffering engine problems. The UK’s main drag racing venue, Santa Pod Raceway in Northamptonshire, hosted the last round of the FIA European Drag Racing Championship in September.

Swedish racers dominated, with Norweigan Dennis Olsen the KF3 winner. The event was witnessed first-hand by CIK-FIA President Shaikh Abdulla bin Isa Al Khalifa (pictured left).

Almost 14,000 fans headed to Lydden Hill in Kent for the opening round of the FIA European Rallycross Championship in April. Sittingbourne’s Liam Doran took fourth place in the Super A final despite suffering engine problems.

The UK’s main drag racing venue, Santa Pod Raceway in Northamptonshire, hosted the last round of the FIA European Drag Racing Championship in September.

Swedish racers dominated, with Norweigan Dennis Olsen the KF3 winner. The event was witnessed first-hand by CIK-FIA President Shaikh Abdulla bin Isa Al Khalifa (pictured left).

Almost 14,000 fans headed to Lydden Hill in Kent for the opening round of the FIA European Rallycross Championship in April. Sittingbourne’s Liam Doran took fourth place in the Super A final despite suffering engine problems.

The UK’s main drag racing venue, Santa Pod Raceway in Northamptonshire, hosted the last round of the FIA European Drag Racing Championship in September.

Swedish racers dominated, with Norweigan Dennis Olsen the KF3 winner. The event was witnessed first-hand by CIK-FIA President Shaikh Abdulla bin Isa Al Khalifa (pictured left).

Almost 14,000 fans headed to Lydden Hill in Kent for the opening round of the FIA European Rallycross Championship in April. Sittingbourne’s Liam Doran took fourth place in the Super A final despite suffering engine problems.

The UK’s main drag racing venue, Santa Pod Raceway in Northamptonshire, hosted the last round of the FIA European Drag Racing Championship in September.

Swedish racers dominated, with Norweigan Dennis Olsen the KF3 winner. The event was witnessed first-hand by CIK-FIA President Shaikh Abdulla bin Isa Al Khalifa (pictured left).

Almost 14,000 fans headed to Lydden Hill in Kent for the opening round of the FIA European Rallycross Championship in April. Sittingbourne’s Liam Doran took fourth place in the Super A final despite suffering engine problems.

The UK’s main drag racing venue, Santa Pod Raceway in Northamptonshire, hosted the last round of the FIA European Drag Racing Championship in September.
INTERNATIONAL SUCCESS

FORMULA ONE

Although Germany’s Sebastian Vettel swept to the title once again this year aboard his British-built Red Bull Racing machine, Lewis Hamilton and Jenson Button collected another brace of grand prix victories in Europe, Asia and North America for the McLaren-Mercedes team. Meanwhile Scottish driver Paul di Resta became the latest in a long line of British F1 drivers when he joined the grid with the Silverstone-based Force India squad. Di Resta quickly established himself as the season’s top rookie, regularly out-qualifying his vastly more experienced team-mate and securing a number of points-paying finishes.

INDYCAR SERIES

Edinburgh’s Dan Franchitti – cousin of Paul di Resta – won a record fourth IndyCar Series title in 2011 to consolidate his position as the most successful British driver in US open-wheel racing history. However, Franchitti’s success was overshadowed by the tragic loss of Buckinghamshire-born Dan Wheldon in 2005 when he was also second time in June, adding to his maiden world famous Indianapolis 500 for a season finale. Wheldon had won the 2011 IndyCar title contender, stepping up to the FIA World Touring Car Championship field season, with each collecting several winners’ trophies as their fight for the title went down to the wire.

TOURING CARS

Englishman Rob Huff and his French team-mate Yvan Muller were the class of the 2011 FIA World Touring Car Championship field season, with each collecting several winners’ trophies as their fight for the title went down to the wire. It was Huff’s seventh and most successful season in the WTCC. Three-time champion Andy Priaulx did not contest the year’s championship, as he will spearhead BMW’s new programme in the 2012 DTM, an international touring car series based in Germany. Briton Jamie Green won this season’s DTM finale at Hockenheim to seal fifth place in the final standings.

RAILING

Northern Ireland’s Kris Meeke, the 2009 Intercontinental Rally Challenge (IRC) champion, stepped up to the FIA World Rally Championship in 2011 with the new Mini World Rally Team. Run by British engineering company Prodrive, the team contested a part-season ahead of a full campaign in 2012. Having shown front-running pace, Meeke now aims to become the first Briton to win a WRC round since his former mentor Colin McRae won the Safari Rally in 2002. Meanwhile Matthew Wilson – son of Malcolm, whose Cumbria-based MINI World Rally Team. Run by British engineering company Prodrive, the team contested a part-season ahead of a full campaign in 2012. Having shown front-running pace, Meeke now aims to become the first Briton to win a WRC round since his former mentor Colin McRae won the Safari Rally in 2002. Meanwhile Matthew Wilson – son of Malcolm, whose Cumbria-based MINI World Rally Team. Run by British engineering company Prodrive, the team contested a part-season ahead of a full campaign in 2012. Having shown front-running pace, Meeke now aims to become the first Briton to win a WRC round since his former mentor Colin McRae won the Safari Rally in 2002.

KARTING

The success of British drivers at the top level looks to be assured for many years to come, with the country’s current crop of young karting having collected more international silverware this season. Matthew Graham was crowned the CIK-FIA “U18” World Karting Champion, giving the UK back-to-back titles following Jake Dennis’ title victory in 2010. George Russell succeeded fellow Brit Alexander Albon as the CIK-FIA European KF3 Champion, while Albon was a title contender in the CIK-FIA World Karting Championship field season, with each collecting several winners’ trophies as their fight for the title went down to the wire.

While Scotland, Northern Ireland and Wales each have a single MSA Regional Association for their area, England has 10 Associations to cover all areas from the South West to the East, Northern and Western parts of the country. Given the wide expense of these areas it is unsurprising that there has been a great variety among reports of the health of the various disciplines of the sport in each of the regions.

The continuing adverse economic conditions in 2011 have had an effect on registrations for many Regional Association championships and there is evidence that competitors are becoming more selective in the events they choose to enter. Few competitors seemed to maximize their number of ‘counting’ rounds this year, particularly in Rallying and Speed events, although there were a number of notable exceptions in some clubman-style championships such as Autotests and Trial.

Throughout English Associations one simple factor for clubs, events and championships across all disciplines to consider is whether they give customer satisfaction. Those clubs which offer good value for their memberships through competitive entry and registration fees have maintained and even increased their membership numbers.

Good relationships between neighbouring Associations in England has encouraged clubs to share or even combine resources to run events, particularly multi-venue rallies but also any events for which a single club’s membership is realistically insufficient in numbers or experience. A good example of the co-operation is the Southern Counties Autocross Championship, which comprises events in a variety of regions.

The challenge for many Regional Associations is to maintain the number of championships they organise. Some regional championships were lost in 2011 but this has contrasted with the introduction of other smaller regional championships and challenges.

Islands around our coast such as the Channel Islands and Isle of Man also support motor sport well. Events take place offshore in most disciplines and there is good local competitor support for events – predominantly rallying and speed – with many competitors travelling from the mainland.

The Association of Northern Ireland Car Clubs (ANICC) is a representative body for the 18 clubs which organise motorsport events in Northern Ireland. The ANICC is not just a governing body for championship races; it is a community organisation comprising four motor sport governing bodies. In 2011 it received a £42,000 grant from the Department of Culture, Arts and Leisure, via Sport Northern Ireland; this year four race and rally drivers – Alistair Fisher, 22; Martin McCormack, 24; Colin Turkington, 28; Kris Meeke, 31 – shared in excess of £42,000.

The ANICC also continues to receive funding from the Department of Culture, Arts and Leisure, via Sport Northern Ireland, this year four race and rally drivers – Alistair Fisher, 22; Martin McCormack, 24; Colin Turkington, 28; Kris Meeke, 31 – shared in excess of £42,000.

Northern Irish talent returned to the top of world motor sport this year when County Tyrone’s Kris Meeke spearheaded MINI’s return to the FIA World Rally Championship. Meeke, the 2009 Intercontinental Rally Challenge champion and a former protagonist of the late Colin McRae, is expected to challenge for events wins during his first full WRC season in 2012.

Achieving national success was another County Tyrone native, Steven Ferguson, who claimed the MSA British Auto-Test Championship crown. Ferguson also secured the Hewison Republic of Ireland Championship and Association of Northern Ireland Car Clubs (ANICC) Northern Ireland Championship titles with 17 event wins.

Meanwhile 18-year-old William Bally from Scarva spent a second year as a member of the MSA Team UK national squad, alongside a Cooper Tires British Formula 3 3 International Series programme that yielded three race victories and fourth place in the points table.

The ANICC also continues to receive funding from the Department of Culture, Arts and Leisure, via Sport Northern Ireland, this year four race and rally drivers – Alistair Fisher, 22; Martin McCormack, 24; Colin Turkington, 28; Kris Meeke, 31 – shared in excess of £42,000.

Negotiations with other government departments are ongoing; for example discussions with the Department for Regional Development are aimed at securing minor amendments to the Road Races Act to facilitate closed-road motor sport, for which the MSA has been campaigning on a nationwide basis this year.

The Motorsport Warholing Partnership (MWP), an initiative that began 10 years ago, proved supportive of all motor sport disciplines this season. All members keep records of their work and at the end of the year receive awards commensurate with the number of events visited, including funded trips to international events.
Scotland

Scotland's run of success in motor sport stretches back several decades, encompassing race and rally stars such as Jim Clark, Sir Jackie Stewart, David Coulthard and Colin McRae. That success continued apace this year, with more national and international titles falling into Scottish hands.

Twenty-four-year-old David Bogie became the first person ever to win the MSA Scottish Rally Championship and MSA Scottish Rally Championship titles in the same season, while Stewart Robb Senior took his first MSA British Sprint Championship title.

Also achieving notable success were father and son pairing Jim and Glynn Geddie, who triumphed in the British GT Championship aboard their Ferrari.

Gordon Shedden was a close runner-up in the MSA British Touring Car Championship aboard their Ferrari.

Senior took his first MSA British Sprint Championship title.

Younger brother Glynn had a fine season anchoring the British GT Championship for his team. The former Formula 3 champion also secured success in the Royal Scottish Auto-Cycle Union Autotest Championship.

Making it a family affair, young brother Lyall also entered his first rallies.

Scotland's run of success in motor sport stretches back several decades, encompassing race and rally stars such as Jim Clark, Sir Jackie Stewart, David Coulthard and Colin McRae. That success continued apace this year, with more national and international titles falling into Scottish hands.

Twenty-four-year-old David Bogie became the first person ever to win the MSA Scottish Rally Championship and MSA Scottish Rally Championship titles in the same season, while Stewart Robb Senior took his first MSA British Sprint Championship title.

Also achieving notable success were father and son pairing Jim and Glynn Geddie, who triumphed in the British GT Championship aboard their Ferrari.

Gordon Shedden was a close runner-up in the MSA British Touring Car Championship aboard their Ferrari.

Senior took his first MSA British Sprint Championship title.

Younger brother Glynn had a fine season anchoring the British GT Championship for his team. The former Formula 3 champion also secured success in the Royal Scottish Auto-Cycle Union Autotest Championship.

Making it a family affair, young brother Lyall also entered his first rallies.

Scotland's run of success in motor sport stretches back several decades, encompassing race and rally stars such as Jim Clark, Sir Jackie Stewart, David Coulthard and Colin McRae. That success continued apace this year, with more national and international titles falling into Scottish hands.

Twenty-four-year-old David Bogie became the first person ever to win the MSA Scottish Rally Championship and MSA Scottish Rally Championship titles in the same season, while Stewart Robb Senior took his first MSA British Sprint Championship title.

Also achieving notable success were father and son pairing Jim and Glynn Geddie, who triumphed in the British GT Championship aboard their Ferrari.

Gordon Shedden was a close runner-up in the MSA British Touring Car Championship aboard their Ferrari.

Senior took his first MSA British Sprint Championship title.

Younger brother Glynn had a fine season anchoring the British GT Championship for his team. The former Formula 3 champion also secured success in the Royal Scottish Auto-Cycle Union Autotest Championship.

Making it a family affair, young brother Lyall also entered his first rallies.

Scotland's run of success in motor sport stretches back several decades, encompassing race and rally stars such as Jim Clark, Sir Jackie Stewart, David Coulthard and Colin McRae. That success continued apace this year, with more national and international titles falling into Scottish hands.

Twenty-four-year-old David Bogie became the first person ever to win the MSA Scottish Rally Championship and MSA Scottish Rally Championship titles in the same season, while Stewart Robb Senior took his first MSA British Sprint Championship title.

Also achieving notable success were father and son pairing Jim and Glynn Geddie, who triumphed in the British GT Championship aboard their Ferrari.

Gordon Shedden was a close runner-up in the MSA British Touring Car Championship aboard their Ferrari.

Senior took his first MSA British Sprint Championship title.

Younger brother Glynn had a fine season anchoring the British GT Championship for his team. The former Formula 3 champion also secured success in the Royal Scottish Auto-Cycle Union Autotest Championship.

Making it a family affair, young brother Lyall also entered his first rallies.
It is clear from the activities of the past 12 months how important it is becoming for the MSA to engage with the political establishment in order to build consensus and influence. This enables the MSA to promote the key messages of the motor sport community and to ensure that the interests of the sport are properly considered in any legislative changes.

Forestry
Two significant challenges have arisen this year that could have serious implications for the sport. Firstly, the issue of the public forest estate, which started with the government’s original policy to change the management structure of the estate in England and ultimately led to the creation of an expert panel that has been tasked with considering the matter. The MSA remains concerned that the sport could become an unintended victim of new legislation designed to protect flora and fauna, and will continue to fight to make sure that continued access to the countryside for motor sport is maintained.

Planning
Secondly, the government announced a review of planning policy in the countryside, within which was included a further consideration of the existing 14/28-day regulations governing permits for development in the area. The MSA continued to promote the cause of motor sport within the corridors of power, not only at Westminster but also within the various devolved administrations.

Closed Roads
The prospect of bringing motor sport competition back to the roads of mainland Britain remains a central element of the MSA’s manifesto for motor sport. There is little doubt that the benefit to the hosting communities would be enormous with, critically, no impact on the already pressured public purse and the benefit to the sport would also be dramatic. The MSA is aware of the sense of expectation throughout the sport about closed roads and remains hopeful of a successful conclusion to its campaign; although that might still be a long way off.

Deviated Administrations
North of the Border there has been significant progress made this year. Under the direction of Sport Scotland, with input from Event Scotland, the Motor Sports Association, the Scottish Auto Cycle Union, the Scottish Association of Car Clubs, the Scottish Rally Championship and others, including Robert Reid and Allan McNish, a new group has been created to look at how the country can develop its commitment to motor sport. It has already conducted a piece of work to assess the historical impact of the sport in Scotland and audit the successes both on and off the track. The next stage is to formulate a policy to develop the sport, on both two and four wheels, and for, the MSA remains an enthusiastic supporter of this excellent initiative.

Grand Prix
The British Grand Prix continues to be a significant attraction for politicians and the MSA was delighted to welcome a number of ministers, MPs and advisors. Although undoubtedly the showpiece event of the British motor sport sporting calendar, the Grand Prix poses a number of issues as it is in no way representative of the domestic sport, which is 99 per cent amateur and largely enjoyed by people paying for their own hobby. Nonetheless, the event provides an excellent opportunity to introduce our contacts to key individuals within the sport and the wider industry.

Conference
When the Conference season comes around in the Autumn, the MSA can be found in attendance, arranging briefings and fringe meetings to raise the profile of the sport and stimulate debate among the membership of the various political parties. The Prime Minister’s glowing reference to the UK’s world-leading motor sport industry in his key note speech to this year’s Conservative Party Conference underlines the important role that the sport plays in the local economies of the key host towns and cities.

Communications
The MSA’s communications material now presents a credible and consistent image of the governing body, underpinned by interesting and informative content that celebrates the good news stories from within UK motor sport.

820,557
The total number of electronic mailings sent by the MSA press office in 2011
The annual Night of Champions, at which the MSA British title winners and other high achievers are honoured, is one of the highlights of the domestic motor sport calendar, and once again the ceremony was held at Pall Mall’s Royal Automobile Club in January.

Mercedes GP Formula One Team principal Ross Brawn OBE arrived to present the silverware and was joined by Malcolm Wilson, whose M-Sport operation runs Ford’s World Rally Championship programmes. Meanwhile sports broadcaster Steve Rider acted as Master of Ceremonies.

The evening proved to be a fitting reminder of the breadth of UK motor sport, with drivers, co-drivers and team bosses from a dozen disciplines and almost 20 championships taking to the stage to collect their accolades before an audience of distinguished guests.

However, it was not only British Champions who were heralded. A series of special awards was presented, beginning with the BWRDC Lord Wakefield Trophy, which recognises outstanding female achievement. On this occasion the 2010 BARC Formula Renault Champion, Alice Powell, was honored after becoming the first woman ever to win a major single-seater championship.

The MSA – in association with insurance broker JLT – also rewards the MSA Club and Marshal of the Year. Cramlington and District Motor Club collected the former award on account of having successfully grown its membership by implementing a structured five-year plan, while Northern Ireland’s Barry O’Neill picked up the award for marshalling after a year of outstanding voluntary service to the sport.

In addition, two of the most promising young talents from the motor sport media were handed the Renault MSA Young Journalist and Photographer of the Year Awards. Robert Ladbrook of the weekly paper Motorsport News collected the writer’s award, while freelance snapper William Neill took the photographic prize. As well as their trophies, each received a cheque for £1000.

A new award, the RSF MSA Apprentice of the Year, will now be bestowed each year upon a student on the MSA’s Advanced Apprenticeship in Sporting Excellence programme. After impressing judges at a selection event, Formula Ford racer Jake Cook collected his trophy and £1000 from Racing Steps Foundation’s Derek Walters.

Four special awards were the Hawthorn Memorial Trophy, which is presented annually to the top British or Commonwealth driver in the previous year’s Formula 1 World Drivers’ Championship, and the Sir Malcolm Campbell Memorial Trophy, which honours outstanding achievement by a British group or individual. Australian Mark Webber claimed the former by finishing a close third in the 2010 F1 title race, while Scot Dario Franchitti’s name was etched onto the latter after winning his second Indianapolis 500 and third IndyCar Series title in 2010. Pre-season commitments prevented their attendance on the night, but they received the trophies later in the year at the Goodwood Festival of Speed and the British Grand Prix.
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 and Technologies**

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. MSA General Regulations have been amended to reflect the fact that vehicles that do not use internal combustion engines 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. The roles of the MSA in this regard are to provide regulations that permit the development of these technologies while managing the risk inherent in motor sport, and also to maintain a level playing field.

**Venues**

It is encouraging that many circuit owners have entered into various schemes to improve their environmental performance. A good example is Silverstone, which recycles over 90 per cent of its refuse, all discards deposit of waste oil and fluids responsibly and many also have separate refuse containers for different types of material. An example here is a stage further and now has a wind generator on-site.

**Regulations**

The MSA continues to encourage championships and events to reuse where possible and maintain a dialogue with the tyre manufacturers to improve the environmental impact of the sport. This has led to a significant improvement in the durability of rubber used on a number of British Championships.

The MSA continues to work with interested parties to pursue the principle of stage rally cars using tyres that reduce environmental impacts on sealed surfaces to help prevent the over use of temporary gravel surfaces by increasing the use of approved gravel roads in the sport. The MSA has also introduced the use of less aggressive tread patterns, rounded tread shoulders, and harder compounds.

Other regulations that have been brought in include the mandatory fitting of mud flaps on stage rally cars to reduce environmental damage by helping to contain any glare that is broken during an accident.window film for stage rally cars reduces environmental impacts by reusing and recycling valuable materials. The introduction of spill kits on all events, as well as in rescue and recovery units and certain competition vehicles, also minimises the impact of various substances on the environment. In addition, Cross Country regulations have been introduced to mandate the use of specified tyres, which are selected to minimise the environmental impact.

**Noise**

Noise regulations continue to cause concern; reducing the audible impact of motor sport activities is essential, though it is accepted that a certain amount of noise is an integral part of the sport. The MSA works with venue operators and other organisations such as Local Authorities to achieve noise levels that are satisfactory to all parties. All race circuits now operate under a degree of noise restriction imposed by Local authorities through planning or other legal restriction, as do many other motor sport venues. The MSA continues to monitor the issue of noise closely across the sport.

**The FIA**

As the world governing body, the FIA too believes that motor sport can play a significant role in the fight against climate change. Its ‘Make Cars Green’ campaign (www.makecarsgreen.com) highlights some of the new innovations that are helping to deliver environmental improvements around the world. The FIA Alternative Energies Commission exists to draft regulations and provide a competitive platform for vehicles using other than an internal combustion engine, and traditionally this has not been focused on electric and solar-electric vehicles. The FIA Institute is a research facility that aims to assist the development of technology in motor sport. Its remit is initially confined to safety and risk management but has now been expanded to include responsibility for carrying out research in the interests of developing environmentally sustainable motor sport. The research encompasses noise measurement and control, powertrain issues, venue issues and any other areas in which environmental gains may be made.
## Licence and Event Statistics

### Licence Figures by Discipline 2006-2010

<table>
<thead>
<tr>
<th></th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Race</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>International</td>
<td>1,546</td>
<td>1,552</td>
<td>1,587</td>
<td>1,436</td>
<td>1,381</td>
</tr>
<tr>
<td>National A</td>
<td>3,405</td>
<td>3,527</td>
<td>3,679</td>
<td>3,761</td>
<td>3,924</td>
</tr>
<tr>
<td>National B</td>
<td>4,389</td>
<td>4,388</td>
<td>4,571</td>
<td>4,424</td>
<td>4,405</td>
</tr>
<tr>
<td>International Historic</td>
<td>438</td>
<td>422</td>
<td>447</td>
<td>395</td>
<td>394</td>
</tr>
<tr>
<td>Trucks</td>
<td>0</td>
<td>31</td>
<td>29</td>
<td>29</td>
<td>34</td>
</tr>
<tr>
<td>Total Race</td>
<td>9,808</td>
<td>9,920</td>
<td>10,313</td>
<td>10,046</td>
<td>10,228</td>
</tr>
<tr>
<td>Kart</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>International</td>
<td>212</td>
<td>217</td>
<td>246</td>
<td>218</td>
<td>219</td>
</tr>
<tr>
<td>National A</td>
<td>2,936</td>
<td>2,749</td>
<td>2,474</td>
<td>2,222</td>
<td>2,026</td>
</tr>
<tr>
<td>National B</td>
<td>2,024</td>
<td>1,724</td>
<td>2,106</td>
<td>2,310</td>
<td>2,364</td>
</tr>
<tr>
<td>Total Kart</td>
<td>5,172</td>
<td>4,690</td>
<td>4,626</td>
<td>4,730</td>
<td>4,699</td>
</tr>
<tr>
<td>Rally</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>International</td>
<td>522</td>
<td>506</td>
<td>475</td>
<td>408</td>
<td>350</td>
</tr>
<tr>
<td>National A</td>
<td>2,418</td>
<td>2,333</td>
<td>2,331</td>
<td>2,134</td>
<td>2,119</td>
</tr>
<tr>
<td>National B</td>
<td>5,044</td>
<td>4,719</td>
<td>4,647</td>
<td>4,467</td>
<td>4,202</td>
</tr>
<tr>
<td>Navigator</td>
<td>1,856</td>
<td>1,541</td>
<td>1,519</td>
<td>1,368</td>
<td>1,229</td>
</tr>
<tr>
<td>International Historic</td>
<td>26</td>
<td>20</td>
<td>21</td>
<td>15</td>
<td>19</td>
</tr>
<tr>
<td>Total Rally</td>
<td>9,706</td>
<td>9,119</td>
<td>8,903</td>
<td>8,392</td>
<td>7,919</td>
</tr>
<tr>
<td>Speed</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>International</td>
<td>37</td>
<td>37</td>
<td>38</td>
<td>34</td>
<td>31</td>
</tr>
<tr>
<td>National A</td>
<td>1,801</td>
<td>1,743</td>
<td>1,679</td>
<td>1,575</td>
<td>1,533</td>
</tr>
<tr>
<td>Total Speed</td>
<td>1,838</td>
<td>1,780</td>
<td>1,715</td>
<td>1,609</td>
<td>1,564</td>
</tr>
<tr>
<td>Off-Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auto/Rallycross</td>
<td>111</td>
<td>105</td>
<td>121</td>
<td>121</td>
<td>103</td>
</tr>
<tr>
<td>Non-Race Nat B</td>
<td>5,814</td>
<td>5,704</td>
<td>5,995</td>
<td>6,019</td>
<td>6,054</td>
</tr>
<tr>
<td>Clubman</td>
<td>1,162</td>
<td>1,195</td>
<td>1,195</td>
<td>1,058</td>
<td>1,268</td>
</tr>
<tr>
<td>Entrant</td>
<td>212</td>
<td>180</td>
<td>236</td>
<td>223</td>
<td>229</td>
</tr>
<tr>
<td>Total Licences</td>
<td>33,823</td>
<td>32,603</td>
<td>33,257</td>
<td>32,146</td>
<td>31,913</td>
</tr>
<tr>
<td>Total Holders</td>
<td>32,312</td>
<td>31,118</td>
<td>31,421</td>
<td>30,375</td>
<td>30,298</td>
</tr>
<tr>
<td>Total Events</td>
<td>4,710</td>
<td>4,893</td>
<td>4,933</td>
<td>4,868</td>
<td>4,952</td>
</tr>
</tbody>
</table>
| Number of Events by Discipline

<table>
<thead>
<tr>
<th></th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autotest</td>
<td>351</td>
<td>524</td>
<td>525</td>
<td>500</td>
<td>527</td>
<td>529</td>
<td>561</td>
<td>614</td>
<td>684</td>
<td>682</td>
</tr>
<tr>
<td>Auto/Rallycross</td>
<td>39</td>
<td>54</td>
<td>61</td>
<td>56</td>
<td>48</td>
<td>58</td>
<td>54</td>
<td>47</td>
<td>72</td>
<td>70</td>
</tr>
<tr>
<td>Cross Country</td>
<td>492</td>
<td>1,016</td>
<td>1,090</td>
<td>1,175</td>
<td>1,211</td>
<td>1,267</td>
<td>1,263</td>
<td>1,223</td>
<td>1,256</td>
<td>1,211</td>
</tr>
<tr>
<td>Race</td>
<td>332</td>
<td>333</td>
<td>330</td>
<td>326</td>
<td>321</td>
<td>336</td>
<td>308</td>
<td>302</td>
<td>310</td>
<td>307</td>
</tr>
<tr>
<td>rallies</td>
<td>543</td>
<td>1,016</td>
<td>1,044</td>
<td>1,021</td>
<td>991</td>
<td>984</td>
<td>982</td>
<td>922</td>
<td>912</td>
<td>888</td>
</tr>
<tr>
<td>Speed</td>
<td>382</td>
<td>350</td>
<td>351</td>
<td>340</td>
<td>347</td>
<td>339</td>
<td>329</td>
<td>329</td>
<td>328</td>
<td>361</td>
</tr>
<tr>
<td>Trials</td>
<td>91</td>
<td>189</td>
<td>206</td>
<td>211</td>
<td>219</td>
<td>204</td>
<td>243</td>
<td>242</td>
<td>282</td>
<td></td>
</tr>
<tr>
<td>Kart</td>
<td>454</td>
<td>473</td>
<td>505</td>
<td>489</td>
<td>466</td>
<td>497</td>
<td>460</td>
<td>495</td>
<td>465</td>
<td>439</td>
</tr>
<tr>
<td>Exempt</td>
<td>557</td>
<td>915</td>
<td>862</td>
<td>898</td>
<td>916</td>
<td>793</td>
<td>778</td>
<td>766</td>
<td>801</td>
<td></td>
</tr>
<tr>
<td>Total Events</td>
<td>31,411</td>
<td>4671</td>
<td>4968</td>
<td>5011</td>
<td>5038</td>
<td>4993</td>
<td>4933</td>
<td>4866</td>
<td>5054</td>
<td>4952</td>
</tr>
<tr>
<td>Total Entries</td>
<td>128220</td>
<td>157279</td>
<td>162051</td>
<td>159383</td>
<td>158015</td>
<td>155333</td>
<td>153806</td>
<td>155739</td>
<td>147384</td>
<td>143986</td>
</tr>
</tbody>
</table>
| Licence Figures 2001-2010

<table>
<thead>
<tr>
<th></th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licences</td>
<td>31,170</td>
<td>34,079</td>
<td>34,112</td>
<td>34,211</td>
<td>34,113</td>
<td>33,823</td>
<td>32,603</td>
<td>33,257</td>
<td>32,146</td>
<td>31,913</td>
</tr>
<tr>
<td>Licence holders</td>
<td>30,819</td>
<td>32,885</td>
<td>32,914</td>
<td>32,889</td>
<td>33,410</td>
<td>32,312</td>
<td>31,118</td>
<td>31,421</td>
<td>30,375</td>
<td>30,298</td>
</tr>
</tbody>
</table>
INCOME AND OPERATING RESULTS BY PRINCIPAL ACTIVITY

For the year ending 31 December 2010

The Royal Automobile Club Motor Sports Association Ltd

<table>
<thead>
<tr>
<th>Activity</th>
<th>2010 Total</th>
<th>2009 Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Group income</td>
<td>4,102,592</td>
<td>4,190,047</td>
</tr>
<tr>
<td>Governance of motor sports</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Event promotion and commercial activities</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Expenditure</td>
<td>4,102,592</td>
<td>4,102,592</td>
</tr>
<tr>
<td>Staff costs</td>
<td>1,524,266</td>
<td>1,965,425</td>
</tr>
<tr>
<td>Other administration expenses</td>
<td>2,681,726</td>
<td>5,516,753</td>
</tr>
<tr>
<td>Gift-aid charitable donation</td>
<td>-</td>
<td>6,065,144</td>
</tr>
<tr>
<td>Operating (deficit)/surplus</td>
<td>-</td>
<td>264,400</td>
</tr>
<tr>
<td>Interest receivable and similar income</td>
<td>174,286</td>
<td>141,494</td>
</tr>
<tr>
<td>Surplus (deficit) for the year before taxation</td>
<td>63,886</td>
<td>345,984</td>
</tr>
<tr>
<td>Tax charge on the surplus (deficit) for the year</td>
<td>(21,576)</td>
<td>(93,918)</td>
</tr>
<tr>
<td>Surplus (deficit) for the year after taxation</td>
<td>42,310</td>
<td>252,466</td>
</tr>
</tbody>
</table>

GROUP BALANCE SHEET

As at 31 December 2010

<table>
<thead>
<tr>
<th>Asset Category</th>
<th>2010 Total</th>
<th>2009 Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Assets</td>
<td>1,884,528</td>
<td>2,002,713</td>
</tr>
<tr>
<td>Tangible assets</td>
<td>1,884,528</td>
<td>2,002,713</td>
</tr>
<tr>
<td>Current Assets</td>
<td>8,890,237</td>
<td>8,348,138</td>
</tr>
<tr>
<td>Stocks</td>
<td>9,087</td>
<td>7,152</td>
</tr>
<tr>
<td>Debtors</td>
<td>676,466</td>
<td>555,321</td>
</tr>
<tr>
<td>Investments</td>
<td>8,137,915</td>
<td>7,615,497</td>
</tr>
<tr>
<td>Cash at bank and in hand</td>
<td>2,169,690</td>
<td>2,386,466</td>
</tr>
<tr>
<td>Total Assets Less Current Liabilities</td>
<td>8,329,357</td>
<td>8,059,038</td>
</tr>
<tr>
<td>Creditors</td>
<td>-</td>
<td>(4,570,088)</td>
</tr>
<tr>
<td>Amounts falling due within one year</td>
<td>(4,570,088)</td>
<td>(4,484,232)</td>
</tr>
<tr>
<td>Net Current Assets</td>
<td>8,423,050</td>
<td>6,030,204</td>
</tr>
<tr>
<td>Total Assets Less Current Liabilities</td>
<td>8,329,357</td>
<td>8,059,038</td>
</tr>
<tr>
<td>Debtors due in more than one year</td>
<td>21,779</td>
<td>26,121</td>
</tr>
<tr>
<td>Net Pension Asset</td>
<td>560,880</td>
<td>289,100</td>
</tr>
<tr>
<td>Net Assets Including Pension Liability</td>
<td>8,950,237</td>
<td>8,348,138</td>
</tr>
<tr>
<td>Capital and Reserves</td>
<td>8,784,548</td>
<td>8,231,449</td>
</tr>
<tr>
<td>Income and expenditure account</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Property revaluation reserve</td>
<td>109,689</td>
<td>116,689</td>
</tr>
<tr>
<td>Surplus/(deficit) for the year before taxation</td>
<td>63,886</td>
<td>345,984</td>
</tr>
<tr>
<td>Tax charge on the surplus (deficit) for the year</td>
<td>(21,576)</td>
<td>(93,918)</td>
</tr>
<tr>
<td>Surplus for the year before taxation</td>
<td>42,310</td>
<td>252,466</td>
</tr>
</tbody>
</table>

NET ASSETS EMPLOYED BY PRINCIPAL ACTIVITY

<table>
<thead>
<tr>
<th>Activity</th>
<th>2010 Total</th>
<th>2009 Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed assets</td>
<td>1,836,096</td>
<td>2,002,712</td>
</tr>
<tr>
<td>Tangible assets</td>
<td>1,836,096</td>
<td>2,002,712</td>
</tr>
<tr>
<td>Current assets</td>
<td>9,701,787</td>
<td>10,828,509</td>
</tr>
<tr>
<td>Current assets (excluding inter group)</td>
<td>9,625,341</td>
<td>10,762,996</td>
</tr>
<tr>
<td>Net current assets</td>
<td>11,573,776</td>
<td>11,828,509</td>
</tr>
<tr>
<td>Net assets employed</td>
<td>8,090,237</td>
<td>8,348,138</td>
</tr>
</tbody>
</table>

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, Berkshire, SL3 0HG and have been filed at Companies House.
The Directors present their annual report and the audited group financial statements for the year ended 31 December 2010.

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

A J Gow - Chairman
C W Hill - Chief Executive
S A Brownson OBE
D Carter
B P Cousins
D K Gangahar
S J Jones - Secretary
J R Maxwell (resigned 31.12.2010)
N E M Moffit
R K Walton
A Scott Andrews
M J Sorens
N A Whible

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

Our Group has had an successful year despite the difficult economic environment. We are pleased to report an increase in profit before tax of 38% to £4,790,240, principally because we were able to reduce our costs and increase the investment income by £1,070,480.

The Group is an established 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 our staff & volunteers and in technology to enable our customers to better access our on-line facilities.

The trading environment for 2011 remains challenging. Our 2011 plans have been drawn on the assumption that market conditions will remain difficult. We faced similar challenges and issues in 2010 and prospered. The Board is optimistic that we can deliver similar results in 2011.

On 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.

The Group has a positive cash balance 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.

The risk it faces in connection with its business operations and monitors various key performance indicators as part of its monthly accounting and management reporting process. 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 & investment returns, number of licence holders and spectators at events organised by us. We remain 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.

Our strategy reviews have progressed from budgets to management presentations driven by an agenda set by the Board members, which looks at the longer-term needs of the business.

Thank you for your continued support.

JOHN MAXWELL