The Sport

Autotest: a low-speed competition in which competitors tackle manoeuvring tests

Autocross: a speed discipline where competitors compete against the clock on a grass track

Circuit Racing: drivers race each other to the finish around laps of a closed asphalt circuit

Cross Country: competitors tackle timed courses over arduous off-road terrain

Drag Racing: two cars race each other on a flat, straight course of 440 yards in length

Hill Climb: competitors perform timed runs along an uphill, point-to-point course

Karting: drivers race small, rigid-framed vehicles around short of full-length circuits

Rallycross: competitors race around a circuit of both sealed and unsealed surfaces

Rallying: crews try to maintain a scheduled average speed over a series of timed stages

Sprint: competitors race against the clock around a closed circuit or point-to-point course

Trials: competitors try to complete a low-speed course on a slippery, unsealed surface

<table>
<thead>
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<th>Statistic</th>
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<tr>
<td>MSA motor clubs</td>
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<td>Motor club members</td>
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£6 billion

value of the UK motor sport industry

750 motor clubs
200,000 motor club members
30,000 competition licence holders
13,000 volunteer marshals
3,500 licensed officials
5,000 permitted events
144,000 event entries
4,500 companies
40,000 employees
MSA
The Motor Sports Association (MSA) is recognised by the Fédération Internationale de l’Automobile (FIA) as the sole National Sporting Authority (ASN) for four-wheel motor sport in the UK, responsible for its regulation, administration, development and promotion.

COVER IMAGE
The UK’s latest F1 world champions, Lewis Hamilton and Jenson Button, began their careers as aspiring youngsters on the burgeoning British karting scene (pictured top-left and top-right). They then progressed into the junior single-seater car racing categories, with Lewis winning the Formula Renault UK championship (pictured middle-left) and Jenson winning British Formula Ford before moving up to British Formula 3 (pictured middle-right). Jenson graduated straight from British F3 to F1 in 2000 and was crowned world champion nine years later. Meanwhile Lewis won F3 and GP2 titles in Europe prior to arriving in the top flight in 2007 and claiming the world championship in only his second season. The centre images show Lewis and Jenson celebrating their 2012 Canadian and Australian Grand Prix victories respectively.

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I AM DELIGHTED TO PRESENT THE MOTOR SPORTS ASSOCIATION’S MOST COMPREHENSIVE ANNUAL REPORT TO DATE. THIS 56-PAGE 2012 REPORT IS MORE THAN TWICE THE SIZE OF THE 2008 EDITION, WHICH IS INDICATIVE OF HOW FAR THIS GOVERNING BODY HAS COME IN THE LAST FEW YEARS AND OF THE BREADTH OF OUR ACTIVITIES.

The world has changed a great deal since the Royal Automobile Club Motor Sports Association was formed in 1979 to look after the governance of British motor sport. As an organisation, its narrow remit focused almost exclusively on regulating and administering the sport, which it has always done and continues to do very effectively.

Today, though, we face new challenges as a governing body. Risk management has become a great concern, not only in the face of an increasingly litigious society but also for the future of the sport itself. How we treat our environment is now at the heart of any responsible corporation and whether it’s tyres, noise or alternative energies, the MSA needs to ensure our sport moves with the times. Similarly, in marketing terms, people have a far greater choice of leisure pursuits than ever before, thanks in large part to the exponential rise of technology, home entertainment and the internet.

The role of a modern governing body is not simply to set and enforce the rules; the challenge is to provide the leadership and direction to enable the sport to face up to these difficult economic times and ensure its foundations are solid for a strong and sustainable future. I am pleased and proud to report that the MSA continues to do just that.

Whether it is our ‘Go Motorsport’ campaign to attract more people to the sport, the MSA Academy’s talent development programmes, the adoption of Anti-Doping legislation, or the creation of a recognised coaching infrastructure for the sport – the MSA is taking a clear leadership role in creating a governing body fit for the 21st Century and in line with our equivalent organisations in other sports.

Leadership has been required to address the current challenges within karting; a new administrative structure has enabled a fresh look at the nature of the sport and exciting plans are being put into place. Stage relying also faces some difficulties, but the MSA is at the forefront of finding practical solutions to help that important discipline of our sport to prosper.

The current business environment has undoubtedly been defined by the global economic climate of the last few years, which has left few organisations unscathed. The financial situation has had, and continues to have, a significant impact on the sport in this country, but it’s remarkable that we have seen only a very modest reduction in licence numbers and event statistics. It is almost impossible to quantify that our MSA initiatives have been instrumental in achieving this – but we can say that the MSA’s development activity and ‘whole sport plan’ is certainly helping to reinforce the inherent strength and depth of British motor sport.

But most of all, the MSA has become a more open, dynamic, communicative and forward-thinking governing body – better placed than ever before to lead British motor sport into a strong and secure future.

Alan J Gow
Chairman
Motor Sports Association

COMPILING THE ANNUAL REPORT PRESENTS A GREAT OPPORTUNITY TO STEP BACK AND TAKE STOCK OF JUST HOW MUCH HAS BEEN ACHIEVED IN THE PRECEDING 12 MONTHS. EVERY YEAR WE AIM TO IMPROVE THE SERVICE THAT THE MOTOR SPORTS ASSOCIATION PROVIDES TO THE SPORT AND THIS YEAR HAS BEEN ANOTHER BUSY AND CHALLENGING PERIOD AS WE WORK TOWARDS MAKING MOTOR SPORT BETTER FOR EVERYBODY INVOLVED.

The MSA’s primary function has always been to regulate and administer motor sport in the UK and I am pleased to report that we have continued to do so efficiently and effectively throughout 2012. Despite the prevailing economic circumstances which have made it difficult for businesses and individuals right across the UK, our core licence numbers and event figures have remained remarkably robust. We may not offer the cheapest leisure pursuit, but increasing numbers of people are discovering that club level motor sport need not cost a lot of money.

As the governing body, we continue to invest in the sport – both in the people and the infrastructure. This leads to improvements in service, facilities and of course safety, as well as the essential training that helps to raise standards across the board.

The skills and experience within the company are recognised around the world and the MSA’s expertise is now regularly called upon not only by the FIA, but also by our colleagues in other Asfals, through the FIA Institute’s Regional Training programmes.

In recent years, a great deal of attention has been paid to addressing the structure of British karting and it is pleasing that this is now coming to fruition. The administrative structure has been overhauled, the major British championships will be aligned with one promoter from the start of 2013 and the New Year will also see the introduction of the exciting new engine in the British Karting (Kart Championship).

Through the Go Motorsport campaign, we are looking to strengthen the sport by getting more people involved as competitors, organisers and spectators. The management of the project has been taken in-house this year and we have refocused on helping the local clubs to attract new members. The club network is the essential delivery mechanism for taking motor sport to a wider audience and we are grateful for the assistance of our Regional Development Officers in this task.

Meanwhile, the MSA Academy goes from strength to strength, with more than 50 drivers currently enrolled on the programme and to date more than 140 young people have benefited from the unique opportunities that the MSA Academy provides. I was particularly gratifying to see a number of our young drivers and recent graduates claim significant championships this year; it bodes well for continued success in the future and we must thank our educational partner Racing Steps Foundation for their continued and valued support in this area.

We are well aware that the sport is closely watching our progress on the Closed Road campaign to bring properly organised motor sport events to the public roads of mainland Britain. I am pleased to confirm that we are making good progress with the Department for Transport and we are optimistic that a full public consultation will be held in the first half of 2013.

There has been further good news recently with confirmation of a renewed partnership with the Welsh Government that means Wales Rally GB, our round of the FIA World Rally Championship, will remain in the Principality until at least the end of 2015. As the event promoter and organiser, our commercial subsidiary, International Motor Sports, is now hard at work striving to ensure that the event is among the best rallies in the world.

The work is certainly a daunting prospect within the wails of Motorsport House. With fewer than 50 staff watching over such a diverse and technical sport, it is sustained by the efforts of everyone at the MSA that we continue to deliver against our target to create an ever brighter future for British motor sport.

Colin N Hilton
Chief Executive
Motor Sports Association
ABOUT THE MSA
THE MSA IS A NOT-FOR-PROFIT ORGANISATION (LIMITED BY GUARANTEE) COMPRISING ALMOST 750 AFFILIATED MOTOR CLUBS (WITH A TOTAL MEMBERSHIP IN EXCESS OF 200,000), WHICH ARE REPRESENTED BY 13 REGIONAL ASSOCIATIONS NATIONWIDE

GOVERNANCE
MSA-sanctioned motor sport is run to a set of General Regulations designed to ensure a level playing field for competitors and to minimise as far as possible the inherent risks of the sport.

These regulations are evaluated and amended throughout the year by a number of Specialist Committees representing the various disciplines of the sport, such as race and rally. Any proposed regulatory additions, deletions or amendments are published on the MSA website for a period of consultation before being referred to UK motor sport’s regulatory body, the Motor Sports Council, for ratification.

MSA YEARBOOK
All MSA General Regulations are published annually in the MSA Yearbook, commonly referred to as the Blue Book. Any regulation amendments made during the year that affect the content of the Blue Book are published in MSA magazine, the governing body’s quarterly members’ publication. A Blue Book is issued to every MSA Competition Licence holder each year, and is also made available online and in DVD format. A similar publication containing solely karting regulations is the MSA Kart Race Yearbook, colloquially known as the Gold Book.

SPORTS COUNCIL
The Motor Sports Council meets quarterly and comprises the Specialist Committee chairmen, 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 and enforcement.

JUDICIAL
Any breach of MSA General Regulations may result in disciplinary action being taken. The highest body within the MSA’s judicial system is the National Court, which considered 31 cases in 2011 of the 22 appeals received, nine were upheld. A total of £88 was collected in fines and costs, all of which was donated to the Motorsport Safety Fund.

COMPETITOR LICENSING
Depending on the event level and motor sport discipline, competitors are usually required to hold a valid MSA Competition Licence, of which there are various types and grades.

RISK MANAGEMENT
Motor sport venues must be granted an MSA Track Licence in order to host MSA-permitted events; there are currently 118 licensed venues. 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 three to five years.

INSURANCE
In 2008 JLT became the MSA’s insurance broker and has since been working with the MSA to ensure that the governing body’s insurance arrangements remain appropriate and up-to-date. In 2012 the cover for liability claims was raised to £40 million for any incident to reflect an increase in awards made in cases of litigation. The benefits for competitors’ and officials’ personal accident schemes have also been enhanced. There is an ongoing review of MSA clubs’ social activities cover, with further benefits anticipated.

ANTI-DOPING
By signing for an MSA Competition Licence, competitors agree to abide by MSA General Regulations, including the Procedure for Control of Drugs and Alcohol. The MSA uses FIA Anti-Doping Protocols to ensure that UK motor sport is fair, equal and safe.

It is each competitor’s own responsibility to ensure that no substance on the World Anti-Doping Agency (WADA) Prohibited List (including those contained in some over-the-counter medicines) enter their body, willfully or otherwise. The MSA operates a Therapeutic Use Exemption (TUE) Application Process for competitors who are required to take Prohibited Substances for medical reasons.

In 2012 MSA Coaches ran seven on-event anti-doping seminars for competitors in British championships. Anti-doping education has also been delivered to competitors on the governing body’s talent development scheme, the MSA Academy. In total the MSA – in conjunction with UK Anti-Doping (UKAD) – has performed anti-doping tests on nine competitors at three championship events this year.

FIA HISTORIC TECHNICAL PASSPORTS (HTPS)
To be eligible to compete in historic motor sport, a vehicle must first be issued with an FIA HTP, which confirms its period specification. The MSA approved and provided HTPs for 359 vehicles in 2011.

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

LARA
The MSA is a founding and major funding partner of the Land Access and Recreation Association, the national forum for the principal groups in countryside motor sport and leisure pursuits. 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 foster the flag for responsible motor sport and recreation in these increasingly restrictive times.
The MSA and its commercial subsidiary, International Motor Sports (IMS), maintain a staff of around 45 full-time employees and operate within the confines of budgetary control overseen by the Board of Directors. The MSA Board consists of a maximum of 15 members, of whom six are appointed by the Motor Sports Council (including the Chairman) and three by the Royal Automobile Club, with three more being senior MSA Executives. There are a maximum of three further positions available for external Directors.

**MSA BOARD**
- Alan Gow (MSA Chairman)
- Colin Hilton (MSA Chief Executive)
- Sue Brownson OBE (Royal Automobile Club)
- Dennis Carter (Motor Sports Council)
- Ben Cussons (Royal Automobile Club)
- Danesh Gangahar (MSA Finance Director)
- Rob Jones (MSA General Secretary)
- Nicky Moffitt (Motor Sports Council Vice Chairman)
- Rod Parkin (Motor Sports Council)
- Tom Purves (Royal Automobile Club)
- Tony Scott Andrews (Motor Sports Council Chairman)
- Mike Sones (Motor Sports Council)
- Nick Whale (External Director)

**SENIOR STAFF**
- Colin Hilton (Chief Executive)
- Shabaka Barber (Executive Office Services Manager)
- Andrew Cos (Chief Executive (International Motor Sports))
- Ian Davis (Regional, Rallies & Cross Country Executive)
- Alan Dean-Lewis MBE (Director of Training & Education)
- Margaret Forest (Assistant to the Chairman & Chief Executive)
- Simon Fowler (Competitions & Clubs Manager)
- Danesh Gangahar (Finance Director)
- Rob Jones (General Secretary)
- Cheryl Lynch (Race, Speed & Kart Executive)
- John Ryan (Technical Executive)
- John Symes (Technical Director)
- Ben Taylor (Director of Development & Communications)
- Michael Warworth (Learning Manager)
THE SPORT
UK MOTOR SPORT COMPRISSES MANY DISCIPLINES

CIRCUIT RACING
Drivers race against each other to the finish around laps of a closed asphalt circuit.

HILL CLIMB
Competitors perform timed runs along an uphill, point-to-point course.

KARTING
Drivers race small, rigid-framed vehicles around short and long circuits.

RALLYING
Drivers maintain a time schedule over a route containing special tests or stages.

AUTOTEST
A timed competition in which competitors tackle complex handling tests of manoeuvrability.

CROSS COUNTRY
Competitors tackle a series of courses over arduous off-road terrain.

DRAG RACING
Two cars compete side-by-side on a flat, straight course over a set distance, usually 440 yards.

RALLYCROSS
Competitors race around a circuit of both sealed and unsealed surfaces.

AUTOCROSS
A speed discipline where competitors compete against the clock on a grass track.

ROAD SAFETY
The MSA believes that motor sport can contribute productively to the advancement of road safety both through education and by providing a safe, regulated and insured environment within which people can enjoy competitive driving.

The MSA is a supporter of – and active participant in – the FIA’s Action for Road Safety, a global campaign that aims to assist the United Nations’ efforts to save five million lives over 10 years on the world’s roads.

The MSA remains committed to creating a sustainable and responsible model for British motor sport. Primarily this is achieved through regulations for example steps have been taken to restrict the use of aggressive tyre treads that damage ground surfaces, while more generally championships and events are encouraged to limit tyre use.

Other regulated items include mud flaps, which must be fitted to all stage rally cars to help keep the aggregates on the road surface, and mandatory window film to prevent glass from being scattered in the event of an incident. The mandated use of spill kits has been introduced at all events, with certain competitors also being required to carry individual kits, which limit the potential environmental impact of spills.

The MSA regulations also allow for the development of vehicles powered by alternative fuels and technologies, which are permitted to compete on a level playing field and with the risk managed effectively.

The nature of motor sport has led to the development of thousands of high-performance technologies, which are permitted to compete in all events, with certain competitors also being required to carry individual kits, which limit the potential environmental impact of spills.

Motor sport has long been regarded as an effective test-bed for the automotive industry, largely because the speed of development at the highest level of competitive motor sport is, by necessity, significantly faster than it is in normal industry.

This nature of motor sport has led to the necessary, significantly faster than it is in normal industry.

The nature of motor sport has led to the development of thousands of high-performance engineering and technology companies within the UK motor sport industry, and many of these companies are now utilising the expertise gained in the sport to service the needs of other sectors, such as the Defence and Aerospace industries.

CARNERS

Motor sport has played a significant and positive role in society through technological development, road safety, education and risk management, while also being environmentally responsible.

ENVIRONMENTAL RESPONSIBILITY

TECHNOLOGICAL DEVELOPMENT

Motor sport has long been regarded as an effective test-bed for the automotive industry, largely because the speed of development at the highest level of competitive motor sport is, by necessity, significantly faster than it is in normal industry.

The nature of motor sport has led to the development of thousands of high-performance engineering and technology companies within the UK motor sport industry, and many of these companies are now utilising the expertise gained in the sport to service the needs of other sectors, such as the Defence and Aerospace industries.

CAREERS

British’s world-leading motor sport and high-performance engineering industry comprises 4,500 companies, many of which are clustered around the Silverstone area in what has become known as Motorsport Valley. The industry currently employs approximately 40,000 people, of which around 25,000 are qualified engineers.

Other career paths presented by motor sport encompass design, marketing, administration, logistics, coaching, sports science and more.
LICENCED UK VENUES

01 ➡️ Anglesey Circuit / Trac Môn
02 ➡️ Brands Hatch
03 ➡️ Castle Combe
04 ➡️ Croft Circuit
05 ➡️ Donington Park
06 ➡️ Goodwood
07 ➡️ Kirkistown
08 ➡️ Knockhill
09 ➡️ Lydden
10 ➡️ Mallory Park
11 ➡️ Pembrey Circuit
12 ➡️ Oulton Park
13 ➡️ Pembrey Circuit
14 ➡️ Rockingham Motor Speedway
15 ➡️ Silverstone
16 ➡️ Snetterton Circuit
17 ➡️ Thruxton Circuit
18 ➡️ Barbon Manor
19 ➡️ Blyth
20 ➡️ Bolney Bay
21 ➡️ Carncarrig
22 ➡️ Castle Hill
23 ➡️ Craigantlet
24 ➡️ Croft
25 ➡️ Cultra
26 ➡️ Dunideer
27 ➡️ Drumhoil Hills
28 ➡️ Eagles Rock
29 ➡️ Epynt
30 ➡️ Fintray House
31 ➡️ Forestburn
32 ➡️ Fort Tourgis
33 ➡️ Garon Point
34 ➡️ Goodwood House
35 ➡️ Greve de L’Ecq
36 ➡️ Gurston Down
37 ➡️ Haweswood
38 ➡️ Le Val des Terres
39 ➡️ Llerny Frissell
40 ➡️ Llys-y-Fran
41 ➡️ Lorton Park
42 ➡️ Manor Farm
43 ➡️ Mount Bingham
44 ➡️ Oliver’s Mount
45 ➡️ Petit Bois
46 ➡️ Prescott
47 ➡️ Scammonden Dam
48 ➡️ Shelsley Walsh
49 ➡️ Snettisham
50 ➡️ Speke’s Pass
51 ➡️ The Sloc
52 ➡️ Tregethan
53 ➡️ Welhampton
54 ➡️ Westmount Road
55 ➡️ Wiscombe Park
56 ➡️ Antver
57 ➡️ Blyton
58 ➡️ Blydestone
59 ➡️ Brighton
60 ➡️ Brooklands
61 ➡️ Cholmondeley
62 ➡️ Crystal Palace
63 ➡️ Curborough
64 ➡️ Dalton Bank
65 ➡️ Debdon Airfield
66 ➡️ Elvington
67 ➡️ Five Mile
68 ➡️ Fort Corblets
69 ➡️ Governor’s Spirit
70 ➡️ Grampian Transport Museum
71 ➡️ Hornington Airfield
72 ➡️ Kames Motorsport Complex
73 ➡️ Littletop
74 ➡️ Llandow Circuit
75 ➡️ Lotus Test Track
76 ➡️ MIRA
77 ➡️ North Weald
78 ➡️ RAF Portreath
79 ➡️ RAF Wittering
80 ➡️ Rushmoor Arena
81 ➡️ St. Eval
82 ➡️ Teesside Autodrome
83 ➡️ Threeway Park
84 ➡️ Three Sisters
85 ➡️ Vazon Bay Coast Road
86 ➡️ Victoria Avenue
87 ➡️ Shakespeare County Raceway
88 ➡️ Santa Pod
89 ➡️ Barton Stacey
90 ➡️ Bayford Meadows
91 ➡️ Bishopscourt
92 ➡️ Blackbushe
93 ➡️ Buckmore Park
94 ➡️ Clay Pigeon
95 ➡️ Crail Raceway
96 ➡️ Darley Moor
97 ➡️ Ellough Park
98 ➡️ Fulbeck
99 ➡️ Glam y Gors Park
100 ➡️ Hooton Park
101 ➡️ Jurf
102 ➡️ Kimbolton
103 ➡️ Larkhall
104 ➡️ Little Rislington
105 ➡️ Lidyard
106 ➡️ Lydd Raceway
107 ➡️ Mansell Raceway
108 ➡️ Nutts Corner
109 ➡️ PFI International
110 ➡️ Portstewart
111 ➡️ Rowrah
112 ➡️ Rye House
113 ➡️ Sherrington
114 ➡️ Sorel Point
115 ➡️ St. Sampsons
116 ➡️ Thruxton Kart Centre
117 ➡️ Whilton Mill
118 ➡️ Wombwell

Note: Some race tracks host Superkart events.
The latest Team UK national squad was announced at Autosport International. The MSA selected the IAME Parilla Gazelle 60cc UK engine to power the MSA British Cadet Kart Championship from 2013. All tiers of the MSA Academy gathered under one roof for the first time at Silverstone. Fellow Scot Dario Franchitti dedicated his third Indy 500 win to the late Dan Wheldon, who had triumphed a year earlier. Allan McNish took second place in the Le Mans 24 Hours - his seventh podium at the world famous event. HRH Prince Michael of Kent GCVO, Honorary President of the Motor Sports Council, visited Motor Sports House for the first time since 1988. Finland’s Jari-Matti Latvala won Wales Rally GB for the second year in a row.

George Russell became the first back-to-back CIK-FIA European KF3 Champion. MSA Team UK’s Jack Harvey became the first Briton to win the British F3 International Series since 2006. Mark Webber won the British Grand Prix for Red Bull Racing.

Scotland’s Gordon Shedden won his first BTCC title. MSA Team UK driver Elfyn Evans became the first British rally driver to win a world title since 2004. Ben Barnicoat took his first European KF2 title. Finale racer Luciano Bacheta tested a Williams F1 car as a prize for winning the F2 championship. F1 star David Coulthard joined the MSA in Westminster to put MPs through their paces in a simulator.
CASE STUDY

GO MOTORSPORT

Go Motorsport begins with a central website, www.GoMotorsport.net, which was redesigned and re-launched in 2012. Developed by MSA.net, the new site acts as an information portal for those looking to get involved in the sport, featuring guidance on the cost of competing and how to get a competition licence, as well as descriptions of the various motor sport disciplines and a search function to find your local clubs and events.

The revamped website coincided with the Go Motorsport project being brought in-house, having been run by external consultants since its launch in 2008. The MSA subsequently recruited a new Development Officer to run the campaign from Motorsports House on a day-to-day basis.

REGIONAL DEVELOPMENT OFFICERS

A nationwide network of 10 Regional Development Officers (RDOs) is tasked with delivering the Go Motorsport message in schools and colleges across the country, while working hand-in-hand with clubs, associations and venues to promote and develop motor sport in their area.

In 2012 North East RDO Anthony Dure and Scotland RDO Duncan Vincent stepped down after four years’ valuable service. They were replaced by Peter Mottarre and Alison Clark respectively.

GO MOTORSPORT IN ACTION

Go Motorsport’s year began with a display of entry-level, cost-effective competition cars on the campaign’s stand at Autosport International, Europe’s largest motor sport trade exhibition. Several representatives were on hand to advise visitors on how to get started in various grass roots disciplines and the costs involved.

Visits by all RDOs to schools and colleges throughout the year meant that the Go Motorsport message was delivered to pupils and students across the country. More unique initiatives included a Go Motorsport Autotest at the Modified Nationals show, run in conjunction with Peterborough Motor Club, and a visit to the GreenPower finals at Silverstone for pupils from Cedars Upper School to learn about careers in motor sport and engineering.

NATIONAL MOTORSPORT WEEK

In 2012 the MSA once again teamed up with the Motorsport Industry Association to promote and deliver National Motorsport Week, a week-long celebration of the sport that ran from 30 June to 8 July between the Goodwood Festival of Speed and the British Grand Prix.

It was the second running of NMW since being revamped in 2011 as a vehicle to increase public awareness of the sport and underline the UK’s world-leading motor sport heritage.

As the official NMW spokesman, F1 star David Coulthard joined the MSA at the House of Commons to put more than 50 MPs through their paces in an F1 simulator. Coulthard also promoted NMW on BBC Radio 4’s Today programme and Radio 1’s Chris Moyles Show, plus several other major regional BBC stations including Radio Scotland and BBC London.

All eight of the UK-based F1 teams got involved by running special competitions on the Go Motorsport website, with prizes including factory tours, autographed F1 components and opportunities to join race teams.

Venues also lent their support. Oulton Circuit in North Yorkshire raised nearly £500 for charity with passenger laps around the track in a selection of competition cars provided by Darlington and District Motor Club, while Silverstone offered a 50 per cent discount on selected single-seater and supercar experiences booked during the week.

The MSAs club network bolstered the initiative by running a raft of different activities ranging from marshal recruitment at the British Grand Prix to tester and demonstration events. For example, in Scotland more than 20 youngsters were given a taste of motor club life by taking part in an Autotest at Tesco in Lockerbie, which drew a sizeable crowd of onlookers. The event was featured in the The Sun and Daily Express and generated further local press interest.

National Motorsport Week 2013 will run from 29 June to 7 July.

“IT’S DIFFICULT TO DECIDE WHAT’S BEEN THE HIGHLIGHT OF THE YEAR BECAUSE I’VE REALLY ENJOYED EVERY MOMENT. I THINK THAT THE EVENT WE HELD AT KAMES DURING NATIONAL MOTORSPORT WEEK HAS TO BE A CONTESTER; WE INVITED COMMUNITY GROUPS AND SCHOOLS TO COME ALONG AND HAVE A SPIN ROUND THE TRACK WITH THE CLUB MEMBERS. SEVENTY TWO LOCALS SIGNED-ON AND TWO MAJOR NEWSPAPERS COVERED THE STORY.”

Alison Clark, Scotland RDO
My introduction to the MSA Academy was through the Performance Master Classes, which are a bit of a wake-up call about what it takes to be a top-level driver. I was then given the opportunity to join the Development Squad, which helps to improve your physical and mental abilities as well as your technical knowledge. I’m now looking forward to starting the AASE programme, which I’m sure will help me to maximise further my potential both on and off the track.

Seb Morris, 2012 Formula Renault BARC race winner

The MSA Academy has helped to nurture over 100 motor sport talents since launching in 2008 as a dedicated programme to prepare the most promising young British competitors for the international stage.

**PERFORMANCE MASTER CLASSES**
Developed by the MSA in conjunction with the Youth Sports Trust and Racing Steps Foundation, the Performance Master Classes are bespoke workshops designed to introduce junior drivers and karters to the concepts of sports science and human performance, which are explored further up the MSA Academy structure. The PMCs are delivered on-event throughout the UK by the MSA’s dedicated coaching team. The PMCs are split into two levels:

- **Level 1:** Maximising your potential as an athlete; goal setting and planning; creating your winning team; communications and sponsorship; motor sport safety; anti-doping; the racing parent.
- **Level 2:** Human performance; technical and tactical; the psychology of excellence; a winning lifestyle; selling yourself.

In 2012 PMCs were delivered on 16 races, rally and kart events at 12 venues across England, Northern Ireland, Scotland and Wales.

**ADVANCED APPRENTICESHIP IN SPORTING EXCELLENCE**
AASE is a government-funded programme designed to help talented athletes aged 16 to 18 to achieve their full potential. The initiative was launched by SkillsActive in 2004 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 focuses on the human performance elements that combine to create successful drivers. AASE aims to make competitive motor sport a legitimate and responsible career choice by providing academic qualifications; apprentices graduate with a Level 3 NVQ Certificate in Achieving Excellence in Sports Performance, and can also enrol for a BTec programme if they choose not to study for A-levels.

Each year one apprentice is named the RSF MSA Young Driver of the Year. The latest winner, Josh Webster, collected his trophy and a cheque for £1000 at the MSA Night of Champions in January, before graduating to Team UK.

**TEAM UK**
Team UK is a national squad of elite race, rally and co-drivers who are hand-picked to represent the pinnacle of the MSA Academy.

The drivers are mentored by National Race Coach David Brabham, the former F1 driver and 2009 Le Mans 24 Hours winner, and National Rally Coach James Winstenoff, the former British Super Rally Champion, Nicky Giralt, who navigated the late Colin McRae to a host of WRC wins, joined the project in 2011 to oversee the development of Britain’s top young co-drivers.

The programme is designed to ensure the drivers maximise their potential to increase their chances of breaking onto the international stage. Individual fitness programmes and dietary consultations keep the drivers in peak physical condition, while advanced sports psychology under former UK Athletics Performance Director Dave Collins equips them mentally to perform at the highest level.

This coaching is supplemented by a variety of developmental activities. In 2012 these included:
1. A gruelling 36-hour military-style exercise in the Lake District to test physical and mental fitness and resilience
2. Individual advanced driver training, tailored to each driver
3. An exclusive visit to F1 tyre supplier Pirelli at the British Grand Prix
4. Visits to Williams F1 and the Mercedes AMG F1 team at the British Grand Prix
5. Technical workshops with AP Racing, Xtrac and Cooper Tires
6. Simulator training with Wirth Research

**RACING STEPS FOUNDATION**
The MSA Academy is grateful to receive substantial support from Racing Steps Foundation, a unique organisation designed to help young motor sport drivers and riders with the talent but not necessarily the funds to achieve their dreams. Thanks to RSFs generous support, the MSA Academy is able to increase the reach of its existing educational programme substantially to benefit many of the younger MSA competitors.

“Being part of Team UK and benefitting from everything the programme has to offer has definitely helped me to get the result I wanted this year, which was to win the British F3 title. Team UK has helped to make me a more complete driver and has also bolstered my support network with the addition of MSA coaches such as David Brabham.”

Jack Harvey, 2012 Cooper Tires British F3 International Series champion
The MSA recognizes the vital role that the training of volunteers and officials plays in the safety and management of motor sport. MSA-licensed Officials must attend regular training days, with a further series of nationwide seminars delivered to representatives of MSA-recognized 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 500 British marshals regularly attend a wide range of overseas events each year – at the invitation of the organisers – to share their expertise.

**British Motor Sports Training Trust**

The BMSTT – the MSA’s own registered charity – makes grants totalling £216,597 during 2011 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 2011 the MSA Club Development Fund received 66 applications from MSA Clubs to assist with the purchase of safety-related equipment (for example radios and fire extinguishers) and venue improvement projects totalling £145,490. This enabled projects with a total value of £41,061 to be undertaken to benefit the sport. Over the last 17 years since the Fund started, the MSA has provided grant aid of £970,526 to assist projects worth a total of £4,734,211 to the sport.

**Rescue Development Fund (Supported by BMSTT)**

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. Awards of £44,575 were made in 2011, bringing the total contribution since the scheme started in 2002 to £288,007. This has enabled rescue and recovery unit-related projects with a total value of £393,820 to be funded during that time.

The MSA invests significant sums each year in programmes that support and develop the infrastructure of UK motor sport, and is also called upon to assist the sport overseas.

**FEDERATION DU SPORT AUTOMOBILE DE MADAGASCAR (FSAM)**

**SANDY YANNICK, SECRETARY GENERAL**

Why did you choose the MSA to assist the FSAM's development as a National Sporting Authority (ASN)?

We found the MSA to be reachable and very responsive to our queries. The MSA helped us throughout the application process and proposed a training programme which could be tailored to our needs.

In which areas did the MSA team assist the FSAM and how?

The MSA team helped us in identifying our real needs. We wanted to train our people to meet the FIA's standards but we did not know what level that was before the training. The assessment conducted by the MSA team helped us to discover that we actually had a great deal of knowledge. Therefore, we could use the training to add further knowledge to our officials and to assess our existing personnel.

What are the key lessons that the FSAM learnt from the MSA?

Communication is the key. We also learned the importance of distinct roles and responsibilities for each function.

Why is it important for a developing ASN such as the FSAM to be able to access these training services?

It is important because we do not have any structures that can offer training at this standard locally, yet the marshals and officials need updated training to maintain their level of knowledge.

**Q&A**

**INTERNATIONAL TRAINING**

The MSA's status as one of the world's foremost motorsport governing bodies has been reinforced by its approval as a Gold Standards Training Provider 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 world. The MSA and its dedicated team of International Trainers are continuously working with a number of foreign National Sporting Authorities (ASNs) to create bespoke training programmes that raise standards and develop the sport in their countries.

The MSA directly assisted a number of FIA member ASNs in 2012:

- Kenya Motor Sports Foundation (KMSF)
- Syrian Automobile Club (SAC)
- Barbados Motor Federation (BMF)
- Federation of Automobile Sports of the People’s Republic of China (FASCC)
- Federation du Sport Automobile de Madagascar (FSAM)
- Malta Motorsport Federation (MMF)
- Oman Automobile Association (OAA)

The MSA has also taken part in FIA workshops in Slovenia and Mauritius aimed at promoting the training opportunities open to developing ASNs.

**APPLICATION 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.

**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 and Sustainability and translated into other languages across the world.

**GRANTS FOR DEFIBRILLATORS**

Since 2005 all MSA-licensed Rescue Units have been required 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. This has now risen to £100 per unit, 41 of which have been grant aided to date.
INTERNATIONAL
In 2012 the UK continued its long tradition of hosting some of the world’s premier motorsport championships and events.

**British Grand Prix**

In 1950 the British Grand Prix became the first ever round of the Formula 1 World Championship, as witnessed by George VI, Queen Elizabeth and Princess Margaret. Fast-forward to 2012 and the event, organised by International Motor Sports, proved yet another resounding success despite a deluge of rain over Silverstone in the run-up to race day.

The MSA was pleased to welcome a number of parliamentarians to the Northamptonshire venue, including three Secretaries of State: Rt Hon Kenneth Clark MP, Justice Secretary (now Minister without Portfolio); Rt Hon Jeremy Hunt MP, Secretary of State for Culture, Olympics, Media and Sport (now Health Secretary); and Rt Hon Michael Moore MP, Secretary of State for Scotland.

Other guests of the governing body included: The Lord Astor of Hever, Parliamentary Under-Secretary of State and Government Spokesperson for Defence; The Lord Rooker; Ben Wallace MP; Rt Hon Peter Hain MP; and Mark Garnier MP.

A total of 125,000 fans attended on Sunday when Ken Clark presented the prestigious British Grand Prix trophy to Red Bull Racing’s Mark Webber, an Australian domiciled in the UK who spent much of his junior career racing in Britain.

**Wales Rally GB**

The UK’s round of the FIA World Rally Championship has been based in the principality since 2000, with welcome backing from the Welsh Government. This year fans were once again treated to the sight and sound of the world’s best cars and drivers on some of the championship’s finest stages, which drew praise from the likes of event winner Jari-Matti Latvala.

Organised and promoted by International Motor Sports, the 2012 Wales Rally GB was characterised by unusually dry stages and mild conditions, perhaps owing to the event being moved back by two months to September.

Beginning with a ceremonial start in Llandudno and culminating at the Irish in Cardiff Bay, the rally took competing crews right across Wales, helping to spread the event’s substantial economic benefit across a wide range of communities from north to south.

Coinciding with this year’s rally was the announcement that it will return to Wales in 2013 with continued Welsh Government sponsorship, for which the MSA and IMS continue to be extremely grateful. The event will also be restored to its traditional November date, meaning that it is likely to be the scene of the WRC title showdown.

**Other Events**

The ever popular DTM, an international touring car series born in Germany and contested by Mercedes, Audi and BMW, returned to Brands Hatch in May. British driver and McLaren Mercedes F1 test driver Gary Paffett triumphed in front of his home fans, who also cheered on fellow Britons Jamie Green, David Coulthard, Susie Wolff and Andy Priaulx.

The FIA Formula 2 Championship got under way at Silverstone in April. British racer Luciano Bacheta got his title-winning season off to the perfect start by winning both races on home soil. Bacheta was not the only British driver on the grid though, with Daniel McKenzie, Dino Zamparelli and Hector Hunt also showing strongly.

The FIA World Endurance Championship and Formula Renault 3.5 Championship arrived at Silverstone in August. Scottish sports car star Allan McNish took a WEC podium alongside Danish team-mate Tom Kristensen, while Mercedes F1 tester Sam Bird won the second race in FR3.5.

Donington Park was the scene of the FIA GT1 World Championship’s title-deciding season finale in September. Britons Adam Carroll and Oliver Jarvis finished the race fourth and sixth respectively, while Markus Winkelhock and Marc Basseng claimed the championship crown.

In July Lincolnshire’s PF International staged the final round of the CIK-FIA European KF2 and KF3 Kart Championships. Despite facing a strong international field, British karters were victorious in both classes, with George Russell becoming the first ever back-to-back champion in the junior KF3 category and Ben Barnicoat taking the senior KF2 title.
FORMULA 1
Lewis Hamilton and Jenson Button spent much of the 2012 campaign spraying champagne, with the Union Jack flying above podiums in Russia, Asia, North America and Europe as they celebrated multiple grand prix wins.

Their achievements were bolstered by a strong second season in the top flight for Scotland’s Paul di Resta, part of the Silverstone-based Sahara Force India squad. Force India is one of eight grand prix teams based in the UK; there are two in Italy, one in Switzerland and another in Spain.

FORMULA 2
Luciano Bacheta became the second British driver to win the FIA Formula 2 crown in the modern era of the category, which was revived in 2009 as a feeder series to F1. Bacheta won the first four races of the season in Britain and the Algarve before bringing his season’s tally to five in Belgium. He tested a Williams F1 car as part of his champion’s prize package.

TOURING CARS
McLaren Mercedes’ F1 test driver Gary Paffett narrowly missed out on a second title in the prestigious DTM. A popular series based in Germany but with rounds in four other countries including the UK, the DTM is fought between Mercedes, Audi and BMW, attracting both former F1 drivers and emerging young talent alike. Paffett’s fellow Briton Jamie Green was also a DTM race winner in 2012.

Meanwhile in the FIA World Touring Car Championship Rob Huff battled French team-mate Yvan Muller for his maiden crown, collecting several race wins as the championship visited over a dozen countries. The title was still to be decided as this report went to press.

SPORTS CARS
Former F1 driver Allan McNish was once again the top Briton in the 24 Hours of Le Mans this summer. McNish, twice a winner of the world famous endurance event, took second place for Audi, before going on to finish second overall in the FIA World Endurance Championship.

Earlier in the year McNish had headed statewide and finished second in the Daytona 24 Hours, with fellow Scot Ryan Dalziel among his team-mates. However the top British driver on that day was Englishman Justin Wilson, also an ex-F1 racer, who celebrated victory.

INDYCAR
Four-time IndyCar Series champion Dario Franchitti won America’s most famous motor race, the Indianapolis 500, for the third time in 2012. The Scot, who is the most successful ever British driver in US open-wheel racing, dedicated his victory to the late Englishman Dan Wheldon, who had sensationally won the race for the second time a year earlier.

RALLYING
Walshman and MSA Team UK member Elfyn Evans became the first Briton to win a world title in rallying since 2004 when he was crowned WRC Academy Cup champion following four consecutive event wins. Evans now has the choice between a prize drive in a two-wheel-drive car on an 13 rounds of next year’s world championship or a five-event campaign in a four-wheel-drive W2000 car.

Follow Team UK driver John MacCormack and national squad graduate Alastair Fisher also enjoyed strong seasons in the WRC Academy, with the latter winning the opening round in Portugal.

KARTING
Ben Barwick was crowned CIK-FIA European F4 Cup Champion following the final round at Lincolnshire’s PFI International in May, despite it being his debut year in the senior class. He later capped his stunning season by leading the MSA British Kart Championship title.

There was further British success at PFI for George Russell, who became the first kart racer ever to win the CIK-FIA European F3 Championship two years in a row. Russell, a former MSA British Cadet Kart Champion, was also a race winner in the CIK-FIA Karter Academy Trophy, a world championship for 13- to 15-year-old karters.

The year ended with Henry Easthope becoming the third British karter in a row to win the CIK-FIA U18 World Kart Championship, succeeding Matthew Graham (2011) and Jake Dennis (2010).
Motor sport continues to thrive in England, as evidenced by the pull-out figures on this page. Uniquely among the home countries, England is represented by multiple MSA Regional Associations, with a total of 10 across the country. There is therefore great variety in regional reports but a common thread is that 2012 has been a reasonably stable year.

Some groups such as the Association of North Western Car Clubs have noted that competitors appear to be seeking more cost-effective disciplines in which to compete, resulting in increased entries for the AutoSOLOs, Car Trials and Hill Climbs. The Association of South Eastern Motor Clubs has reported an increase in member clubs, reflecting an overall rise in the number of English MSA club registrations. ASEMC adds a cautionary note that finding suitable event venues can prove to be a problem. Despite this it has opened a new Cross Country venue and is working towards securing locations for Autotest and Rally use.

The Association of South Western Motor Clubs has bolstered its safety infrastructure by purchasing an additional Rescue Unit, while the Association of Northern Car Clubs received a record number of attendees at its annual marshals’ training days. The ANCC also reported that Karting and Rallying remain particularly buoyant in the North.

The Association of North East & Cumbrian Car Clubs has also enjoyed a well-supported and hard-fought rallying scene this year, with further positive news being that a number of the Association’s clubs have grown their memberships. Motor sport is also in good health on the Isle of Man and the Channel Islands, where a variety of disciplines from rallying and karting to sprinting, hill climbing and even sand racing continue to prosper.

One of the standout moments for Northern Irish motor sport in 2012 was Scarvagh’s Will Buller producing the drive of the GP3 season, carving his way through the field to win from the back of the grid shortly before the Formula 1 British Grand Prix got underway.

There was added success for Northern Ireland’s young rally talent, with Enniskillen’s Marshall Clarke co-driving Irishman Keith Croinin to the MSA British Rally Championship title. The country also has a strong Autotest heritage and in 2012 Steven Ferguson, from County Tyrone, dominated the MSA British Championship for the second consecutive year.

Meanwhile the Carryduff Forklift MSA Northern Ireland Rally Championship went down to the wire, with Derek McGarrity and co-driver James McKee taking the title with victory on the season-closing Bushwhacker Rally, which attracted 91 entries.

The Association of Northern Ireland Car Clubs also enjoyed a good year. The Sprint discipline was particularly buoyant, with over 180 entries for the MSA British Championship round at Kirkistown. Hill Climb entries also rose in 2012.

Another positive season for the 500 MRCI, which promotes all racing in Northern Ireland, included the introduction of a Fiesta Challenge series and strong support from Republic of Ireland competitors.

The 2 & 4 Wheels Motorsport Steering Group, a body that represents the interests of all forms of motor sport in Northern Ireland, has been working with the Department for Regional Development on proposed amendments to the Road Races Act to allow closed road motor sport to continue. 2 & 4 Wheels is also confident that an application to Sport Northern Ireland for funding under the Performance Focus 2013-17 initiative will be successful following productive meetings to date.

The Motorsport Marshalling Partnership continues to go from strength to strength. The group supports all motor sport disciplines and manages a series of successful training sessions and open forums aimed at bringing forward new ideas. The marshal reward scheme continues, while the British Motor Sport Training Trust provides welcome support.
Once again, the highlight of motor sport in the principality this year was Wales Rally GB, the UK’s round of the FIA World Rally Championship. The event marked the 80th anniversary of Britain’s premier rally, with Finn Jari-Matti Latvala entertaining spectators across Wales en route to victory.

The event also paid tribute to the late Welsh co-driver Gareth Roberts, who tragically succumbed to injuries sustained in an accident on the Targa Florio in Italy earlier this year. The Croeso Trophy is now awarded to the top all-Welsh crew on Wales Rally GB, with Sara Williams and Patrick Walsh becoming the first recipients in 2012.

Rally GB will return to Wales in 2013 thanks to the on-going support of the Welsh Government, which has pledged to integrate the event further into the country.

Welsh motor sport fans had further cause for celebration this season when 23-year-old Elfyn Evans, from Powys, won the WRC Academy Cup. A member of the MSA Team UK national squad of elite drivers, Evans took the title in France with his fourth consecutive victory.

Meanwhile at national level Llandudno’s Matt Edwards was crowned Pirelli MSA Welsh Rally Champion with one round to spare.

The wider Welsh motor sport scene has also fared well in 2012. The Welsh Association of Motor Clubs reported a strong year, with championship registrations holding up in spite of the prevailing economic conditions and some championships even recording a rise in entries.

WAMC’s relationship with Sport Wales has continued to yield financial support for some promising young Welsh competitors such as 18-year-old Matt Parry, who dominated the 2012 Dunlop InterSteps Championship, and 19-year-old Jake Rattenbury, who contested the Avon Tyres British GT Championship.

Wales

Scottish motor sport included an impressive second Formula 1 season for Force India driver Paul di Resta, who scored a number of points finishes. Meanwhile his cousin Dario Franchitti, the most successful British driver in US motor sport history, won the world famous Indianapolis 500 for the third time.

Sportscar legend Allan McNish and fellow Scot Ryan Dalziel also flew the Saltire stateside with second place in January’s 24 Hours of Daytonas. McNish went on to finish second overall in the Le Mans 24 Hours and FIA World Endurance Championship, while Dalziel won the LMP2 class world title and the LMPC category at Petit Le Mans in October.

Olympic cyclist Sir Chris Hoy MBE was on hand to support Edinburgh’s Gordon Shedden at Knockhill in August. It was the 20th anniversary of the championship’s first visit to the Fife circuit and was thus attended by every living Scottish driver bar one to have graced the BTCC grid. Shedden went on to win his first title in the season finale at Brands Hatch.

In rallying, MSA Team UK driver John MacConnie secured his maiden podium finish in the WRC Academy Cup, while former MSA British Rally Champion David Bogie and his co-driver Kevin Rae won the MSA Scottish Rally Championship for the fourth time.

Scottish motor sport continues to support young talent, the highlight being a six-event Junior 1000 Estate Challenge for 14- to 17-year-old rally drivers. There has also been generous support from Royal Aero, which has provided £120 towards the entry fees of all junior drivers in every event of the main Scottish championship.

Sports and Hill Climbs have been growth disciplines in 2012 and Doune, one of three Scottish Hill Climb venues, has been resurfaced with support from the MSA Club Development Fund.

A key development in 2012 has been the creation of Scottish Motor Sports (SMS). Comprising the Scottish Association of Car Clubs (on behalf of the MSA), the Scottish Auto Cycle Union and others, the group is working towards achieving recognition by the Scottish Government of motor sport and its impact on Scotland’s heritage.

Scotland

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**PUBLIC AFFAIRS**

**THE MSA’S CAMPAIGN TO BRING CLOSED ROAD MOTOR SPORT BACK TO MAINLAND BRITAIN WAS THE CORNERSTONE OF THE GOVERNING BODY’S EXTENSIVE WORK IN WESTMINSTER THROUGHOUT 2012**

**CLOSED ROADS**

Despite its prevalence throughout Europe, closed road motor sport in Britain is currently limited to just three events due to the fact that a costly Act of Parliament is required to suspend the Road Traffic Act before such an event can take place. The MSA is therefore seeking a change in the law to allow local authorities to close roads temporarily without needing to take such action.

In 2012 the MSA appointed leading Public Affairs agency Portland to assist the campaign with a strategy of grassroots campaigning combined with targeted Westminster activity and media relations. The MSA hopes that the required change in the law will be delivered within the lifetime of this Parliament, and it is anticipated that a public consultation will take place in spring 2013.

Research commissioned by the MSA and conducted by the Sport Industry Research Centre at Sheffield Hallam University has shown that a closed road motor sport event could generate up to £1 million for the hosting community.

**BRITISH GRAND PRIX**

As the flagship event of British motor racing, the British Grand Prix continues to provide a strong platform from which the MSA can engage with politicians to widen their knowledge of the domestic sport in terms of its contribution to local communities and the wider UK economy. The MSA was therefore delighted to host a number of parliamentarians at Silverstone, including three Secretaries of State and several Lords and MPs from across the political spectrum.

**NATIONAL MOTORSPORT WEEK**

The MSA enjoys a strong relationship with a number of prominent MPs, Ministers and Secretaries of State but visited the House of Commons during July’s National Motorsport Week to give a wider selection of MPs a greater understanding of the sport. The unique simulator event was support by F1 personality David Coulthard, attracting a total of 53 MPs from across the three main parties to take part. Conservative MP Alec Shelbrooke set the benchmark time of 1 minute 49.2 seconds around a virtual Silverstone.

Furthermore, 16 MPs from four political parties signed the following early day motion:

> “That this House welcomes National Motorsport Week, which is running from 2 to 8 July 2012; recognises the importance of the motorsport industry to the UK, supporting 40,000 employees and providing £6 billion of turnover for the UK economy; notes the pre-eminent position enjoyed by the UK within international motorsport and the success of British drivers around the world; further recognises the important role that motorsport can play in facilitating advanced technology transfer to the road vehicle market and high performance engineering sector; and further welcomes the ongoing efforts of the Motor Sports Association to use motorsport events to have a positive impact on local economies and effectively communicate road safety messages.”

**DEVOLVED ADMINISTRATION**

The Scottish four- and two-wheel motor sport communities have come together under the Scottish Motor Sports (SMS) banner to ensure that the sport takes its rightful place at the top table of Scottish sporting endeavour and achievement. The key development in Wales during 2012 was the conclusion of a new deal with the Welsh Government that secured Wales Rally GB, the UK’s round of the FIA World Rally Championship, for a further year in 2013. The administration has pledged £1.4 million pounds’ worth of support for next year’s November event, which will once again take top-level world motor sport – and substantial economic benefit – to communities right across the principality.

The interests of motor sport – both two- and four-wheel – in Northern Ireland continue to be managed successfully by the 2 & 4 Wheels Motorsport Steering Group, a long-established organisation that gives all branches of the sport a unified voice when communicating with government. In 2012 the group engaged with the Department for Regional Development on the issue of closed road motor sport and also lodged an application with Sport Northern Ireland for funding under the Performance Focus 2013-17 initiative.
PUBLIC RELATIONS

THE MSA'S COMMUNICATIONS UTILISE PRINT, ELECTRONIC AND BROADCAST MEDIA TO PROMOTE THE GOVERNING BODY’S WORK AND KEEP ITS MEMBERSHIP UP TO DATE WITH PERTINENT INFORMATION FROM THE WORLD OF UK MOTOR SPORT

MSA MAGAZINE

The MSA’s flagship publication remains its quarterly printed magazine, which is sent directly to all MSA competition licence holders, volunteers, registered clubs and industry contacts, bringing the print-run to approximately 44,000.

Edited by former Autosport deputy editor Gemma Briggs, the magazine contains news and features on the people, places, events and cars of UK motor sport, as well as details of incoming regulation changes. The magazine is produced by Think Publishing and distributed free to all MSA members.

MSA NEWS

The MSA supplements its quarterly magazine with a monthly electronic newsletter, which is sent to everybody on the MSA database plus additional industry and media contacts, totalling approximately 90,000. The newsletter contains both MSA and general British motor sport news, as well as technical updates, championship reports and profiles of both staff and committee members.

MSA CHAMPIONSHIPS UPDATE

Each Monday throughout the season the MSA compiles reports from the previous weekend’s MSA British and National Championship rounds. These are emailed directly to over 1,000 contacts, primarily comprising journalists and championship organisers. The reports are also uploaded to the MSA website and are collated in shortened form in MSA News.

PRESS RELEASES

In 2012 the MSA publicised its work and announced any significant developments via more than 30 press releases, which were sent to almost 1,500 individual contacts consisting principally of journalists but also including registered clubs and committee members.

ONLINE

In 2012 the MSA re-launched the website of its grass roots participation campaign, GoMotorsport.net. The new site was developed by MSO.net, which has also been engaged to overhaul www.msauk.org, the main MSA website, in the coming year.

The MSA has an expanding social media presence, with over 3,000 followers on Twitter and more than 1600 ‘likes’ on Facebook. These channels are primarily used to announce news from the governing body, taking into account the fact that social media is now a primary news source, and also to engage with members in order to develop stronger relationships.

BROADCAST

The MSA’s retained public relations agency, MPA Creative, secured a number of television and radio opportunities throughout the year. This included F1 personality David Coulthard’s appearances on the Today programme, Radio 1, Five Live, BBC Radio Scotland and numerous regional BBC stations in support of National Motorsport Week.

Further broadcasts included a BBC F1 feature about Formula Ford that incorporated MSA Academy activities, as well as pieces on Sky Sports News about how to get into karting and rallying.
NIGHT OF CHAMPIONS

Broadcaster Steve Rider returned as Master of Ceremonies, while Graham Stoker, FIA Deputy President for Sport, joined Alan Gow, MSA Chairman, in handing out the champions’ silverware. In total 22 championship trophies were awarded, covering all of the main motor sport disciplines from karting and circuit racing to rallying, trials and more.

These presentations preceded a series of special awards. Carolynn Hoy, founder of the karting series Formula Kart Stars, took to the stage to receive the BWRDC Lord Wakefield Trophy, which recognises outstanding female achievement in the sport. Graham Sharp and Derek Walters, respectively the founder and director of the MSA’s educational partner Racing Steps Foundation, then collected the Sir Malcolm Campbell Memorial Trophy, presented in honour of excellence within motor sport by a British group or individual.

The MSA Club and Marshal of the Year awards, sponsored by the MSA’s insurance broker JLT, were handed to Omagh Motor Club and Andrew Holley. Omagh MC was recognised for its productive engagement with councillors and the Northern Ireland Assembly, as well as for its support of National Motorsport Week. Meanwhile Holley was lauded for transforming the British Motor Racing Marshals’ Club’s training programme in the North East, and for his excellent work as a trusted and valued post chief and MSA International Training Team member.

Former Motorsport News reporter – now evo magazine sub-editor – Dan McCalla took a break from reporting on the Rallye de Monte Carlo to receive the Renault MSA Young Motor Sport Journalist of the Year Award, while freelance F1 and automotive photographer Dom Romney collected the Renault MSA Young Motor Sport Photographer of the Year prize for the second time.

The RSF MSA Young Driver of the Year award is presented each year to one outstanding member of the MSA Academy’s AASE programme. Josh Webster, now a Team UK member, became the latest recipient after a strong season both on-track in Formula Renault BARC and in the classroom as an MSA Apprentice.

Awarded for the first time was the FIA Outstanding Official of the Year trophy, which went to Northern Ireland marshal Barry O’Neill, who a year earlier had stepped onto the same stage to receive his JLT MSA Marshal of the Year accolade.

Only one piece of silverware was not presented during the ceremony: the Hawthorn Memorial Trophy, awarded annually to the highest placed British or Commonwealth driver in the previous year’s Formula 1 World Drivers’ Championship. At July’s British GP, MSA Chairman Alan Gow presented the award to Jenson Button, who finished second overall in 2011 after three wins and a dozen podium finishes.

The Night of Champions is the prestigious occasion on which the MSA’s British title winners are honoured. Once again this year’s event was held in January at the Royal Automobile Club, Pall Mall, London.
### Licence and Event Statistics

**Licence figures by discipline**

<table>
<thead>
<tr>
<th>Discipline</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Race</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>International</td>
<td>1,552</td>
<td>1,587</td>
<td>1,436</td>
<td>1,391</td>
<td>1,360</td>
</tr>
<tr>
<td>National A</td>
<td>3,627</td>
<td>3,679</td>
<td>3,761</td>
<td>3,904</td>
<td>4,122</td>
</tr>
<tr>
<td>National B</td>
<td>4,388</td>
<td>4,571</td>
<td>4,424</td>
<td>4,485</td>
<td>4,464</td>
</tr>
<tr>
<td>International Historic</td>
<td>432</td>
<td>447</td>
<td>396</td>
<td>394</td>
<td>357</td>
</tr>
<tr>
<td>Truck</td>
<td>31</td>
<td>29</td>
<td>29</td>
<td>34</td>
<td>40</td>
</tr>
<tr>
<td><strong>Total Race</strong></td>
<td>9,920</td>
<td>10,313</td>
<td>10,046</td>
<td>10,228</td>
<td>10,343</td>
</tr>
<tr>
<td><strong>Kart</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>International</td>
<td>217</td>
<td>246</td>
<td>218</td>
<td>219</td>
<td>204</td>
</tr>
<tr>
<td>National A</td>
<td>2,749</td>
<td>2,474</td>
<td>2,222</td>
<td>2,026</td>
<td>1,922</td>
</tr>
<tr>
<td>National B and Clubman</td>
<td>1,724</td>
<td>2,106</td>
<td>2,310</td>
<td>2,364</td>
<td>2,394</td>
</tr>
<tr>
<td><strong>Total Kart</strong></td>
<td>4,690</td>
<td>4,826</td>
<td>4,750</td>
<td>4,609</td>
<td>4,520</td>
</tr>
<tr>
<td><strong>Rally</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>International</td>
<td>506</td>
<td>475</td>
<td>408</td>
<td>350</td>
<td>301</td>
</tr>
<tr>
<td>National A</td>
<td>2,933</td>
<td>2,331</td>
<td>2,134</td>
<td>2,119</td>
<td>2,059</td>
</tr>
<tr>
<td>National B</td>
<td>4,719</td>
<td>4,647</td>
<td>4,467</td>
<td>4,202</td>
<td>4,005</td>
</tr>
<tr>
<td>Navigator</td>
<td>1,541</td>
<td>1,519</td>
<td>1,368</td>
<td>1,229</td>
<td>1,081</td>
</tr>
<tr>
<td>International Historic</td>
<td>20</td>
<td>21</td>
<td>15</td>
<td>19</td>
<td>15</td>
</tr>
<tr>
<td><strong>Total Rally</strong></td>
<td>9,119</td>
<td>8,953</td>
<td>8,382</td>
<td>7,919</td>
<td>7,461</td>
</tr>
<tr>
<td><strong>Speed</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>International</td>
<td>37</td>
<td>36</td>
<td>34</td>
<td>31</td>
<td>34</td>
</tr>
<tr>
<td>National A</td>
<td>1,743</td>
<td>1,679</td>
<td>1,575</td>
<td>1,533</td>
<td>1,502</td>
</tr>
<tr>
<td><strong>Total Speed</strong></td>
<td>1,780</td>
<td>1,715</td>
<td>1,609</td>
<td>1,564</td>
<td>1,536</td>
</tr>
<tr>
<td><strong>Off-Road</strong></td>
<td>105</td>
<td>12</td>
<td>108</td>
<td>102</td>
<td>96</td>
</tr>
<tr>
<td><strong>Non-Race Nat B</strong></td>
<td>5,704</td>
<td>5,995</td>
<td>6,019</td>
<td>6,004</td>
<td>6,034</td>
</tr>
<tr>
<td>Clubman</td>
<td>1,105</td>
<td>1,058</td>
<td>999</td>
<td>1,208</td>
<td>1,193</td>
</tr>
<tr>
<td><strong>Entrant</strong></td>
<td>160</td>
<td>236</td>
<td>223</td>
<td>229</td>
<td>242</td>
</tr>
<tr>
<td><strong>Total Licences</strong></td>
<td>32,603</td>
<td>33,257</td>
<td>32,146</td>
<td>31,913</td>
<td>31,827</td>
</tr>
</tbody>
</table>

**Number of events by discipline**

<table>
<thead>
<tr>
<th>Discipline</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>
<th>2011</th>
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<tbody>
<tr>
<td>Autotest</td>
<td>504</td>
<td>505</td>
<td>502</td>
<td>507</td>
<td>509</td>
<td>561</td>
<td>514</td>
<td>595</td>
<td>584</td>
<td>744</td>
</tr>
<tr>
<td>Auto/Rallycross</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>
<td>63</td>
</tr>
<tr>
<td>Cross Country</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>1,296</td>
<td>1,211</td>
<td>1,268</td>
</tr>
<tr>
<td>Race</td>
<td>333</td>
<td>330</td>
<td>326</td>
<td>321</td>
<td>308</td>
<td>302</td>
<td>310</td>
<td>307</td>
<td>313</td>
<td>333</td>
</tr>
<tr>
<td>Rallies</td>
<td>1,016</td>
<td>1,044</td>
<td>1,021</td>
<td>991</td>
<td>984</td>
<td>982</td>
<td>932</td>
<td>912</td>
<td>868</td>
<td>887</td>
</tr>
<tr>
<td>Trials</td>
<td>189</td>
<td>200</td>
<td>206</td>
<td>211</td>
<td>219</td>
<td>204</td>
<td>243</td>
<td>242</td>
<td>262</td>
<td>217</td>
</tr>
<tr>
<td>Kart</td>
<td>473</td>
<td>505</td>
<td>486</td>
<td>446</td>
<td>407</td>
<td>460</td>
<td>456</td>
<td>465</td>
<td>439</td>
<td>448</td>
</tr>
<tr>
<td>Exempt</td>
<td>915</td>
<td>862</td>
<td>898</td>
<td>916</td>
<td>765</td>
<td>778</td>
<td>729</td>
<td>766</td>
<td>801</td>
<td>826</td>
</tr>
<tr>
<td><strong>TOTAL EVENTS</strong></td>
<td>4,870</td>
<td>4,968</td>
<td>5,011</td>
<td>5,038</td>
<td>4,993</td>
<td>4,993</td>
<td>4,882</td>
<td>5,054</td>
<td>4,988</td>
<td>5,120</td>
</tr>
<tr>
<td><strong>TOTAL ENTRIES</strong></td>
<td>157,276</td>
<td>162,051</td>
<td>159,383</td>
<td>158,815</td>
<td>153,333</td>
<td>153,808</td>
<td>155,729</td>
<td>147,384</td>
<td>143,899</td>
<td>144,046</td>
</tr>
</tbody>
</table>
INCOME AND OPERATING RESULTS BY PRINCIPAL ACTIVITY

An analysis by principal activity for the Group is shown below:

<table>
<thead>
<tr>
<th>The Royal Automobile Club</th>
<th>International Motor Sports Ltd</th>
<th>British Grand Prix Ltd</th>
<th>2011 Total</th>
<th>2010 Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>£</td>
<td>£</td>
<td>£</td>
<td>£</td>
<td>£</td>
</tr>
<tr>
<td>Group income</td>
<td></td>
<td></td>
<td>4,290,468</td>
<td>4,290,468</td>
</tr>
<tr>
<td>Governance of motor sports</td>
<td>-</td>
<td>3,309,721</td>
<td>253,655</td>
<td>3,563,376</td>
</tr>
<tr>
<td>Event promotion and commercial activities</td>
<td>-</td>
<td>3,309,721</td>
<td>253,655</td>
<td>3,563,376</td>
</tr>
<tr>
<td>Net total</td>
<td>4,290,468</td>
<td>3,309,721</td>
<td>253,655</td>
<td>7,853,844</td>
</tr>
<tr>
<td>Expenditure</td>
<td></td>
<td></td>
<td></td>
<td>4,102,592</td>
</tr>
<tr>
<td>Staff costs</td>
<td>1,582,520</td>
<td>435,803</td>
<td>-</td>
<td>2,018,323</td>
</tr>
<tr>
<td>Other administration expenses</td>
<td>2,622,778</td>
<td>2,593,541</td>
<td>255,742</td>
<td>5,472,061</td>
</tr>
<tr>
<td>Gift-aid charitable donation*</td>
<td>200,000</td>
<td>-</td>
<td>200,000</td>
<td>-</td>
</tr>
<tr>
<td>Operating surplus/ (deficit)</td>
<td>1,415,261</td>
<td>2,483,577</td>
<td>253,655</td>
<td>7,435,393</td>
</tr>
<tr>
<td>Other finance charge</td>
<td>230,324</td>
<td>27,263</td>
<td>-</td>
<td>257,587</td>
</tr>
<tr>
<td>Interest receivable and similar income</td>
<td>131,494</td>
<td>260,497</td>
<td>253,655</td>
<td>7,690,384</td>
</tr>
<tr>
<td>Surplus/ (deficit) for the year before taxation</td>
<td>100,624</td>
<td>246,197</td>
<td>(2,087)</td>
<td>338,606</td>
</tr>
</tbody>
</table>

*Donation made to British Motor Sports Training Trust

NET ASSETS EMPLOYED BY PRINCIPAL ACTIVITY

<table>
<thead>
<tr>
<th>Fixed assets</th>
<th>Current assets</th>
<th>Net current assets</th>
<th>Net assets employed</th>
</tr>
</thead>
<tbody>
<tr>
<td>£</td>
<td>£</td>
<td>£</td>
<td>£</td>
</tr>
<tr>
<td>Tangible assets</td>
<td>1,748,556</td>
<td>80,928</td>
<td>1,829,484</td>
</tr>
<tr>
<td>Current assets</td>
<td>10,204,713</td>
<td>1,512,950</td>
<td>11,821,663</td>
</tr>
<tr>
<td>Net current assets</td>
<td>9,956,052</td>
<td>934,575</td>
<td>10,890,627</td>
</tr>
<tr>
<td>Net assets employed</td>
<td>7,714,908</td>
<td>934,575</td>
<td>8,649,483</td>
</tr>
</tbody>
</table>

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

GROUP BALANCE SHEET

As at 31 December 2011

<table>
<thead>
<tr>
<th>FIXED ASSETS</th>
<th>£</th>
<th>CURRENT ASSETS</th>
<th>£</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tangible assets</td>
<td>1,829,484</td>
<td>Blocks</td>
<td>10,916</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Debtors</td>
<td>554,140</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Investments</td>
<td>10,006,109</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cash at bank and in hand</td>
<td>1,086,067</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL ASSETS LESS CURRENT LIABILITIES</td>
<td>8,582,564</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Creditors due in more than one year</td>
<td>25,889</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Net current assets</td>
<td>6,753,060</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL ASSETS</td>
<td>8,808,453</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Net current assets</td>
<td>8,808,453</td>
</tr>
<tr>
<td>PROPERTY AND EQUITY</td>
<td>£</td>
<td>CAPITAL AND RESERVES</td>
<td>£</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Income and expenditure account</td>
<td>8,710,009</td>
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<tr>
<td></td>
<td></td>
<td>Property revaluation reserve</td>
<td>94,689</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Net Pension assets</td>
<td>196,245</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Net assets including pension liability</td>
<td>8,804,698</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Net assets</td>
<td>8,804,698</td>
</tr>
</tbody>
</table>

FIVE YEAR GROUP RESULTS

<table>
<thead>
<tr>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Group Income</td>
<td>7,673,528</td>
<td>8,028,957</td>
<td>8,199,874</td>
<td>7,775,326</td>
</tr>
<tr>
<td>Operating surplus before gift-aid donation &amp; deficit on impairment in current asset investment</td>
<td>838,231</td>
<td>148,786</td>
<td>265,010</td>
<td>267,662</td>
</tr>
<tr>
<td>Gift-aid charitable donation</td>
<td>(922,752)</td>
<td>(503,003)</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Operating (deficit)/surplus for the year</td>
<td>5,479</td>
<td>(151,274)</td>
<td>265,010</td>
<td>267,662</td>
</tr>
<tr>
<td>Share of profits/(losses) of joint ventures</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Write back/(deficit) on impairment in current asset investment and loss on disposal</td>
<td>-</td>
<td>(25,855)</td>
<td>(60,000)</td>
<td>(25,446)</td>
</tr>
<tr>
<td>Other finance charge</td>
<td>(10,000)</td>
<td>42,000</td>
<td>(80,000)</td>
<td>(7,000)</td>
</tr>
<tr>
<td>Interest receivables</td>
<td>512,686</td>
<td>500,841</td>
<td>141,494</td>
<td>191,374</td>
</tr>
<tr>
<td>Surplus for the year before taxation</td>
<td>508,165</td>
<td>365,772</td>
<td>345,694</td>
<td>478,082</td>
</tr>
<tr>
<td>Tax charge on the surplus for the year</td>
<td>(147,122)</td>
<td>(114,329)</td>
<td>(93,518)</td>
<td>(93,518)</td>
</tr>
<tr>
<td>Surplus for the year after taxation</td>
<td>361,043</td>
<td>251,443</td>
<td>252,466</td>
<td>354,759</td>
</tr>
<tr>
<td>Recognised in the STRGL</td>
<td>889,443</td>
<td>147,493</td>
<td>(689,534)</td>
<td>542,099</td>
</tr>
<tr>
<td>Net Group assets brought forward</td>
<td>7,900,186</td>
<td>8,785,629</td>
<td>8,936,672</td>
<td>8,348,138</td>
</tr>
<tr>
<td>Net Group assets carried forward</td>
<td>8,789,629</td>
<td>8,936,672</td>
<td>8,348,138</td>
<td>8,890,237</td>
</tr>
</tbody>
</table>
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 2011.

DIRECTORS

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

A J Cruise – Chairman
N E M Moffitt
C N Hilton – Chief Executive
R K Parkin
S A Broxson OBE – Senior Independent Director
T F G Parves (appointed 1.1.2011)
D J Garbutt
A Scott Andrews
B P Cousins
M J Sonas
D K Gangahar – Finance Director
N A Whately
S R Jones – General Secretary

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 (“IMSL”) 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

I am pleased to report that the Group has delivered another excellent financial performance. Our investment returns and budget controls have realised a substantial improvement in profitability. The surplus before tax and gift aid donation was £637,047 (2010: £478,082), an increase of 33% over 2010.

We remain committed to the highest standards of corporate governance and recognise that good governance helps to deliver our strategy and safeguard the long term interests of our stakeholders. The MSA Board is responsible for the leadership, strategic direction and overall management of the Group. The Board has delegated responsibility for the management to the Executive Team. The Executive Team is accountable for operations and risk management on a day to day basis. The non-executive directors are appointed to bring their individual expertise and independent view to support and challenge the Executive Team. They closely monitor management performance against agreed strategy and direction.

The Board is responsible for the strategy and the framework of governance and risk management. These include determining risk strategy, setting risk appetite and ensuring that risk is monitored and controlled effectively. 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 & investment returns, number of license holders and spectators at events organised by us.

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, operational and business plans.

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 contribution and heritage in motor sports.

We remain committed in implementing initiatives to increase greater sport participation and training our staff & volunteer officials.

2012 will be a challenging year with an increasing costs, difficult financial climate and the government’s austerity measures. We will strive to keep costs within budget and focus on maintaining a strong operation that delivers for our customers. The Board is optimistic that we can deliver similar results in 2012 whilst keeping a strong & liquid balance sheet.

GOING CONCERN

After making due enquiries, the Board is of the view that there is a reasonable expectation that the Company and the Group as a whole have adequate resources to continue in operational existence for the foreseeable future. The financial statements are prepared on that basis.

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 (2010 - 45 days) from the date of the invoice being issued.

CHARITABLE DONATIONS

During the year, the Group made a gift-aid charitable donation of £200,000 to British Motor Sports Training Trust (2010: £Nil). The Company also arranged for the donation of £350,000 to Motorsport Safety Fund, £111,800 to BEN and £2,000 to Henry Surtees Foundation (2010: £Nil).

The Board feels that the balance of the Motor Sports Council’s Special Fines Fund is adequate resources to continue in operational existence.

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 2011 were as follows:

Broad M J
Campbell H
Conce E
Darling W S
Hill R T
Jones S R
Loveidge P J
Moffitt N E H
Paine D
Purves T G
Redfern D
Sonas M
Tomley C

Auditors

Browson S A OBE
Carter D I
Cousins B P
Gove A J
Hilton C N
Kilbil A
Lyle I B M
Parks R K
Poblit P N
Rainier P
Scott Andrews A
Strangwell S M
Watson I
Wood J R

PHOTO CREDITS
