

**MSA**

MOTOR SPORTS  
ASSOCIATION  
UNITED KINGDOM

13

## 2013 Company Report

& 2012 Group Financial Statements



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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.

## Chairman's Message

While 2013 has undoubtedly been a year of change at the Motor Sports Association, the company has not deviated from its path of evolution as it constantly strives to improve and expand the role it plays as the governing body of UK motor sport.

After more than ten years at the helm, during which he was instrumental in the creation of a more modern and dynamic organisation, Colin Hilton retired as Chief Executive in May. The sport owes a great debt of gratitude to Colin for the way in which he kept a tight ship and exercised prudent control of the finances, an approach that has enabled the MSA to invest in the kind of development programmes that befit a modern day governing body.

Colin was succeeded by Nick Bunting who arrived in motor sport with a long track record of success, notably from the world of Rugby Union. Nick was quickly able to review the strategic opportunities for the MSA's future in such areas as participant development, championship structures, regulations and marketing and communications and he laid out the pathway for this transition. His work also identified that a specific style of leadership would be required for the future, so a mutual parting of the ways was then agreed, but we are grateful to Nick for his work and commitment during his tenure.

Throughout all this, I am delighted to report that the loyal team at Motor Sports House has never once wavered from their everyday purpose. The company is built on solid foundations with a huge amount of experience and expertise. It is continued testament to the staff, together with the dedication of committee members, volunteers, clubs and associations, that motor sport is incredibly resilient.

This resilience has also been demonstrated throughout the longest economic downturn in living memory. The statistics in this report show the last completed full year

to the end of 2012, and although few of the numbers are rising, the drop off across the board is significantly more modest than might have been expected in a sport such as ours. Of course, people are becoming more circumspect about where they spend their leisure pound and, as a sport, we have to ensure that we provide a product that people want to enjoy, at an appropriate price point.

The commitment that the MSA continues to demonstrate towards the development of the sport bears this out. There is no magic formula, but some of our member clubs that have started to really engage with the MSA for assistance and advice are seeing great benefits from making even small changes to their activities.

The MSA is always looking forward in order to ensure that it undertakes its role as National Governing Body to best effect. In this challenge, we look to the FIA as the world governing body of motor sport, but also around the UK sporting landscape to see how the successful modern day NGBs provide the leadership and direction to their own sports.

This publication is intended to offer a flavour of the activity undertaken in the past 12 months, but the nature of the sport and the organisation determines that it cannot hope to cover everything.

As Chairman, I continue to be proud of the work of the Motor Sports Association. To the staff I offer my congratulations; to those involved in making UK motor sport happen I offer my sincere thanks; and to everyone, I wish another exciting year of motor sport ahead.

*Alan J Gow*

Chairman  
Motor Sports Association

**The MSA is always looking forward in order to ensure that it undertakes its role as National Governing Body to best effect**

# 01 ABOUT THE MSA



# Functions & Remit

**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

The MSA enforces General Regulations to minimise risk and ensure a level playing field in UK motor sport. These regulations are evaluated and amended throughout the year by a number of Specialist Committees representing the various disciplines of the sport, and are ratified by the Motor Sports Council. Proposed regulation changes are subject to consultation.

## Motor Sports Council

The Motor Sports Council meets quarterly and predominantly comprises the Specialist Committee chairmen. The Council is led by the Chairman, who is joined by the MSA Chairman, MSA Chief Executive, and representatives of the Home Countries. Council decisions are passed to the MSA, as the Executive Body, for implementation and enforcement.

## MSA Yearbook

All MSA General Regulations are published annually in the *MSA Yearbook*, colloquially 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. A similar publication containing solely karting regulations is the *MSA Kart Race Yearbook*, known as the *Gold Book*.

## Judicial

The National Court adjudicates on breaches of the regulations and on appeals, including eligibility appeals. In addition, it holds investigatory inquiries. Further, the court is designated the National Court of Appeal for the purposes of the FIA International Sporting Code. Finally, it also hears anti-doping matters and arbitrations. The National Court considered almost 40 cases in 2013; more than £1,500 was collected in fines and over £7,000 in costs. National Court reports are published in *MSA* magazine.

## Event permitting

The MSA issues permits for thousands of 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. There are around 5,000 MSA-permitted events each year, to which well over 1,000 steward appointments are made.

## 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 with different eligibility requirements. The MSA issues international licences on behalf of the FIA.



## Volunteer Officials

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 thousands of MSA-registered volunteer officials and marshals, who undergo free 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.

## Route Authorisation

The MSA is empowered by the Department for Transport to authorise the use of public highways for motor sport in England and Wales. The MSA provides a team of regional route liaison officers who work with clubs, police authorities and National Parks on every road event using the public highway to minimise disruption and to ensure adherence to the Road Traffic Act. The MSA undertakes around 200 route authorisations per year.

## Track Licensing

Race, speed, kart and rallycross venues must be granted an MSA Track Licence in order to host MSA-permitted events; there are currently 117 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

The MSA and its broker, JLT Speciality Ltd, continue to ensure that the MSA insurance programme remains robust and adequate to protect the future of motor sport. The limit for liability claims has been raised to £60million, with a number of detailed enhancements made to both the liability and personal accident policies. That such comprehensive insurance is in place without any increase in cost other than RPI is testament to the effectiveness of the MSA's risk management programme.

## Anti-doping

Competitors must abide by MSA General Regulations, which includes a 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) enters their body, willingly 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 2013 MSA Coaches ran 10 on-event anti-doping seminars for competitors in championships and anti-doping education has also been delivered to competitors on the governing body's talent development scheme, the MSA Academy. In conjunction with UK Anti-Doping (UKAD) the MSA has performed anti-doping tests on competitors in three British championship events this year.

## Child Protection

The MSA takes its duty of care to young competitors extremely seriously. The MSA's U18 Policy can be found in the *MSA Yearbook* and on the MSA website. Championships that undertake practical measures to uphold the principles of this policy are designated MSA U18 Compliant.

## FIA Historic Technical Passports (HTPs)

To be eligible to compete in international historic motor sport, a vehicle must first be issued with an FIA HTP, which confirms its period specification. The MSA has now issued over 3,500 HTPs since the scheme was launched in 2005.

## International Motor Sports

International Motor Sports (IMS) is a wholly owned subsidiary of the MSA, created in 2001 to look after the governing body's commercial interests. IMS is responsible for the organisation of the UK's two flagship events – the Formula 1 British Grand Prix and the WRC Rally of Great Britain – and also runs the MSA Euroclassic and the UK-based MSA Spring Classic.

# Board & Staff

The MSA group maintains a staff of around 45 full-time employees and operates within the confines of budgetary control overseen by its Board of Directors. The MSA Board includes nominees from the Motor Sports Council, the Royal Automobile Club and also senior MSA Executives.

## MSA Board 2013

**Alan Gow**  
Chairman

**Rob Jones**  
MSA General Secretary & Acting Chief Executive

**Tony Scott Andrews**  
Motor Sports Council Chairman

**Sue Brownson OBE**  
Royal Automobile Club (passed away)

**Nick Bunting**  
Former MSA Chief Executive (retired)

**Dennis Carter**  
Motor Sports Council

**Ben Cussons**  
Royal Automobile Club

**Colin Hilton**  
Former MSA Chief Executive (retired)

**Danesh Gangahar**  
MSA Finance Director

**Tim Jackson**  
Non-Executive Director

**Nicky Moffitt**  
Motor Sports Council Vice Chairman & Regional Committee Chairman

**Rod Parkin**  
Motor Sports Council

**Tom Purves**  
Royal Automobile Club

**Mike Sones**  
Motor Sports Council

**Alan Gow**  
Chairman

**Andrew Coe**  
IMS Chief Executive

**Nick Bunting**  
Former MSA Chief Executive (retired)

**Ian Coomber**  
Non-Executive Director

**Colin Hilton**  
Former MSA Chief Executive (retired)

**Stephen Townley**  
Non-Executive Director



**Andrew Coe**

## The MSA – Senior Staff



**Rob Jones**  
General Secretary & Acting Chief Executive



**Sheila Barter**  
Executive Office Services Manager



**Ian Davis**  
Regional, Rallies & Cross Country Executive



**Allan Dean-Lewis MBE**  
Director of Training & Education



**Margaret Forrest**  
Assistant to the Chairman & Chief Executive



**Simon Fowler**  
Competitions & Clubs Manager



**Danesh Gangahar**  
Finance Director



**Cheryl Lynch**  
Race, Speed & Kart Executive



**John Ryan**  
Technical Executive



**John Symes**  
Technical Director



**Ben Taylor**  
Development & Communications Director



**Michael Wentworth**  
Licensing Manager



**Andrea Wren**  
Executive Administrator

# 02 *THE SPORT*



# Types of Motor Sport

## 1. AUTOCROSS

Autocross involves drivers competing against the clock on a grass track, usually in a lightly modified road car. Normally there are heats of three or four laps, a practice run and at least two timed runs, the best of which counts towards the results. While it is not a racing discipline there may be multiple cars on the course at any one time, depending on space and conditions.



## 2. AUTOTEST

Autotest is a timed test of handling skill and low-speed manoeuvrability. Drivers compete on courses marked out by plastic pylons or cones, and penalties are incurred for hitting cones, failing to stop on a line, or for taking the wrong route. AutoSOLO provides a simplified version for normal road cars.



## 3. CIRCUIT RACING

This is perhaps the most well known form of motor sport, with drivers going wheel-to-wheel around a track in a race to the chequered flag. Cars range from hatchbacks, saloons, sports cars and GTs to purpose-built single-seaters and even trucks. Events can include single or multiple races, plus practice sessions and qualifying to determine who starts where on the grid.



## 4. CROSS COUNTRY

Cross country involves competing on arduous off-road terrain, typically in four-wheel-drive vehicles. There are various sub-disciplines; top-level events, such as those in the MSA British championship, feature 10-mile timed 'runs', while Trials involve driving as far as possible along tricky 'sections' without stopping or hitting a 'gate'. There are more sub-disciplines for road-going vehicles.



## 5. DRAG RACING

Two cars line up side-by-side and race straight ahead to the finish line a quarter of a mile away. Top classes, such as Top Fuel and Pro Modified, feature extremely powerful machines that can accelerate to over 250mph in the distance. Other classes cover various performance levels, down to standard road cars in the 'Run What Ya Brung' category.



## 6. HILL CLIMB

The aim of hill climb is to complete a narrow, winding, uphill, point-to-point course as quickly as possible. Competitors are given practice runs and two competitive 'run-offs', with their best times counting in the final results. Hill climbing has been part of British motor sport since the early days and many famous drivers, including Sir Stirling Moss, have competed on the hills.



## 7. KARTING

Karting is like circuit racing but it uses smaller, specialised vehicles and is open to a wider age range. Karting usually takes place on short circuits, although there are more powerful superkarts that run on full-length tracks. Karting is split into four main categories: Cadet, Junior, Senior and Gearbox. Most events comprise practice, qualifying, heats and finals.



## 9. RALLYING

Stage rallying involves competing against the clock on closed 'special stages'. Road rallying, in its various forms, takes place on the public highway and entails maintaining a time schedule at an average speed of no more than 30mph. All rallying involves a co-driver or navigator, who aids the driver by reading the road ahead, using a map, road book or route instructions.



## 10. SPRINT

Sprint is a high-speed discipline in which drivers take turns to set a time around a lap of a race circuit or a point-to-point course, with the fastest times determining the results; competitors are given practice runs and usually you will get two runs against the clock. Sprint is a very diverse discipline, with vehicles ranging from near-standard road cars to F1-style single-seaters.



## 11. TRIALS

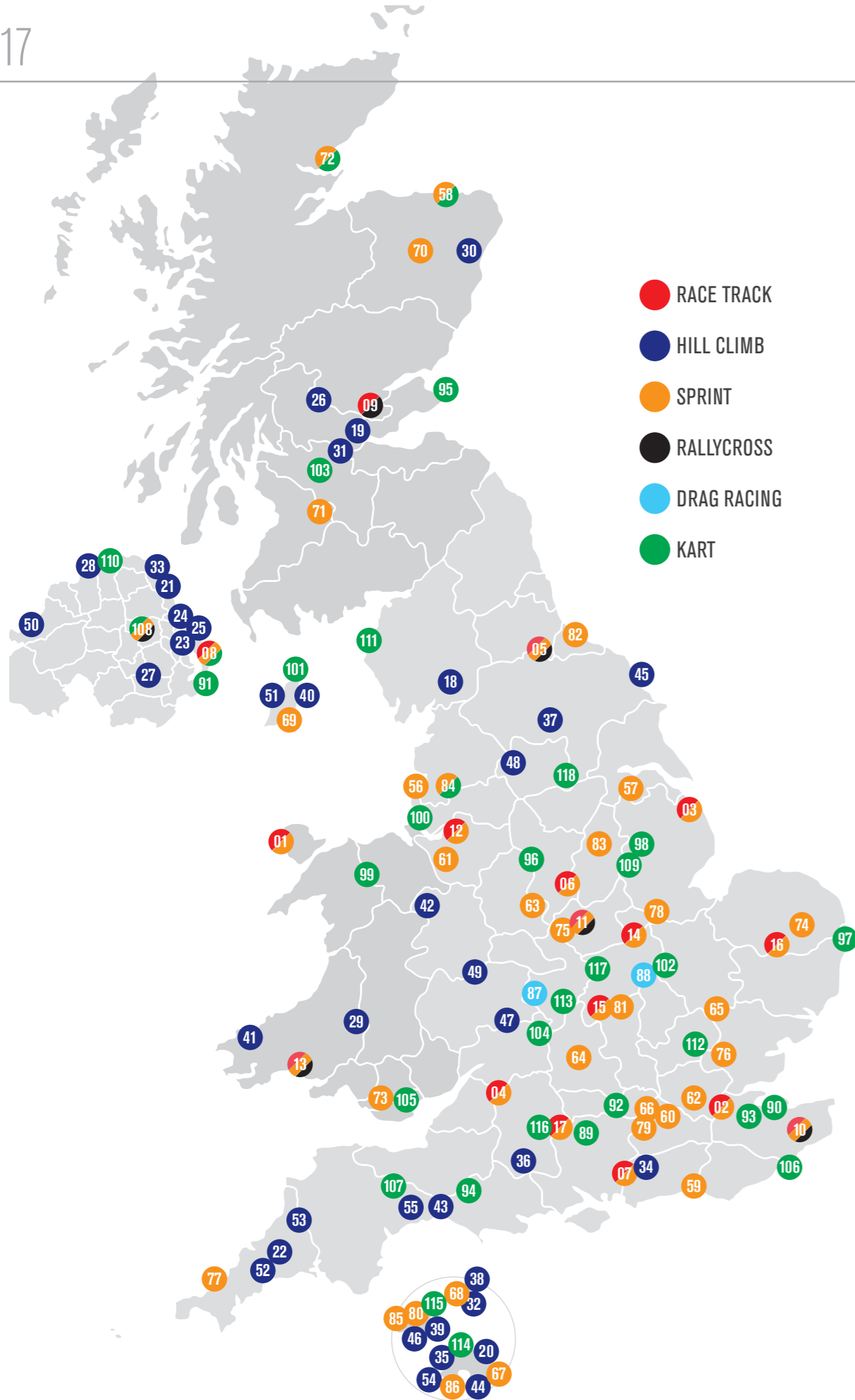
Trials is a low-speed but highly challenging discipline that is all about finding grip in order to progress as far as possible along a course laid out on a hill side. There are three main types of Trials: Car Trials, using road cars; Sporting Trials, with specialist machinery; and Classic Trials, the original form of the discipline using cars dating from as early as the 1930s, plus more modern vehicles.

## 8. RALLYCROSS

Rallycross combines circuit racing and rallying; up to eight cars at a time go wheel-to-wheel on a part-asphalt, part-gravel circuit. The races are usually short, lasting for around three minutes, so events often comprise up to 60 separate races. There are many classes, catering for everything from buggies to the powerful 'supercars' of the MSA British championship.







# LICENSED UK VENUES

01	●●	Anglesey Circuit /Trac Môn	41	●	Llys-y-Fran	81	●	Stowe
02	●●	Brands Hatch	42	●	Loton Park	82	●	Teesside Autodrome
03	●●	Cadwell Park	43	●	Manor Farm	83	●	Thoresby Park
04	●●	Castle Combe	44	●	Mount Bingham	84	●●	Three Sisters
05	●●●	Croft Circuit	45	●	Oliver's Mount	85	●	Vazon Bay Coast Road
06	●●	Donington Park	46	●	Petit Bot	86	●	Victoria Avenue
07	●●	Goodwood	47	●	Prescott	87	●	Shakespeare County Raceway
08	●●●	Kirkistown	48	●	Scammonden Dam	88	●	Santa Pod
09	●●	Knockhill	49	●	Shelsley Walsh	89	●	Barton Stacey
10	●●●	Lydden	50	●	Spamout	90	●	Bayford Meadows
11	●●●	Mallory Park	51	●	The Sloc	91	●	Bishopscourt
12	●●	Oulton Park	52	●	Tregrehan	92	●	Blackbushe
13	●●●	Pembrey Circuit	53	●	Werrington Park	93	●	Buckmore Park
14	●●	Rockingham Motor Speedway	54	●	Westmount Road	94	●	Clay Pigeon
15	●●	Silverstone	55	●	Wiscombe Park	95	●	Crail Raceway
16	●●	Snetterton Circuit	56	●	Aintree	96	●	Darley Moor
17	●●	Thruxton Circuit	57	●	Blyton	97	●	Ellough Park
18	●	Barbon Manor	58	●●	Boyndie Drome	98	●	Fulbeck
19	●	Bo'ness	59	●	Brighton	99	●	Glan y Gors Park
20	●	Bouley Bay	60	●	Brooklands	100	●	Hooton Park
21	●	Cairncastle	61	●	Cholmondeley	101	●	Jurby
22	●	Castle Hill	62	●	Crystal Palace	102	●	Kimbolton
23	●	Craigantlet	63	●	Curborough	103	●	Larkhall
24	●	Croft	64	●	Dalton Barracks	104	●	Little Rissington
25	●	Cultra	65	●	Debden Airfield	105	●	Llandow
26	●	Doune	66	●	Eelmoor	106	●	Lydd Raceway
27	●	Drumhorc Hills	67	●	Five Mile Road	107	●	Mansell Raceway
28	●	Eagles Rock	68	●	Fort Corblets	108	●●●	Nutts Corner
29	●	Epynt	69	●	Governor's Sprint	109	●	P.F. International
30	●	Fintray House	70	●	Grampian Transport Museum	110	●	Portstewart
31	●	Forrestburn	71	●	Kames Motorsport Complex	111	●	Rowrah
32	●	Fort Tourgis	72	●●	Littleferry	112	●	Rye House
33	●	Garron Point	73	●	Llandow Circuit	113	●	Shenington
34	●	Goodwood House	74	●	Lotus Test Track	114	●	Sorel Point
35	●	Greve de L'Ecq	75	●	MIRA	115	●	St. Sampsons
36	●	Gurston Down	76	●	North Weald	116	●	Thruxton Kart Centre
37	●	Harewood	77	●	RAF Portreath	117	●	Wilton Mill
38	●	Le Grand Val	78	●	RAF Wittering	118	●	Wombwell
39	●	Le Val des Terres	79	●	Rushmoor Arena			
40	●	Lhergy Frissell	80	●	St. Saviours			

Note: some race tracks host Superkart events

# Social Responsibility

*Motor sport is not just about cars and competition; despite common misconceptions, the sport can play an important role in society, not just in terms of the economy and high performance engineering, but also as a responsible member of communities across the country.*

## Education

The National Curriculum (and its equivalent in the home countries) requires that children are taught how to identify a risk and how to manage that risk. Risk Management is something that we do every day in motor sport, ensuring that the risks inherent in the sport are minimised to an acceptable level through regulations, technological development and training.

In 2013, the MSA launched 'The Grid' – a series of three interactive lesson plans for teachers at Key Stage 2 and 3, to assist the teaching of Risk Management in the classroom. Building on the lessons learned in motor sport, The Grid enables young people to discuss what a risk might look like, to assess its seriousness and to identify the tools that they possess that can help to manage the risk to a lower level.

The Grid's resources have been made available to schools and teachers free of charge through the website [www.thegridmsa.org](http://www.thegridmsa.org).

The MSA's Regional Development Officers have also built strong links with schools and colleges which has resulted in the use of motor sport

to engage students in a variety of subjects including Maths, Science, Engineering and Design & Technology. Race and rally cars are often taken into the educational establishment which allows the students to enjoy a fascinating hands-on experience.

***"It was wonderful to show how maths and mental arithmetic are a crucial part of such an exciting sport. Having the driver, co-driver and the car present really brought the session to life"***

**Catherine Purvis-Mawson, Framwellgate School**

## Road Safety

The MSA is committed to ensuring that motor sport makes a significant contribution to the Road Safety agenda, both by raising awareness and by providing a legitimate outlet for enjoyable fun in a motor car.

Young males aged between 16 and 24 continue to be massively over-represented in road accident and casualty statistics, and are notoriously difficult to reach with safety messages. Motor sport offers an exciting platform that can communicate key messages to these people, emphasising that there is a right time and place to drive competitively and it is not on the public highway. By drawing attention to the safety features of competition cars, the regulations governing events and the absence of other road users, we can effect a change of mindset in the young driver. We also see that high profile drivers can become excellent role models for responsible driving and have a great deal of credibility among the target demographic.

The MSA is a keen supporter of the FIA's international Action for Road Safety campaign, while many local motor clubs and associations work closely with their local authorities and emergency services to assist in the drive to reduce casualties on the country's road network.

## Careers

Britain'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, event management, hospitality, sports science and more.

## Environmental Responsibility

The MSA remains committed to creating a sustainable and responsible model for British motor sport. Primarily this is achieved through regulation, for example:

- There is a list of acceptable tyres for stage rallying, with treads that limit the damage caused to road surfaces
- Window film is mandated on stage rally cars to minimise the spread of glass if there is an accident
- Mud flaps are required on stage rally cars to keep displaced gravel on the road surface
- The mandatory use of spill kits at all events limits the potential environmental impact of spilt substances.

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 with the risk managed appropriately. Technologies developed within motor sport that yield environmental benefits include fuel management and energy recovery systems.

Venue operators are acutely aware of their environmental responsibilities and are actively minimising their environmental impact by recycling waste, disposing of tyres appropriately, using recycled materials wherever possible and using electronic communications.

This extends to teams as well. In 2013 Vodafone McLaren Mercedes became the first motor sport company to receive the FIA Institute's Environmental Award for the Achievement of Excellence, which is part of a broader initiative between the FIA and the FIA Institute aimed at evaluating and reducing the environmental impact of motor sport.

McLaren underwent a series of stringent assessments set out by FIA Institute's environmental experts. The Formula One team achieved the highest level through demonstrating a commitment to continual improvement and impressive environmental awareness throughout the entire organisation.

The FIA has also established an Alternative Energies Commission to investigate the advancement of alternative energies in motor sport. Lord Paul Drayson, former Minister for Science and Technology is a member; his Drayson Racing Technologies concern has developed the Lola Drayson B12/69 EV, an all-electric racing car which this year set a new FIA World Electric Land Speed Record for sub-999kg cars of 205.139mph.

## 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 the 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, and many of these companies have utilised the skills and expertise gained in the sporting context to service the needs of other sectors, such as Defence, Aerospace, Transport and Health industries.

Technologies developed in the world of Formula 1, such as Kinetic Energy Recovery Systems (KERS), are now benefitting the wider transport industry. When developing its KERS in 2008, the Williams F1 team established Williams Hybrid Power to pursue a flywheel solution, with a belief in the technology's wider applications. The company has subsequently adapted its system for use in buses, trams and trains construction vehicles, as well as cars.

Similarly the McLaren Group includes McLaren Applied Technologies, which aims to develop ground-breaking solutions across sport, medicine, biomechanics and entertainment. For example MAT has worked on equipment for other sports such as cycling, rowing, canoeing, sailing, bobsleigh and skeleton. McLaren Electronics software is used in the intensive care ward of Birmingham Children's Hospital, and MAT also has a partnership with GlaxoSmithKline to monitor patients on clinical trials.



# 03 *DEVELOPMENT*





# MSA Academy



The MSA Academy is a talent development pathway that equips the UK's most promising young drivers with the knowledge, skills and attitude needed to maximise their abilities



## Team UK

Team UK is a national squad of potentially elite drivers who are hand-picked to receive one-on-one performance management as they progress towards the sport's top levels. Overseen by MSA Performance Director and 2001 World Rally Champion co-driver Robert Reid, the qualified coaching staff includes the likes of former F1 driver and Le Mans 24 Hours winner David Brabham, British Touring Car Championship racer Tom Onslow-Cole, sports car driver Andy Meyrick, and former British Super 1600 Rally Champion James Wozencroft.

The coaching is supplemented by a variety of developmental activities. In 2013 these included:

- Exclusive visits to Pirelli, Mercedes AMG Petronas and Williams F1 during the British Grand Prix weekend
- A training day with Chelsea FC Academy members at the club's state-of-the-art training ground in Cobham
- A two-day outdoor pursuits training exercise in Llangollen, North Wales, including white water rescue.

## Team UK 2013 was:

- Jake Dennis *Formula Renault 2.0 Eurocup*
- Mark Donnelly *MSA British Rally Championship*
- Elfyn Evans *World Rally Championship 2*
- Jack Harvey *GP3 Series*
- Josh Hill *FIA European Formula 3 Championship*
- Stuart Loudon *World Rally Championship 2*
- Alex Lynn *FIA European Formula 3 Championship*
- John MacCrone *MSA British Rally Championship*
- James Morgan *MSA British Rally Championship*
- Nick Yelloly *GP3 Series*
- Josh Webster *GP3 Series*

## Advanced Apprenticeship in Sporting Excellence

AASE is a government-funded programme designed to help talented athletes aged 16-18 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 AASE in Motor Sport programme focuses on the human performance elements that combine to create successful drivers. A total of 22 competitors completed the AASE course in 2013.

Each year one apprentice is named the RSF MSA Young Driver of the Year; the latest winner, Sennan Fielding, collects £1,000 and a trophy at the MSA Night of Champions in January 2014.

## MSA Academy

The MSA Academy also comprises approximately 25 drivers aged 14-24 who have demonstrated potential excellence. The syllabus caters for the needs of the individual, so each member receives a bespoke programme of training events and workshops. The programme also draws on industry expertise; in 2013 the Academy drivers engaged with companies such as AP Racing, XTrac Transmissions, Cooper Tires, and Prodrive.

## Performance Master Classes

Developed by the MSA in conjunction with the Youth Sports Trust and the Racing Steps Foundation, the Performance Master Classes are bespoke workshops designed to introduce junior competitors and karters to the concepts of sports science and human performance. MSA coaches deliver the workshops free of charge at events throughout the season. The workshops are:

- Engineering an athlete
- Fuelling yourself
- Winning teams
- Brand Nü, Brand U
- Funding your future
- Living the dream
- Working to win
- Driving 101
- The inside line.

## Racing Steps Foundation

The MSA Academy is grateful to receive substantial support from the 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 the RSF's generous support, the MSA Academy is able to increase the reach of its existing educational programme substantially to benefit more competitors.

29 MSA Academy events

7 Squad events

43 MSA Academy training days

11 Team UK events

16 AASE events

22 Performance Master Class events

*"Team UK and the MSA Academy have helped my progression up the racing ladder, making me a more dedicated and professional athlete with a deeper understanding of what it takes to reach the top. The coaching and networking opportunities are invaluable, and continue to play a crucial role in my progression towards Formula 1." Alex Lynn*

# Go Motorsport

Go Motorsport is an MSA initiative designed to develop club motor sport and get more people of all ages and backgrounds involved at grassroots level

**GoMotorsport.net**  
Get moving. Get involved



## Regional Development Officers (RDOs)

Go Motorsport is bolstered by a nationwide network of 10 Regional Development Officers. Working part-time for a day per week, the RDOs are tasked with helping to develop clubs in their areas while also spreading the message to schools and colleges.

*"The children thoroughly enjoyed the presentation, sound effects, role-play, finding out about parts of the car, trying on the helmets and most importantly sitting in a real rally car. The children spoke about the visit for days and days. They were absolutely thrilled with their goodie bag also, so a great big thank you"*

**Jayne Fraser, Newburgh Primary School**

In 2013 Andrew Bisping, Kevin Moore and Suze Endean were appointed RDOs in the Central Southern, South West and South East regions respectively.

## Website

The www.GoMotorsport.net website highlights all the ways people can get involved in the sport, whether as a competitor or volunteer. It offers comprehensive information on the main types of motor sport and describes how to get started in each. There is also a search function to help visitors find their local clubs and events.

## National Motorsport Week

The UK motor sport community came together in 2013 to celebrate National Motorsport Week, which was once again promoted by the MSA in conjunction with the Motorsport Industry Association (MIA). Highlights included:

- A tour of the Mercedes AMG Petronas Formula One Team factory for two lucky prize winners

- A display of rally cars on Llandudno Promenade, organised by North Wales RDO Howard Davies and North Wales Car Club
- Car displays in Cardiff and Carmarthen, organised by RDO Ryland James
- A school tour of the Xtrac transmission maker's facility in Thatcham
- An open day at Sherington Kart Racing Club
- A Production Car Autotest (PCA) Taster Event at the Myerscough College open day, organised by Clitheroe & District Motor Club
- A fleet of cars at Ormskirk Market in West Lancashire, followed by an Osmirk MotorFest AutoSOLO run by Aintree Circuit Club
- A free Production Car Autotest organised by the Under 17 Motor Club North West that gave young drivers their first taste of club motor sport.

## Go Motorsport Live!

The cornerstone of National Motorsport Week 2013 was *Go Motorsport Live!*, a free event at Silverstone to showcase club motor sport and encourage the 2,900 visitors to get involved.

Most areas of the sport were represented and exhibitors reported excellent interest and engagement from the attendees.

Oxford Motor Club staged an AutoSOLO to showcase this entry-level discipline's huge appeal and more than 300 free passenger rides were run in unmodified road cars. To show the progression from AutoSOLOs, a display of Autotesting and stunt driving skills provided a dramatic, tyre squealing central arena for the event.

Meanwhile the British Motorsport Marshals Club described the event as "brilliant" after recruiting close to 90 new members.

## RDO case study

**Kevin Moore, South West RDO**

"I had a meeting with Devizes Motor Club about its state of affairs; the picture painted was fairly glum and I was asked to come up with a 'miracle rescue'. It transpired that the club was already doing virtually everything right; there was a very active social calendar, a monthly club magazine, regular competitive events across a range of disciplines and generally good banter amongst the 20 or so members in attendance. So what was the problem?"

"As is so often the case in these circumstances, the active membership of a club is too close to it to see the causes of its problems. In this case, it was quickly realised that the issue was with club promotion. The same members were attending every month and having a great time, but the non-attending membership was not getting to hear about the social events until afterwards because they were rarely publicised in the club magazine. There was very little, club promotion going on to raise public awareness of the club.

"By the end of the evening it was apparent that apart from a couple of minor tweaks, the club was doing nothing wrong other than not promoting itself to the outside world. Upon this realisation the atmosphere completely turned, looking to the future with a much more positive outlook."



**454**  
RDO activities

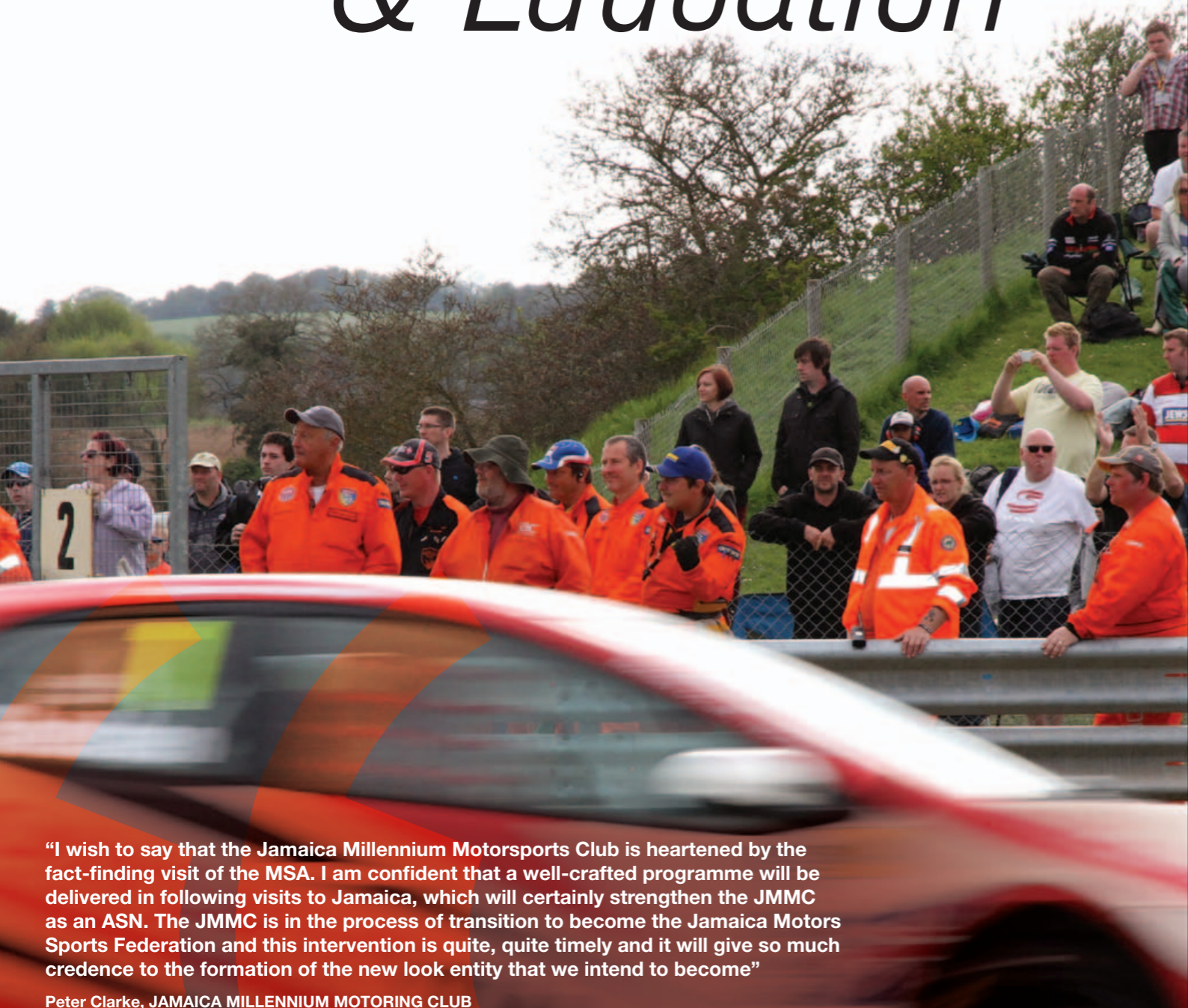
**9316**  
People reached by RDOs

**109**  
Go Motorsport school visits

**3301**  
School pupils reached

*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*

# Training & Education



**"I wish to say that the Jamaica Millennium Motorsports Club is heartened by the fact-finding visit of the MSA. I am confident that a well-crafted programme will be delivered in following visits to Jamaica, which will certainly strengthen the JMMC as an ASN. The JMMC is in the process of transition to become the Jamaica Motors Sports Federation and this intervention is quite, quite timely and it will give so much credence to the formation of the new look entity that we intend to become"**

**Peter Clarke, JAMAICA MILLENNIUM MOTORING CLUB**



**"We have had very positive feedback from the training delivered by the MSA UK. We know the road won't be easy, but now we at least have the basics to give us the thrust to head into the future"**

**Ralph Stead  
Zimbabwe Motor Sports Federation**

The MSA recognises 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-recognised clubs, covering event organisation, club administration and regulation.

The MSA runs approximately 160 free seminars and training days for volunteer officials, either directly or through its network of Training Instructors. The high level of training places MSA-registered marshals in high demand across the globe; over 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 – a registered charity – made grants totalling £232,533 during 2013 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 2013 the MSA Club Development Fund received 81 applications from MSA Clubs to assist with the purchase of safety-related equipment (for example radios and fire extinguishers) and venue improvement projects totalling £123,807. This enabled projects with a total value of £599,049 to be undertaken to benefit the sport. Over the last 18 years since the Fund started, the MSA has provided grant aid of £1,188,288 to assist projects worth a total of £5,338,260 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 £93,955 were made in 2012, bringing the total contribution since the scheme started in 2007 to £381,962. This has enabled rescue and recovery unit-related projects with a total value of £1,108,840 to be funded during that time.

#### **Motorsport Safety Fund**

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

#### **Grants for Defibrillators**

Since 2009 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 £800 per unit, 43 of which have been grant aided to date.



#### **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.

#### **International Training**

The MSA's status as one of the world's foremost motor sport governing bodies has been reinforced by its approval as a Gold Standard 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 2013:

- Barbados Motoring Federation (BMF)
- Club Automobile Du Burundi (CAB)
- Federation of Automobile Sports of the People's Republic of China (FASC)
- Croatian Car - Karting Federation (CCKF)
- Automobile And Touring Club Of Israel (MEMSI)
- Ivory Coast Federation of Automobile Sport (FISA)
- Jamaica Millennium Motoring Club (JMMC)
- The Royal Automobile Club Of Jordan (RACJ)
- Automotorsport Federation of Rep. Kazakhstan (AFK)
- Malta Motorsport Federation (MMF)
- Royal Automobile Club Marocain (RACM)
- Automobile Sports Club Of Nigeria (ASCN)
- Oman Automobile Association (OAA)
- Rwanda Automobile Club (RAC)
- Motorsport South Africa (MSA)
- Federation Of Motor Sports Clubs Of Uganda (FMU)
- Zimbabwe Motor Sports Federation (ZMSF).

**"It was really a great pleasure to work with the MSA for this our first – and very successful - training event, and I hope that this is only the beginning of our co-operation and work together"**

**Dmitry Makhenya  
Automotorsport Federation Of Rep. Kazakhstan**



# 2013

YEAR IN  
PICTURES



2013 YEAR IN PICTURES



1



2

- 1 Go Motorsport showcased volunteering at Autosport International
- 2 British Touring Car Champion Gordon Shedden helped launch the MSA Year of the Volunteer at Autosport International

- 3 The Motorsport Industry Association presented the MSA with a Service to the Industry award
- 4 The 2012 MSA British Champions convened at the Royal Automobile Club to receive their trophies at the Night of Champions



3



4



5

- 5 MSA Team UK spent two days training in Llangollen, North Wales
- 6 Prime Minister David Cameron visited Caterham F1's Leaffield Technical Centre in his Witney constituency
- 7 2001 World Rally Champion co-driver Robert Reid and Prodrive Technical Director David Lapworth tried their hand at Sporting Trials



6



7



8

- 8 Sir Jackie Stewart was among the guests at former MSA Chief Executive Colin Hilton's retirement dinner at the Royal Automobile Club
- 9 MSA Team UK trained with Chelsea FC Academy players in front of BBC TV F1 cameras



9





10

- 10 Mercedes' Nico Rosberg won the British Grand Prix at Silverstone
- 11 Over 2,500 people attended *Go Motorsport Live!* to find out how to get involved in motor sports
- 12 Global motor sport leaders gathered at Goodwood in West Sussex for the inaugural FIA Sport Conference Week
- 13 Kazakhstan became one of 17 countries to receive expert training from the MSA in 2013

13



11



15



12



14



16



- 16 Maria Miller MP, Secretary of State for Culture, Media and Sport, was one of several MPs to be shown round the Lotus F1 team's Oxfordshire factory
- 17 Andrew Jordan became the first graduate of the MSA's talent development programmes to be crowned British Touring Car Champion
- 18 Thousands of fans flocked to watch Wales Rally GB, which began in Conwy and finished in Llandudno

17



18



- 14 World Championship karting returned to Britain for the first time in 45 years at Lincolnshire's PF International
- 15 MSA Team UK graduate and GP2 racer James Calado was confirmed as the Sahara Force India F1 team's reserve driver

# 04 *INTERNATIONAL*



# International Events

*From racing and rallying to karting and rallycross, the UK hosted rounds of the world's premier championships throughout 2013*



## Wales Rally GB

Wales Rally GB has is one of only two events to have been a qualifying and scoring round of the FIA World Rally Championship since it was established in 1973. However the event predates the championship and has been run 68 times since 1932.

The 2013 event – organised and promoted by International Motor Sports (IMS) with the Welsh Government as principal funding partner – was the final round of the season, running from 14-17 November. It was based entirely in North Wales for the first time, beginning with a ceremonial start in Conwy and finishing in Llandudno. The 22 stages included classics such as the Great Orme, Gwydyr, Penmachno and Clocaenog.

World champions Sébastien Ogier and Julien Ingrassia led throughout aboard their Volkswagen Polo R WRC, beating their team-mates Jari-Matti Latvala and Miikka Anttila – the 2011 and '12 winners – by over 20 seconds.

Tens of thousands of fans witnessed Ogier's victory, having flocked to the stages and service park to witness the world's best rally cars and drivers in action.

## Other events

The opening round of the 2013 FIA European Rallycross Championship ran at Kent's Lydden Hill circuit, founded in 1955 and known as the 'Home of British Rallycross'. American driver Tanner Foust took an emphatic win with a faultless performance in the final, while Julian Godfrey, MSA British Rallycross Champion, was fourth.

The 2013 FIA World Endurance Championship, a top-level sportscar series, began with the 6 Hours of Silverstone in April. Scotland's Allan McNish – sharing an Audi with team-mates Tom Kristensen and Loïc Duval – swept past the sister car of Benoit Treluyer with just five minutes of the race remaining to win and claim the Royal Automobile Tourist Trophy, which was first presented in 1905.

World championship karting visited the UK for the first time in almost 45 years when Lincolnshire's PF International and Trent Valley Kart Club (TVKC) hosted round one of the CIK-FIA KF World Championship in September 2013. Max Verstappen, son of former F1 driver Jos, broke the lap record and won the final in front of 1,500 spectators and an international television audience.



## British Grand Prix

The British Grand Prix is the oldest race on the Formula 1 calendar; it was round one of the inaugural world championship in 1950, when George VI and Queen Elizabeth attended. It has since been won by 16 British drivers, the latest being Lewis Hamilton in 2008.

The 2013 British Grand Prix – organised by MSA subsidiary International Motor Sports (IMS) – was held at Silverstone in Northamptonshire on 28-30 June. Race day drew a crowd of 120,000 – the third biggest in the event's history. With 80,000 attending on Friday and 94,000 on Saturday, the total weekend attendance was 294,000.

Hamilton delighted his home crowd with pole position and led the race until suffering a dramatic tyre failure. His German team-mate Nico Rosberg went on to win and collect the famous GP trophy from Rt Hon Patrick McLoughlin MP, Secretary of State for Transport.

# International Success

*British drivers have an unparalleled track-record of success across all forms of international motor sport, and continued to write their names into the history books throughout 2013*

## Formula 1

In 2013 there were four British drivers on the F1 grid for the first time in five years, with Marussia's Max Chilton joining McLaren's Jenson Button, Mercedes' Lewis Hamilton and Force India's Paul di Resta.

Among the season highlights were Hamilton's five pole positions, including on home soil at Silverstone, and his victory in the Hungarian Grand Prix – his fourth win at Budapest – en route to fourth place in the championship standings.

## GP2

MSA Team UK graduate James Calado – backed by the Racing Steps Foundation, the MSA's education partner – won two races en route to third overall in GP2, a feeder series to F1. He also became the Sahara Force India F1 team's reserve driver from the Italian Grand Prix onwards, taking part in practice sessions during grand prix weekends thereafter.

Mercedes F1 Team reserve Sam Bird, also a graduate of the MSA's talent development programmes, finished second in the championship after five wins, including victories at Monaco and Silverstone. Scot Jon Lancaster also won at Silverstone and the Nürburgring, while Jolyon Palmer triumphed in Budapest and Singapore.



## Formula 3 & GP3

MSA Team UK driver Alex Lynn reached a major milestone on the road to Formula 1 when he won the prestigious Macau Formula Three Grand Prix with a lights-to-flag performance. He also finished third overall in the FIA European Formula 3 Championship with three race wins.

Team UK's Jordan King won the British F3 International Series, following in the footsteps of his national squad team-mate Jack Harvey. Harvey competed in the F1-supporting GP3 Series, winning three races and remaining in title contention until the final round. Nick Yelloly, another Team UK racer, scored four podiums, while national squad graduate Alexander Sims won at Spa in Belgium and was also a multiple European F3 podium finisher.

## Sportscars

Scottish sportscar legend Allan McNish enjoyed one of his most successful seasons in 2013, taking his third outright Le Mans 24 Hours victory before being crowned FIA World Endurance Champion with a race to spare. Both feats were achieved alongside Audi Sport team-mates Tom Kristensen (Denmark) and Loïc Duval (France).

## Touring Cars

Despite surrendering his FIA World Touring Car Championship title, Rob Huff continued to win races in 2013, with success in Hungary and Macau. His fellow Briton Tom Chilton scored his first victory in the US and won again in China, despite it being only his second season in the WTCC. James Nash claimed maiden victories in Austria and Portugal.

## Rallying

MSA Team UK's Elfyn Evans became the latest Briton to contest an FIA World Rally Championship round

aboard a works World Rally Car when he substituted for regular driver Nasser Al-Attiyah on Rally Italy. Despite competing at short notice and with Al-Attiyah's co-driver rather than his own, Evans finished a promising sixth overall. He competed more regularly in the WRC2 category, winning on home soil at the season-closing Wales Rally GB.

## Rallycross

Liam Doran was Britain's leading light in the 2013 FIA European Rallycross Championship, winning at Montalegre in Portugal and Hell in Norway to take fifth place in the final championship standings, ahead of the likes of former FIA World Rally Champion Petter Solberg.

## IndyCar

Scotland's Dario Franchitti, the most successful British driver in US open-wheel racing history with three Indianapolis 500 wins and four IndyCar Series titles, retired from racing following a late-season accident in the Grand Prix of Houston. Meanwhile Englishman Mike Conway dominated in Detroit for his second career victory.

## Karting

UK competitors continue to be a force in international karting. Tom Joyner was crowned CIK-FIA KF World Champion following victory at the final round in Bahrain, while Lando Norris won the CIK-FIA European KF-Junior Championship title, the WSK Euro Series and the International Super Cup for Junior KF.

In the 2013 EuroMax Challenge for the Rotax classes, Northern Ireland's Charlie Eastwood took the senior title and MSA-licensed Chinese driver Guan Yu Zhou claimed the junior crown. Meanwhile Oliver Hodgson lifted the senior 125 Max trophy at the Rotax Grand Finals in New Orleans.

## Working with the world governing body

The MSA has long been heavily involved in the running of international motor sport. Graham Stoker, as the UK's Titular Delegate on the World Motor Sport Council, serves as Deputy President (Sport) of the world governing body, the FIA. Meanwhile former MSA Chief Executive Colin Hilton supports Stoker as Deputy Titular Delegate, and is also Deputy Chairman of the ASN Development Task Force. Furthermore, the MSA made 27 successful nominations to 2013 FIA Commissions and judicial bodies:

**Russell Anderson**  
*International Karting Commission*

**Michael Beloff QC**  
*International Court of Appeal*

**Dennis Carter**  
*(MSA Director) GT Commission*

**Terry Cox**  
*Truck Racing Commission*

**Allan Dean-Lewis MBE**  
*(MSA Director of Training & Education) Volunteers and Officials Commission FIA Institute Audit, Finance & Governance Committee*

**David Lapworth**  
*Electric & New Energy Championships Commission*

**Philip Evans**  
*Drag Racing Commission*

**Fred Gallagher**  
*Cross-Country Rally Commission (Vice President)*

**Edwin Glasgow QC**  
*International Tribunal*

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

**David Grace**  
*Hill-Climb Commission*

**Colin Hilton**  
*FIA Institute Executive Committee FIA Institute Audit, Finance & Governance Committee*

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

**Rob Jones**  
*(MSA Acting Chief Executive) Ethics Committee (President)*

**Nigel Mansell CBE**  
*Drivers' Commission*

**Rod Parkin**  
*(MSA Director) Historic Motor Sport Commission*

**Dr Philip Rayner**  
*Medical Commission Anti-Doping Disciplinary Committee*

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

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

**Sue Sanders**  
*Women in Motorsport Commission*

**Tony Scott Andrews**  
*(Motor Sports Council Chairman) International Tribunal*

**Anthony Scrivener QC**  
*International Court of Appeal*

**John Symes**  
*(MSA Technical Director) Circuits Commission*

**David Tremayne**  
*Land Speed Records Commission*

# 05 DOMESTIC



# England

England is home to the majority of the MSA's registered competitors, volunteers and clubs, and also hosts the most permitted events.

England's size also means that, uniquely among the home countries, it is not covered by just one Regional Association; instead there are 10 across the country, each representing the best interests of the sport in their areas.

Groups such as the Association of North West Car Clubs were encouraged that more events either made a profit or broke even in 2013. The ANWCC also reported a rise in the number of junior production autotest competitors, and noted that competitors continue to seek out the most cost effective events and disciplines, resulting in bumper entries across disciplines such as autosolos, production car autotests, hill climbs and even some stage rallies.

Stage rallying is also thriving in the North East, according to the Association of North East and Cumbria Car Clubs. The ANECCC was further encouraged by the number of club delegates supporting its meetings, and particularly by their positive outlook ahead of 2014.

In the opposite corner of the country, the Association of South Western Motor Clubs ran its first autosolo championship in over a decade, capitalising on growing interest in the grassroots discipline that allows people to compete on a small budget in their road cars.

The Association of West Midlands Motor Clubs increased its number of member clubs to over 80, and recorded a 50 per cent increase in the number of competitors taking part in its Heart of England Stage Rally Championship.

The sport continues to thrive on the Isle of Man and the Channel Islands, which are home to 19 MSA-licensed venues (more than Northern Ireland, Scotland or Wales) across the hill climb, sprint and kart disciplines.

Internationally, there were three Englishmen on the Formula 1 grid for the first time since 2008: Jenson Button, Max Chilton and Lewis Hamilton, with the latter winning the Hungarian Grand Prix. There were also three English race winners in the FIA World Touring Car Championship: Max Chilton's brother Tom Chilton, plus 2012 champion Rob Huff and James Nash.

**571**  
registered clubs

**7580**  
registered volunteers

**23,194**  
competition  
licence holders

**4044**  
permitted events

# Northern Ireland

# 276

permitted events

# 36

registered clubs

# 353

registered volunteers

# 1,800

competition licence holders

The Association of Northern Ireland Car Clubs (ANICC) celebrated its 50th anniversary with a special gathering during the MSA British Sprint Championship round at Kirkistown – one of three permanent venues in the region. Circuit racing at Kirkistown is organised by 500 MRCI, whose events continue to deliver strong entries from Northern Ireland competitors and also attract championships from the Republic of Ireland.

The ANICC is a member of the 2 & 4 Wheels Motorsport Steering Group, an umbrella body representing the interests of all forms of motor sport in Northern Ireland. The group has negotiated amendments to the Road Races Order;

a government consultation will provide flexibility for road races when poor weather is forecast to disrupt events. Funding has also been secured under the Sport NI Performance Focus 2013-17, which requires work to meet audit conditions in areas such as safeguarding and the selection of high performance athletes.

The Motorsport Marshalling Partnership (MMP) continues to support clubs and competitors, with many events relying heavily on its member marshals to help run events. The British Motor Sport Training Trust (BMSTT) provides support for MMP training initiatives.

Competitors from the region have once again enjoyed a successful year. On the international stage Kris Meeke returned to the FIA World Rally Championship (WRC) with the Citroen World Rally Team in Finland and Australia, where he displayed front-running pace.

Meanwhile MSA Team UK graduate Marty McCormack won the inaugural Roger Albert Clark Rally Championship. On the co-driving front, Marshal Clarke continued to achieve success alongside Irishman Keith Cronin, this time in the Citroen Top Driver Championship, which runs at six WRC events across Europe.

On home soil, Co. Antrim's Derek McGarrity won his fourth title in the Carryduff Forklift MSA Northern Ireland Rally Championship, which enjoyed bumper entries in 2013. Entries for speed events also rose, though competitors continue to be more selective about the events they contest in these difficult economic times and always seek the best value for money.

Stephen Ferguson, triple MSA British Autotest Champion, maintained his strong form in 2013 to win both the Northern Ireland and Southern Ireland titles yet again, while Belfast's Charlie Eastwood won his class in the Rotax Max World Kart Finals in Portugal.

# Scotland

The key developments north of the border in 2013 centred on Scottish Motor Sports, a strategic body representing the interests of both two- and four-wheel motor sport in Scotland.

SMS was formed as a result of a project started by the MSA and the Scottish Auto Cycle Union (SACU) with sportscotland in 2011. It provides a single channel for the sport to communicate with the Scottish Government and its associated agencies, such as sportscotland, Event Scotland and Visit Scotland.

In 2013 SMS launched a new website – [www.scottishmotorsports.co.uk](http://www.scottishmotorsports.co.uk) – and also secured funding from sportscotland to appoint a full-time national development officer. GT racer and Sport & Recreation Management graduate Rory Bryant, 25, was recruited in October; his first objective is to identify the issues facing the sport in Scotland, enabling a strategic plan for its development to be submitted to sportscotland later in 2014.

On the international driver front, Dumfries racer Allan McNish won the world-famous Le Mans 24 Hours for the third time. He also became the latest Scot to claim a world title when he was crowned FIA World Endurance Champion with a race to spare.

Paul di Resta completed his third Formula 1 season with the Sahara Force India team, scoring a best result of fourth place in the Bahrain Grand Prix. Meanwhile his cousin Dario Franchitti, the most successful driver in US open-wheel racing history with three Indianapolis 500 wins and four IndyCar Series titles, retired from driving after a high-speed crash at the Grand Prix of Houston.

David Bogie, co-driven by Kevin Rae, made motor sport history by becoming the first driver to take five consecutive MSA Scottish Rally Championship titles. The championship gained coverage on the BBC and the Scottish Association of Car Clubs (SACC) was encouraged by a five per cent rise in the total audience to 77,000.

The SACC also reported strong entries for the Blue Scottish Tarmac Championship and close competition in its annual Autotest Challenge. Meanwhile 15-year-old MSA Academy member Alex Vassallo won the Junior 1000 Ecosse Challenge, which once again provided an avenue into rallying for young drivers aged 14 to 17.

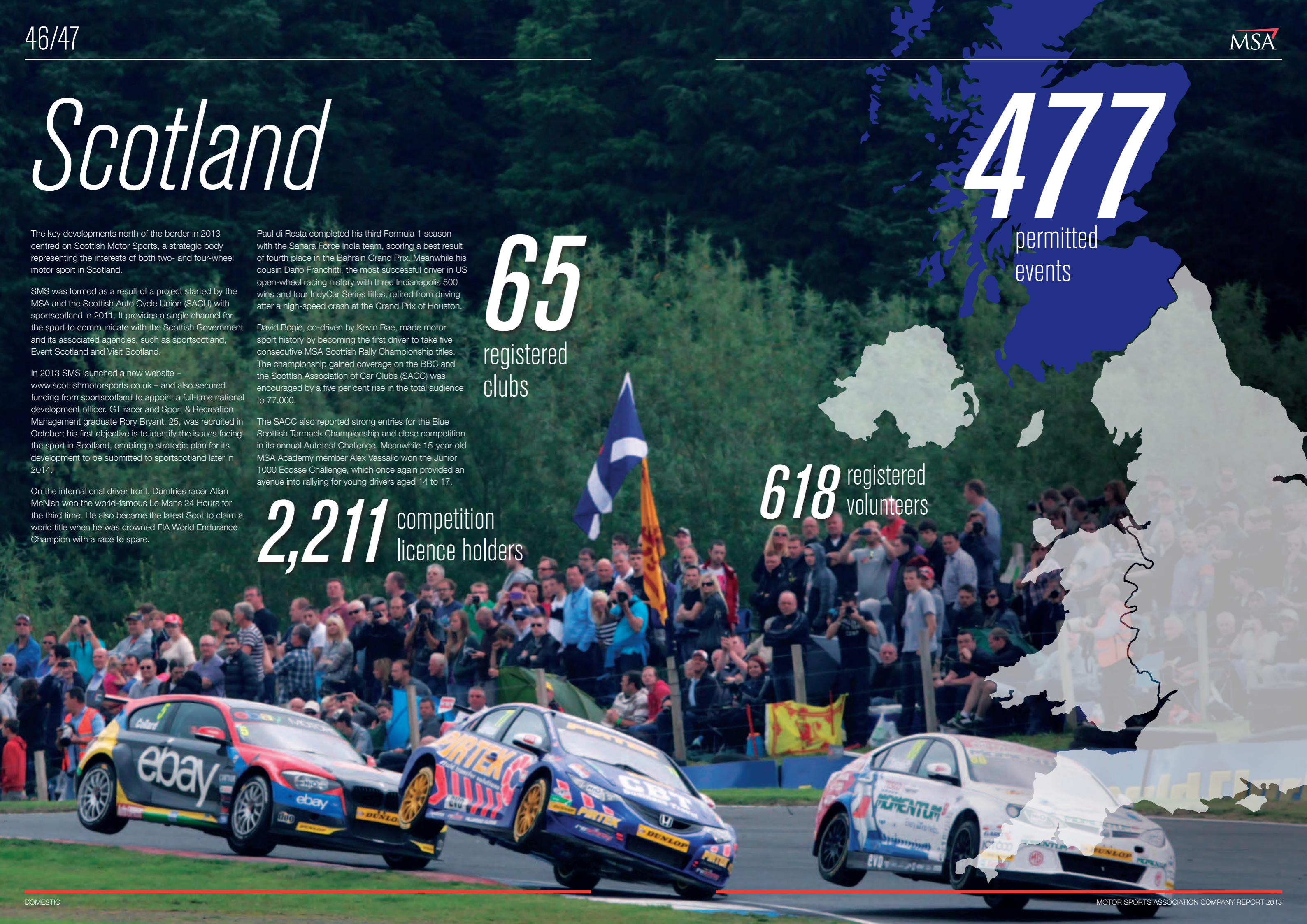
**2,211** competition  
licence holders

**65**  
registered  
clubs

**618** registered  
volunteers

**477**

permitted  
events





# Wales

Wales became a focal point of world motor sport in mid-November when the best rally drivers, cars and teams convened in Deeside for Wales Rally GB, the 13th and final round of the FIA World Rally Championship.

The event was based entirely in North Wales for the first time, beginning with a ceremonial start in Conwy and finishing in Llandudno. In between were 22 stages, including classics such as the Great Orme, Gwydyr, Penmachno and Clocaenog. The event contributed an estimated £10 million to the Welsh economy, while also shining a spotlight on the principality's automotive manufacturing industry, which employs 15,000 people and generates a £3 billion annual turnover.

Meanwhile in circuit racing, MSA Academy member Matt Parry, from Cardiff, won the Formula Renault North European Cup and subsequently secured a nomination for the 2013 McLaren Autosport BRDC award. The award winner – due to be announced shortly after this report went to press – receives £100,000 and a McLaren Formula 1 test.

Parry was also one of three beneficiaries of the Elite Cymru Initiative, which continued in 2013 with financial support from Sport Wales. GT racer Jake Rattenbury and rally co-driver Dai Roberts were also supported, and there has been an increase in the number of applicants for 2014.

The Welsh Association of Motor Clubs (WAMC) reported road rallying as being another success story during 2013. The discipline continues to go from strength to strength, with many events oversubscribed and the national championship well-supported.

In stage rallying, Connor McCloskey became the first driver from Northern Ireland to win the Pirelli MSA Welsh Rally Championship, taking the title on the final round, the Cambrian Rally. Tarmacadam stage rallying remains strong too, with some events being oversubscribed.

The national historic rally championship continues to grow as well, offering close competition within a friendly environment. The national sprint and hill climb championship also remains buoyant, generating a consistently high level of interest and entries.

# 2,526

competition  
licence holders

# 487

permitted events

# 904

registered  
volunteers

# 81

registered  
clubs



# 006 COMMUNICATIONS



**TRAINING**  
**REACHING YOUR GOALS IS SERIOUS**  
MSA initiative raises standards

**GETTING STARTED**  
**RACING YOU CAN AFFORD**  
Colin Goodwin says you don't need big bucks to hit the track

**THE ESSENTIAL GUIDE FOR CLUB COMPETITORS**  
THE BEST TRAILERS FOR GETTING TO YOUR EVENT  
HOW TO ENSURE YOUR CAR MEETS NOISE RESTRICTIONS  
WHAT YOU NEED TO TAKE PART IN A ROAD RALLY

**+**  
**THE ESSENTIAL GUIDE FOR CLUB COMPETITORS**  
LET'S TRY... CROSS COUNTRY RALLY TRIALS  
WHERE TO FIND THE BEST IN SEATS AND HARNESSSES  
PROTECT YOUR HEARING WHEN COMPETING

# Public Affairs

Raising motor sport's profile within the corridors of power at Westminster is a key objective of the MSA's influencing strategy



## British Grand Prix

The British Grand Prix at Silverstone represents the biggest shop window of the year for UK motor sport. While the glitz and glamour of Formula 1 bears little relation to the vast majority of domestic motor sport which is undertaken by amateur enthusiasts, it nonetheless provides a great platform from which to talk to government and other national agencies about the challenges facing the sport.

The governing body's guests at the 2013 event included:

- Rt Hon Patrick McLoughlin MP, Secretary of State for Transport, who presented the prestigious Grand Prix trophy to winner Nico Rosberg
- Rt Hon Maria Miller MP, Secretary of State for Culture, Media, Olympics & Sport, who presented the second place trophy to Mark Webber
- Rt Hon Michael Moore MP, Secretary of State for Scotland
- Mike Penning MP, Minister of State, Northern Ireland Office
- Rt Hon Kenneth Clarke MP, Minister Without Portfolio, Cabinet Office
- Rt Hon Peter Hain MP, MP for Neath
- Rt Hon The Lord Rooker, Chairman of the British Motor Sports Training Trust

## Closed Roads

It is always difficult to assess progress when lobbying government for a change in the law, but the MSA's campaign to bring Closed Road motor sport to mainland Britain continues to move forward. This common sense legislation would enable Local Authorities to make the decision about what events are allowed to use their local roads, rather having to gain a whole new Act of Parliament simply to suspend the Road Traffic Act. There is a groundswell of opinion throughout Westminster and significantly, within the Cabinet, supporting the MSA's position – encouraged by the MSA's studies that have indicated a £1m economic benefit for the hosting communities of this type of motor sport event.

## Devolved Administrations

In Scotland, much progress has been made with the newly formed Scottish Motor Sports group (SMS). Having created a launch brochure highlighting the past successes of Scottish motor sport and established a new website at the start of the year, SMS successfully submitted an application to sportscotland for initial funding. The group, which is supported by the MSA and the Scottish Auto Cycle Union (SACU), has used this funding to recruit a full-time Development Officer in Scotland. Rory Bryant was appointed in October with an initial brief to engage with all aspects of the sport in order to determine the strategic direction of SMS and to identify the future objectives and national development initiatives.

An entirely new approach to Wales Rally GB enabled the 2013 event to be one of the best for many years, acclaimed by media, competitors and sponsors. The final round of the FIA World Rally Championship was not only supported by a £1.4 million investment from the Welsh Government, but Wales' commitment to the event delivered an estimated £10 million impact on the Welsh economy. The MSA looks forward to building on this great platform in the next two years of the contract with the Welsh Government.

In Northern Ireland the 2 & 4 Wheels Steering Group unifies the sport in its dealings with government and associated organisations. The group has recently negotiated amendments to the Road Races Order; a government consultation will provide flexibility for road races when poor weather is forecast to disrupt events. Funding has also been secured under the Sport NI Performance Focus 2013-17, which requires work to meet audit conditions in areas such as safeguarding and the selection of high performance athletes.

# Public Relations



In 2013 the MSA retained MPA Creative for PR consultancy. The agency has continued to foster the MSA's relationship with BBC F1, most notably when the broadcaster's cameras joined the MSA Team UK national squad for a training exercise with Chelsea FC Academy.

## The MSA uses a variety of online and offline communications channels to promote its work and manage important stakeholder relationships

### Online

In 2013 the MSA began work on a complete redevelopment of its website, [www.msauk.org](http://www.msauk.org), and appointed Kent-based digital agency MSO.net to lead the project. The new website is scheduled for launch in the first quarter of 2014 and has been designed to be more user-friendly for MSA members, while also being more engaging as a public-facing communications tool.

The MSA's social media presence continued to swell throughout the year, adding more than 2,000 Twitter followers to total almost 5,500, and more than doubling Facebook 'likes' to nearly 3,500.



### MSA magazine

In 2013 Think Publishing continued to work with the MSA in the production of the governing body's quarterly membership magazine. MSA magazine is distributed free of charge to all MSA competition licence holders, registered volunteers and clubs, plus media, sporting bodies, parliamentarians, industry contacts and more.

The magazine delivers news and opinion regarding the MSA and UK motor sport, and also carries detailed regulation changes and National Court reports.

### MSA News

The MSA emails a monthly newsletter to its entire database of competitors, volunteers, clubs and assorted other contacts, totalling around 70,000. MSA News encompasses general news, technical guidance, event reports and features designed to offer insight into the MSA and UK motor sport.

### MSA Championships Update

Every week the MSA collates the latest event reports from the MSA British and national championships. These reports, complete with results, championship positions and images, are sent to over 1,000 media and championship contacts, before being distributed via social media, uploaded to the MSA website and incorporated in the monthly *MSA News* bulletin.

### Agency support

In 2013 the MSA retained MPA Creative for PR consultancy. The agency has continued to foster the MSA's relationship with BBC F1, most notably when the broadcaster's cameras joined the MSA Team UK national squad for a training exercise with Chelsea FC Academy.

MPA has also developed the governing body's partnership with Sky F1, gaining significant coverage for MSA initiatives. For example, a karting event was organised at Sandown Park, where Sky filmed a feature about the young British drivers currently on the cusp of Formula 1, including many past and present members of the MSA's talent development programmes.

Sky later invited MSA Team UK to its Isleworth studios to witness live filming of the F1 Show, and also promoted the MSA's 'Year of the Volunteer' campaign by interviewing a pair of British Grand Prix marshals live at Silverstone. MPA Creative also used the British Grand Prix platform to promote the following weekend's Go Motorsport Live! event, generating significant coverage on BBC Radio 5 Live and in national newspapers.

The agency also handled PR for Wales Rally GB, focussing on specialist and regional media and contributing to the event's success by increasing press and public interest.



Meanwhile Matt Neal, multiple MSA British Touring Car Champion, was engaged to promote volunteering in motor sport during ITV4's live coverage of the UK's premier race championship.

### Thanks Marshal

At the start of the year the MSA launched a social media campaign to raise awareness and appreciation of volunteers in motor sport. The resulting #ThanksMarshal campaign, based around a fictional character called Marshal and the @ThanksMarshal Twitter page, attracted support from all corners of the motor sport community, from celebrities and Formula 1 world champions to national and grassroots competitors.



# #ThanksMarshal



Marshal was photographed with some of the most famous faces in British and world motor sport, from Formula 1 and World Rally Champions to celebrity fans, attracting almost 1,000 followers of the @ThanksMarshal Twitter account



# 07

*REPORTS*



## LICENCE AND EVENT STATISTICS

### Licence figures by discipline 2008-2012

	2008	2009	2010	2011	2012
<b>Race</b>					
International	1,587	1,436	1,391	1,360	1,393
National A	3,679	3,761	3,924	4,122	4,180
National B	4,571	4,424	4,485	4,464	4,529
International Historic	447	396	394	357	366
Truck	29	29	34	40	31
<b>Total Race</b>	<b>10,313</b>	<b>10,046</b>	<b>10,228</b>	<b>10,343</b>	<b>10,499</b>
<b>Kart</b>					
International	246	218	219	204	221
National A	2,474	2,222	2,026	1,922	1,760
National B and Clubman	2,106	2,310	2,364	2,394	2,272
<b>Total Kart</b>	<b>4,826</b>	<b>4,750</b>	<b>4,609</b>	<b>4,520</b>	<b>4,253</b>
<b>Rally</b>					
International	475	408	350	301	273
National A	2,331	2,134	2,119	2,059	2,027
National B	4,647	4,467	4,202	4,005	3,981
Navigator	1,519	1,368	1,229	1,081	1,039
International Historic	21	15	19	15	11
<b>Total Rally</b>	<b>8,993</b>	<b>8,392</b>	<b>7,919</b>	<b>7,461</b>	<b>7,331</b>
<b>Speed</b>					
International	36	34	31	34	36
National A	1,679	1,575	1,533	1,502	1,487
<b>Total Speed</b>	<b>1,715</b>	<b>1,609</b>	<b>1,564</b>	<b>1,536</b>	<b>1,523</b>
<b>Off-Road</b>	<b>12</b>	<b>108</b>	<b>102</b>	<b>96</b>	<b>86</b>
<b>Non-Race Nat B</b>	<b>5,995</b>	<b>6,019</b>	<b>6,054</b>	<b>6,436</b>	<b>6,335</b>
<b>Clubman</b>	<b>1,058</b>	<b>999</b>	<b>1,208</b>	<b>1,193</b>	<b>1,094</b>
<b>Entrant</b>	<b>236</b>	<b>223</b>	<b>229</b>	<b>242</b>	<b>257</b>
<b>Total Licences</b>	<b>33,257</b>	<b>32,146</b>	<b>31,913</b>	<b>31,827</b>	<b>31,378</b>

### Number of events by discipline

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
<b>Autotest</b>	525	500	527	529	561	614	664	684	743	728
<b>Auto/Rallycross</b>	61	56	48	58	54	47	72	70	63	55
<b>Cross Country</b>	1,090	1,175	1,211	1,267	1,263	1,223	1,298	1,211	1,268	1,171
<b>Race</b>	330	326	321	308	302	310	307	313	333	329
<b>Rallies</b>	1,044	1,021	991	984	982	922	912	868	887	882
<b>Speed</b>	351	340	347	338	329	338	328	340	335	316
<b>Trials</b>	200	206	211	219	204	243	242	262	235	221
<b>Kart</b>	505	489	466	497	460	456	465	439	448	454
<b>Exempt</b>	862	898	916	793	778	729	766	801	826	766
<b>TOTAL EVENTS</b>	<b>4,968</b>	<b>5,011</b>	<b>5,038</b>	<b>4,993</b>	<b>4,933</b>	<b>4,882</b>	<b>5,054</b>	<b>4,988</b>	<b>5,120</b>	<b>4,922</b>
<b>TOTAL ENTRIES</b>	<b>162,051</b>	<b>159,383</b>	<b>158,815</b>	<b>153,533</b>	<b>153,808</b>	<b>155,729</b>	<b>147,384</b>	<b>143,899</b>	<b>143,899</b>	<b>138,533</b>



# Financials

## Year ending 31 December 2012

The MSA's single largest source of revenue is regulatory fees, which are drawn from issuing competition licences, event permits and promotional rights for MSA British Championships.

Additional revenue is generated by return on investment and by International Motor Sports, the MSA's commercial subsidiary, which organises events such as the Formula 1 British Grand Prix, Wales Rally GB and the MSA Euroclassic, a pan-European classic car tour.

Additional funding for the MSA's development activities is provided by the Young People's Learning Agency, the FIA Institute and the Racing Steps Foundation, the MSA's education partner.

The MSA does not receive any direct government funding or lottery grants, although the Welsh Government is principal funding partner of Wales Rally GB.

## GROUP INCOME AND EXPENDITURE ACCOUNT

FOR THE YEAR ENDED 31 DECEMBER 2012	2012	2011
	£	£
<b>Group Income</b>		
Governance of motor sports	4,500,364	4,290,468
Event promotion and commercial activities	2,328,178	3,563,376
	<b>6,828,542</b>	<b>7,853,844</b>
<b>Expenditure</b>		
Staff costs	1,983,257	2,018,323
Event promotion and commercial activities	1,693,802	2,656,699
Club support	183,434	108,231
Development, marketing & communications	476,952	544,462
Publishing & printing	308,401	340,096
Insurance, legal, professional & consultancy	466,597	541,602
Committees & officials	384,389	355,712
IT	106,208	114,535
Postage, stationery & carriage	151,218	187,203
Championships & events	38,473	34,177
Staff travel & subsistence	140,158	155,758
Miscellaneous	70,800	196,029
Depreciation	147,148	137,417
Motor Sports House running costs	115,799	100,140
Gift-aid charitable donation	100,000	200,000
	<b>6,366,635</b>	<b>7,690,384</b>
<b>Operating surplus</b>	<b>461,907</b>	<b>163,460</b>
Other finance charge	(28,000)	16,000
<b>Interest receivable and similar income</b>	<b>322,516</b>	<b>257,587</b>
<b>Surplus on ordinary activities for the year before taxation</b>	<b>756,423</b>	<b>437,047</b>
<b>Tax charge on the surplus for the year</b>	<b>(154,402)</b>	<b>(98,441)</b>
<b>Retained surplus on ordinary activities after taxation for the financial year</b>	<b>602,021</b>	<b>338,606</b>

All above amounts are in respect of continuing activities.

## GROUP BALANCE SHEET

AS AT 31 DECEMBER 2012	2012	2011
	£	£
<b>FIXED ASSETS</b>		
Tangible assets	1,886,022	1,829,484
Event promotion and commercial activities	2,328,178	3,563,376
<b>CURRENT ASSETS</b>		
Staff costs	1,983,257	2,018,323
Stocks	8,790	10,916
Debtors	446,802	554,140
Investments	10,459,551	10,006,109
<b>Cash at bank and in hand</b>	<b>1,051,597</b>	<b>1,088,087</b>
	<b>11,966,740</b>	<b>11,659,252</b>
<b>CREDITORS: amounts falling due within one year</b>	<b>(4,824,231)</b>	<b>(4,906,172)</b>
<b>NET CURRENT ASSETS</b>	<b>7,142,509</b>	<b>6,753,080</b>
<b>TOTAL ASSETS LESS CURRENT LIABILITIES</b>	<b>9,028,531</b>	<b>8,582,584</b>
<b>Debtors due in more than one year</b>	<b>16,564</b>	<b>25,889</b>
	<b>9,045,095</b>	<b>8,608,453</b>
<b>Net Pension asset</b>	<b>277,085</b>	<b>196,245</b>
<b>NET ASSETS INCLUDING PENSION LIABILITY</b>	<b>9,322,180</b>	<b>8,804,698</b>
<b>RESERVES</b>		
Income and expenditure account	9,184,491	8,710,009
Property revaluation reserve	137,689	94,689
	<b>9,322,180</b>	<b>8,804,698</b>

## FIVE YEAR GROUP RESULTS

	2008	2009	2010	2011	2012
Group Income	8,028,957	8,199,874	7,775,326	7,853,844	6,828,542
Operating surplus before gift-aid donation & deficit on impairment in current asset investment	148,786	265,010	267,662	363,460	561,907
Gift-aid charitable donation	(300,000)	-	-	(200,000)	(100,000)
Operating surplus/ (deficit) for the year	(151,214)	265,010	267,662	163,460	461,907
Write back/ (Deficit) on impairment in current asset investment and loss on disposal	(25,855)	(520)	25,446	-	-
Other finance charge	42,000	(60,000)	(7,000)	16,000	(28,000)
Interest receivable	500,841	141,494	191,974	257,587	322,516
Surplus for the year before taxation	365,772	345,994	478,082	437,047	756,423
Tax charge on the surplus for the year	(114,329)	(93,518)	(123,323)	(98,441)	(154,402)
Surplus for the year after taxation	251,443	252,466	354,759	338,606	602,021
Recognised in the STRGL	(104,400)	(841,000)	187,340	(424,145)	(84,539)
Movement in the year	147,043	(588,534)	542,099	(85,539)	517,482
Net Group assets brought forward	8,789,629	8,936,672	8,348,138	8,890,237	8,804,698
Net Group assets carried forward	8,936,672	8,348,138	8,890,237	8,804,698	9,322,180

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



## The Royal Automobile Club Motor Sports Association Limited Directors' Report for the year ending 31 December 2012

The Directors present their annual report and the audited group financial statements for the year ended 31 December 2012.

### DIRECTORS

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

**A J Gow** – Chairman  
**C N Hilton** – Chief Executive  
**S A Brownson OBE** – Senior Independent Director  
**D I Carter**  
**B P Cussons**  
**D K Gangahar** – Finance Director  
**S R Jones** – General Secretary  
**N E H Moffitt**  
**R K Parkin**  
**T F G Purves**  
**A Scott Andrews**  
**M J Sones**  
**N A Whale** (resigned 31.12.2012)

### ACTIVITIES

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

### INCOME, OPERATING RESULTS AND REVIEW

Our financial performance for the year has been resilient against the challenging economic climate and our investment returns have been strong and above target. The surplus before tax and gift-aid donation was £856,423.

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 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, the number of licence holders and spectator attendance at events organised by us.

It is our policy to have a balance between executive and non-executive directors, with the aim of having a majority of independent non-executive directors. The balance and mix of appropriate skills and experience of non-executive directors is taken into account when a new appointment is made. 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 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 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 contribution and heritage in motor sports.

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

We expect the pressure on our customers' disposable incomes to continue in 2013. The UK economy is likely to remain on a sluggish growth trail. A combination of fiscal austerity and weakness in the global economy could prevent any material recovery in the next 12 months. We will maintain our strong focus on cost control. The Board is cautiously optimistic that we can deliver comparable results in 2013 whilst keeping a robust & liquid balance sheet.

### GOING CONCERN

After making due enquires, 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 (2011 - 45 days) from the date of the invoice being issued.

### CHARITABLE DONATIONS

During the year, the Group made £100,000 gift-aid charitable donation to British Motor Sports Training Trust. (2011: £200,000). The Company also arranged for the donation of £15,000 to Motorsport Safety Fund and £5,000 to BEN. (2011: £30,000 MSF, £11,800 BEN, and £2,000 Henry Surtees Foundation), from National Court fines.

### 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 2012 were as follows:-

Broad M J	Brownson S A OBE
Campbell H	Carter D I
Cowcill E	Cussons B P
Dean-Lewis A MBE	Durling W S
Gow A J	Hill R T
Hilton C N	Jones S R
Kellitt A	Lapworth D
Loveridge P J	Lyle I B M
Moffitt N E H	Parkin R K
Pollitt N P	Purves T F G
Rayner P	Redfern D
Scott Andrews A	Sones M
Stringwell S M	Tomley C
Watson I	Wood J R

### BOARD RETIREMENT

Nick Whale retired on 31 December. We would like to take this opportunity to thank him for his contribution.

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# British Champions 2013

British Touring Car Championship:	<b>Andrew Jordan</b>
British Touring Car Championship Manufacturer:	<b>Honda</b>
British Formula 3 International Series:	<b>Jordan King</b>
British GT Championship:	<b>Andrew Howard</b>
British Endurance Championship:	<b>Ian Loggie and Chris Jones*</b>
British Rally Championship:	<b>Jukka Korhonen (driver) / Marko Salminen (co-driver)</b>
British Rally Championship Manufacturer:	<b>Citroen</b>
British Junior Rally Championship:	<b>Benjamyn Mckay</b>
British Historic Rally Championship:	<b>Richard Hill (driver) / Steffan Evans (co-driver)</b>
British Rallycross Championship:	<b>Julian Godfrey</b>
British Cross Country Championship:	<b>Dan Lofthouse (driver) / Jonny Koonja (co-driver)</b>
British Drag Racing Championship:	<b>Bruno Bader</b>
British Hill Climb Championship:	<b>Scott Moran</b>
British Sprint Championship:	<b>Colin Calder</b>
British Sporting Trials Championship:	<b>Thomas Bricknell</b>
British Car Trial Championship:	<b>Duncan Stephens</b>
British Autotest Championship:	<b>Richard Pinkney</b>
British Long Circuit Kart Championship:	<b>Paul Platt</b>
British Short Circuit Kart Championship:	<b>Daniel Borton</b>
British Junior Kart Championship:	<b>Jehan Daruvala</b>
British Cadet Kart Championship:	<b>Oliver York</b>

\*Provisional at time of print

*30,000 licensed competitors*

*9,500 volunteers*

*750 motor clubs*

*4,900 events*

*138,500 entries*



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