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**4,300** Companies

**4,900** Events

**9,500** Volunteer marshals  
and officials

**30,000** Competition  
licence holders

**41,000** Employees

**135,000** Event entries

**200,000** Active participants  
in UK motor sport

**£9billion** Value of the UK  
motor sport industry

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# CHAIRMAN'S MESSAGE

We often say that it has been a great year for the Motor Sports Association and UK motor sport; as a world leader in the sport, that is almost always the case. However 2014 really has been quite extraordinary and a year of which everybody in the sport can be incredibly proud.

Most visibly, the international talent produced by this country has enjoyed

a truly exceptional year. UK drivers won the premier titles at virtually every level of single-seater racing, with further success in sportscars and an unprecedented clean sweep of the world and European kart championships. We even saw two UK drivers competing at the highest level of the World Rally Championship for the first time since the early 2000s.

Domestically, the MSA continues to oversee the most richly diverse motor sport scene in the world; it is populated by tens of thousands of competitors and volunteers participating in thousands of events, run by hundreds of clubs all over the country. Governing such a large, dynamic and complex sport is no easy task but I am delighted that we have done so more efficiently than ever this year.

Within the company itself, the MSA Board was delighted to confirm Rob Jones as Chief Executive, following a successful winter period as interim CEO. Combining the passion and enthusiasm of a competitor with the pragmatism

of a solicitor, he is the right person to lead the governing body forward as we refine our strategic direction to lead the development of the sport.

The MSA has achieved a great deal in 2014, as you will read throughout this report. It speaks volumes that it nudges 70 pages despite being as concise an overview as possible of the last 12 months' activities.

Finally, having been honoured to serve as Chairman since 2006, I am delighted to have been re-elected for a further three-year term by the MSA Board and I will endeavour to continue steering the company and sport towards even greater health and prosperity. Of course, I could not do that without the on-going hard work and dedication of the MSA staff and the sport's 9,500 volunteers and officials. To them all I extend my sincere thanks.

Best wishes for 2015.

Alan J Gow

“GOVERNING SUCH A LARGE, DYNAMIC AND COMPLEX SPORT IS NO EASY TASK BUT I AM DELIGHTED THAT WE HAVE DONE SO MORE EFFICIENTLY THAN EVER THIS YEAR”





# CHIEF EXECUTIVE'S MESSAGE

Having been involved in our sport in one way or another for many years I was incredibly proud to be appointed MSA Chief Executive at the Board's first meeting of the year in March. To be entrusted in this way is an honour and a privilege, to say the very least.

Having joined the MSA as General Secretary in 2006, I have witnessed a period of change that has seen the MSA transform its approach to the governance of UK motor sport. Compared to its 2006 iteration, the 2014 MSA is a more dynamic and forward-thinking organisation; one that is communicating far better with its stakeholders and increasingly fulfilling its responsibility to grow the sport, and to grow it from a strong clubman and volunteer base.

This is now as much a part of our role as administration and regulation and predominately involves club development under Go Motorsport, talent development through our MSA Academy programmes and raising the profile and involvement of volunteers at the heart of MSA. For example, the regulation making body, Motor Sports Council, will now have a seat for Marshals, placing them at the core of all decision making within the sport. Some other early incentives for the sport include licence fees frozen up to and including National B, insurance per capita fees also frozen (this on top of a 30 per cent insurance rebate to organising clubs this year), reduced prices for Kart starter packs, the fixture list now on line together with a risk assessment site for clubs, all part of a great new website.

Within the sport itself it has been a uniquely successful year, with UK competitors crowned champions at the very highest levels globally. These are Jolyon Palmer and Alex Lynn in GP2 and GP3, Anthony Davidson in the World Endurance Championship, Callum Iloft, Enaam Ahmed and Lando Norris in the European and world karting championships, and of course

the icing on the cake, Lewis Hamilton's second F1 title.

One of our objectives is to create a virtuous circle whereby international success inspires grassroots participation, such that the tip of the pyramid helps to grow the base and the wider base subsequently increases the quality at the tip. You can read more about these great initiatives later on in this report.

Success takes many forms in our sport and whilst we are not quite there yet, the closed roads campaign for a change in the law to facilitate closed road motor sport on mainland Britain is another success example in 2014. After an awful lot of work behind the scenes at Westminster, those in government – right up to the Prime Minister himself – are now recognising the world-leading status of UK motor sport and its outstanding contribution to the economy and society.

It would be remiss at this time however not to reflect on the tragic events that have cast a long shadow over the sport this year. Safety must be our overriding concern at all times and the sport will learn the lessons from every accident and every review to manage the risks appropriately.

It has certainly been a challenging and busy start to my tenure as Chief Executive but I will continue to do my best for the sport and for all of those who continue to enjoy their motor sport in whatever capacity.

Have a safe and enjoyable 2015.

## Rob Jones



“ THE 2014 MSA IS MORE DYNAMIC, FULFILLING ITS RESPONSIBILITY TO GROW THE SPORT ”





# INTERNATIONAL

1



# INTERNATIONAL SUCCESS

Another F1 title capped an incredible year for UK motor sport, with Union Flags flying above podiums across the globe.

## Formula One

Lewis Hamilton was crowned the 2014 FIA Formula One World Drivers' Champion after dominating the season-closing Abu Dhabi Grand Prix. Hamilton scored 11 victories throughout the season – including his home race at Silverstone – to surpass Nigel Mansell's British record of 31 grand prix victories. He also became the first Briton to win multiple F1 titles since Sir Jackie Stewart more than 40 years ago. He first won the title in 2008, having missed being a rookie champion in 2007 by a single point.

McLaren's Jenson Button had another strong season, scoring more than twice as many points as his team-mate. Max Chilton returned to the grid with the Marussia team, while MSA Team UK graduate Will Stevens made his F1 debut with Caterham at the season finale in Abu Dhabi.



## HAMILTON'S SEASON

- 11** wins
- 7** pole positions
- 16** podiums
- 7** fastest laps



## Sportscars

Former F1 driver Anthony Davidson won the FIA World Endurance Championship (WEC) title – alongside Toyota team-mate Sebastien Buemi – with a round to spare. Davidson was a regular winner and also took his second consecutive podium at the Le Mans 24 Hours.



## GP2

Jolyon Palmer was the class of the field in GP2, the main feeder series to Formula 1. Palmer, aged 23, claimed the crown with his fourth win of the season at Russia's Sochi Autodrom. He is the first GP2 champion from the UK since Lewis Hamilton in 2006.

## GP3

MSA Team UK member Alex Lynn was dominant in GP3, which also appears on the F1 bill alongside GP2. The 21-year-old Essex driver took three race wins and scored more points than any other champion in the series' history. Fellow Briton Dean Stoneman finished second after a strong season.



## Other racing

- MSA Academy racer Ben Barnicoat won the Formula Renault 2.0 Northern European Cup in his first full season of car racing.
- Rob Huff, former FIA World Touring Car Champion, recorded his seventh victory on the streets of Macau.
- In the US, MSA Team UK member Jack Harvey narrowly missed out on the Indy Lights title, tying for the championship but finishing second overall on countback.



# INTERNATIONAL SUCCESS



## Karting

An unprecedented run of success yielded British champions in the World and European kart championships at both senior and junior levels.

Callum Ilott and Enaam Ahmed claimed the CIK-FIA Karting KF and KF-Junior European Championship titles respectively at

Lincolnshire's PF International. Ilott, aged 15 from Hertfordshire, took the title with victory on home soil, having also won the season-opener in Italy. In KF-Junior Ahmed, aged 14 from London, was a pre-event favourite and delivered on that promise with the win and the championship.

Just a few weeks later Ahmed won the world title in the same class by winning the final round at Essay in France. The same event saw 14-year-old Somerset karter Lando Norris become the CIK-FIA Karting KF World Champion, also with victory.

## Working with the world governing body

The MSA is heavily involved in running 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. Former MSA Chief Executive Colin Hilton has supported Stoker as Deputy Titular Delegate. Furthermore, the MSA made many successful nominations to 2014 FIA Commissions and judicial bodies:

**Russell Anderson**  
International Karting Commission

**Michael Beloff QC**  
International Court of Appeal

**Mike Broad**  
(Motor Sports Council)  
Rally Commission

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

**Terry Cox**  
Truck Racing Commission

**Ian Davis**  
(MSA Regional,  
Rallies & Cross Country Executive)  
Closed Road Commission

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

**David Lapworth**  
(Motor Sports Council)  
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 Chief Executive)  
Ethics Committee (President)

**Nigel Mansell CBE**  
Drivers' Commission

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

**Dr Philip Rayner**  
(Motor Sports Council)  
Medical Commission

Anti-Doping Disciplinary Committee

**John Ryan**  
(MSA Technical Executive)  
Homologation Regulations  
Commission  
Single-Seater Commission (Vice  
President)

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

**Sue Sanders**  
Women in Motorsport Commission

**Tony Scott Andrews**  
(Motor Sport Council Chairman)  
International Court of Appeal

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

**David Tremayne**  
Land Speed Records Commission



## Rallying

The 2014 FIA World Rally Championship (WRC) featured two UK drivers in the top class for the first time in 11 years. Northern Ireland's Kris Meeke spearheaded the Citroen team, while Welshman Elfyn Evans – an MSA Team UK member since 2010 – competed for the British M-Sport squad.

Meeke produced great speed and commitment to score podium finishes in Monte Carlo, Argentina, Finland and France. Citroen rewarded his efforts with a contract extension for 2015.

At just 25 years old, Evans displayed great maturity and confidence behind the wheel of his Ford Fiesta RS WRC, taking fourth place finishes in both Mexico and Germany. Like Meeke, he will also return in 2015.



## INTERNATIONAL EVENTS



The UK plays host to rounds of the premier international championships across many disciplines.

#### Formula One British Grand Prix

The British Grand Prix celebrated its 50th appearance at Silverstone on 6 July, with Lewis Hamilton delighting the British fans by taking his second home victory. The event – which predates the Formula One World Championship – was first held in 1926 and has since run at four different circuits across the UK.

The race is also the oldest on the F1 calendar, having begun the inaugural season in 1950. Today it is organised by International Motor Sports (IMS), the MSA's commercial subsidiary.

Celebrating the 50th anniversary of his F1 title, John Surtees OBE was a guest of the MSA and presented the second-place trophy to Finland's Valtteri Bottas. Patrick McLoughlin, Secretary of State for Transport, presented the winner's trophy to Hamilton.

#### FIA World Rallycross Championship

Round two of the inaugural FIA World Rallycross Championship, the World RX of Great Britain, took place at Kent's Lydden Hill – the Home of Rallycross – on 24-25 May.

The event was organised by Lydden Hill, with support from International Motor Sports (IMS). It attracted a record entry of 37 Supercars, with Andreas Bakkerud taking victory and Andrew Jordan, MSA British Touring Car Champion, joining him on the podium.

**"IT WAS A TERRIFIC WEEKEND AT LYDDEN: THE SUN SHONE, THE RACING WAS ACTION-PACKED AND WE HAD HUGE NUMBERS OF SPECTATORS OVER THE COURSE OF THE WEEKEND"**

**Martin Anayi, World RX Managing Director**

#### FIA World Endurance Championship

The prestigious Royal Automobile Club Tourist Trophy was presented to the winners of the Silverstone 6 Hours, which opened the FIA World Endurance Championship season. Anthony Davidson, Nicolas Lapierre and Sébastien Buemi won the rain-shortened race in front of a huge crowd, with a total attendance of 43,000 across the weekend.

#### European Kart Championships

Lincolnshire's state-of-the-art PF International circuit hosted the CIK-FIA Karting European KF & KF-Junior Championships, won by Britons Callum Ilott and Enaam Ahmed respectively.





## WALES RALLY GB

The UK's round of the FIA World Rally Championship (WRC) took another step forward in 2014.



"IT'S A FANTASTIC RALLY. EVERYTHING TO DO WITH THE EVENT HAS WORKED LIKE CLOCKWORK AND THE FANS OUT ON THE STAGES ARE INCREDIBLE. WALES RALLY GB IS UNIQUE - UNDOUBTEDLY ONE OF THE MOST PRESTIGIOUS EVENTS ON THE WRC CALENDAR. THE FINAL STAGE IN THE DARK ON SATURDAY WAS ABSOLUTELY FANTASTIC - PROBABLY ONE OF THE BEST EXPERIENCES ANYWHERE IN RALLYING"

Kris Meeke, Citroën Racing WRC driver

Running from 13-16 November, Wales Rally GB brought the world's top rally drivers, cars and teams to North Wales for the WRC season finale.

The event HQ and Service Park were once again based at Toyota's Deeside Engine Plant. The rally itself began with a ceremonial start in front of thousands of fans at Eirias Stadium in Colwyn Bay, followed by 23 Special Stages totalling 192 competitive miles in forests across North and Mid Wales.

There was also a pair of RallyFest Stages designed to provide a family friendly spectator experience, with live entertainment complementing the action. One was at Chirk Castle, a 700-year-old National Trust property, which drew 6,000 visitors. The other was at Kinnel Park – a mansion property near Abergele.

In total, there were more than 80,000 visitors across the rally. Almost 20,000 fans created a fabulous atmosphere at the free-of-charge Service Park, enjoying a diverse range of live entertainment while watching the teams at work.

Thousands more people lined the streets of Llandudno for the closing ceremony, where world champion crew Sebastien Ogier and Julien Ingrassia were crowned the winners for the second successive year.

### Funding and organisation

Wales Rally GB is organised and promoted by International Motor Sports (IMS), the MSA's commercial subsidiary. For the 2014 event, IMS managed an organising team comprising almost 100 event officials and 3,500 volunteer marshalling days. IMS also worked with Conwy County Borough Council and other local authorities to bring the event to successful fruition.

The Welsh Government supports Wales Rally GB as Principal Funding Partner, recognising the event's £10.8 million contribution to the country's economy. A number of Welsh Government dignitaries were on hand during the event, including Edwina Hart, Welsh Government Minister for Economy, Science and Transport.

### STEM Industry Awareness

The Service Park included an impressive STEM (Science, Technology, Engineering and Maths) Industry Awareness area. Organised by the Welsh Government and partners, it was designed to help students find out more about studies and careers in STEM-based industries and featured over 30 exhibitors.

These included colleges and engineering companies, with the likes of Airbus and JCB on hand with interactive displays. Bloodhound, the land speed record project aiming to break 1000mph, also took part, as did the MSA's Go Motorsport initiative, plus many more.

All schools in Wales were invited to come and enjoy the various educational exhibits, with 1,300 students taking up the opportunity. They all toured the busy Wales Rally GB Service Park, as well as the Toyota Engine Plant, where several of the company's motor sport heritage vehicles were on special display.



"OUR SUPPORT FOR WALES RALLY GB ACTS AS A KEY DRIVER IN DELIVERING THE WELSH GOVERNMENT'S KEY COMMITMENT OF STRENGTHENING THE CONDITIONS THAT CREATE JOBS, WEALTH AND SUSTAINABLE GROWTH"

Edwina Hart, Welsh Government Minister for Economy, Science and Transport



DOMESTIC

2





# ENGLAND

The UK's largest geographical area and home to the majority of the MSA's competitors, volunteers and events, England is represented by 10 separate Regional Associations.

The Association of North West Car Clubs (ANWCC) confirmed that entries in the region increased for AutoSOLOs, Production Car Autotests, Speed events and even some Stage Rallies.

The Association of Eastern Motor Clubs had an excellent year, realising the benefits of revitalised management. The association also supported the formation of an umbrella motor club, Anglian Motor Sports Club, which actively promoted the development of grass roots motorsport in East Anglia, notably AutoSOLOs and Targa Rallies.

The Association of West Midlands Motor Clubs (AWMMC) maintained a stable membership of over 80 clubs. The region's Hill Climb and Sprint events performed particularly well, while the association's sub-group, the Cotswold Motor Sport Group, continues to have a strong presence within most disciplines.

The Association of Central Southern Motor Clubs (ACSMC) continued to oversee a large number of events of many different types throughout the region. Its Autotest, Speed and Rally Championships were popular and well supported by clubs and competitors.

Of particular note is the Southern Counties Autocross Championship, run in conjunction with the Association of South West Motor Clubs (ASWMC). Due to the vagaries of the English summer weather the championship suffered in recent years. However due to

the hard work of both the championship co-ordinator and competitors, it is now very healthy and set to continue its upward trend next year.

The ACSMC's member clubs worked hard during the year to bring new blood into the sport across the area. Initiatives included club displays and taster events, which gave many members of the public a taste of grassroots motor sport for the first time. All the clubs involved secured new members as a result.

The association's club membership also increased. One of the higher profile organisations to join was the West Sussex-based Greenpower, whose annual engineering challenge is undertaken by 10,000 pupils across 500 schools nationwide.

In the South West, the ASWMC ran 14 championships – spanning 12 disciplines – this year, with nine attracting increased entries. One of its Autocross championships even boasted its strongest competitor numbers for seven years.

One of the association's member clubs, Truro Motor Club, introduced the concept of a Hill Climb Academy at the Tregrehan venue. It provided mentoring and reduced entry fees for newcomers, resulting in a number of active new members. The concept is therefore set to expand across the region in 2015.

**570**  
registered clubs

**6,838**  
registered volunteers

**3,852**  
permits

**22,179**  
competitors





# NORTHERN IRELAND

**The Association of Northern Ireland Car Clubs (ANICC) continues to manage regulated motorsport throughout Northern Ireland and contributes significantly to the sport nationwide through a dedicated team of experienced representatives serving on MSA committees and panels.**

The ANICC – along with the North of Ireland Karting Association – 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 continues to lobby government on all matters relating to both two- and four-wheel motor sport and also negotiates with Sport Northern Ireland to seek appropriate funding for development within the province.

Northern Ireland's strong motor sport community strengthened during 2014 through the organisation of highly respected and well supported events across all disciplines. This included the return of international competition, with the European Rally Championship incorporating the Circuit of Ireland rally, organised by the Ulster Automobile Club – one of the oldest motor clubs in the UK.

The Motorsport Marshalling Partnership (MMP) continued to support clubs and competitors by providing experienced marshals to all areas of the sport, with many events relying heavily on its pool of members to help run events. The British Motor Sport Training Trust (BMSTT) provides support for MMP training initiatives, which encourage and support the development of young and inexperienced marshals to help them reach the highest possible standards.

Clubs and organisers benefitted from further growth in competitor activity this year, with entries up across championships and events. The ANICC works closely with Motorsport Ireland to facilitate competitor cross-over between the territories.

Competitors from the region enjoyed a very successful year once again. On the international stage Kris Meeke completed his first full season driving for the Citroen World Rally Team, ending the year in seventh place overall and scoring four podium finishes. Colin Turkington won the Dunlop MSA British Touring Car Championship (BTCC) for a second time, beating six other former champions to the title.

On home soil, Co. Antrim's Derek McGarrity won his fifth title in the McGrady Insurance MSA Northern Ireland Rally Championship. Entries on all the ANICC's stage rally events showed improvement along with a similar increase for speed events.

Circuit racing activity is led by the 500 Motor Racing Club of Ireland, which organised seven meetings and four sprints at its home venue, Kirkistown, in 2014.



**1,749**  
competitors

**343**  
registered volunteers

**252**  
permits

**34**  
registered clubs





# SCOTLAND

The Scottish Association of Car Clubs (SACC), which is the MSA Regional Association in Scotland, continues to do excellent work north of the border. Multiple former saloon car champion John Cleland was appointed to the new role of President of the SACC and is supporting the Marshal Recruitment and Training Programme that is scheduled for the New Year.

In order to complement the activities of SACC, the MSA has supported the work of an additional body representing motor sport in Scotland, namely Scottish Motor Sports (SMS), a strategic body representing the sport's interests north of the border. SMS completed its five-year Strategic Plan, ready for submittal to sportscotland in December. The plan aims to make a positive contribution to the overall development and profile of motor sport in Scotland through government funding.

SMS comprises representatives of two- and four-wheel motor sport, including MSA car clubs, kart clubs and Knockhill circuit, plus the Scottish Auto Cycle Union (SACU) representing the two-wheel community. The Strategic Plan was compiled over 12 months by Rory Bryant, SMS's National Development Officer.

The MSA also welcomed the initial findings of the Motor Sport Event Safety Review Group, which was set up by the Scottish Government following the tragic events of the 2014 Jim Clark Rally. The group includes representation from the MSA alongside Police Scotland and other key stakeholders. Its initial findings included steps that organisers are recommended to take to further improve safety; the MSA worked with the organisers of October's Mull Rally to help them implement the proposals so their impact can be assessed ahead of the review group's final report.

On the sporting front, Euan Thorburn was crowned the ARR Craib MSA Scottish Rally Champion. The championship enjoyed a healthy season, with entries of over 100 crews on most events. The Blue Scottish Tarmac Rally Championship also had a strong year, with a new event at Machrihanish – 150 miles west of the central belt – boasting an excellent entry.

The Scottish Motor Racing Club (SMRC) ran an extremely successful series at Knockhill circuit, with ever increasing grids. SMRC also promoted two Go Motor Racing evenings in Aberdeen and Edinburgh to attract fresh interest.

The Ecurie Ecosse squad won the British GT3 Championship, while Scot Ross Wyllie took the British GT4 Championship title. David Reed won the Guyson Scottish Speed Championship and the Guyson Scottish Sprint Championship, which reported rising entries. In karting, Sandy Mitchell won the British Junior Rotax Championship and Dean Macdonald won the British Mini Rotax Max Championship.

Internationally, former F1 racer Paul di Resta returned to the Germany-based DTM touring car championship, which he won in 2010. Meanwhile Oban's Susie Wolff became the first female driver for over 20 years to join an official grand prix session when she took part in practice for the British Grand Prix at Silverstone with the Williams team.



**65**  
registered clubs

**584**  
registered volunteers

**435**  
permits

**2,093**  
competitors



# WALES

**876**  
registered volunteers

**354**  
permits

**77**  
registered clubs

**2,471**  
competitors



The Welsh Association of Motor Cubs (WAMC) reported a very successful year for its various championships, particularly the Road Rally Championship, which remained as popular as ever.

The Association confirms that thanks are due to the event organisers themselves but also to the efforts of the championship secretaries, Forestry Liaison Officers (FLOs), Route Liaison Officers (RLOs), MOD personnel and various Police Forces, all of whom were very supportive. As a result of these championships' successes, WAMC has been able to attract a number of potential future sponsors, ready to step in when an opportunity becomes available.

The resurgence of Wales Rally GB – the UK's curtain-closing round of the FIA World Rally Championship (WRC) – in 2013 resulted in an early groundswell of enthusiasm for the 2014 event from local competitors and spectators. This enthusiasm was boosted significantly by the presence of home hero and MSA Team UK member Elfyn Evans, completing his maiden season as part of the top-flight M-Sport World Rally Team.

A number of local car clubs contributed significantly to the event's success, with North Wales Car Club supplying a significant number of organising staff and volunteers, and Clwyd Vale Motor Club providing 77 volunteer marshals to man the Brenig stage. These efforts highlight the community spirit and passion that drive motor sport in Wales.

In domestic rallying, Alex Allingham – co-driven by Chris Williams – won the Pirelli MSA Welsh Rally Championship for the third time in five seasons. The fiercely contested 2014 championship featured eight rounds using an array of iconic Welsh Stages. It became the first Welsh championship to enjoy dedicated season-long television coverage, with regular appearances on Motors TV.

WAMC also continued to draw support from Sport Wales and its Elite Cymru initiative, which provided financial support for promising young competitors. This year saw increased financial commitment, which resulted in four competitors being supported. These included MSA Team UK's Matt Parry – from Cardiff – who received his fourth year of support while embarking on his debut season in the Formula Renault Eurocup. Parry also completed an F1 test with the McLaren team at Silverstone as part of his prize for winning the 2013 McLaren Autosport BRDC Award for the country's most promising young circuit racers.

Parry's MSA Team UK team-mate Seb Morris, from Wrexham, also excelled in his maiden Formula Renault 2.0 Northern European Cup season, finishing third overall with a pair of race wins.





# THE SPORT

3



# TYPES OF MOTOR SPORT



1

## 1. Autocross

Autocross is an ideal discipline for novices looking to get their first taste of competitive motor sport. The aim is to tackle a temporary course – usually 800 to 1200 metres long – in a grass or stubble field, against the clock. There can be up to four cars on the course at any one time.

## 2. Autotest

Autotest is all about car control. The challenge is to negotiate as quickly as possible a memorised course of spins, flicks and turns without hitting any markers. AutoSOLOs are similar but don't require any reversing, generally use simpler course layouts and are only open to standard road cars.



2

## 3. Circuit Racing

One of the most well-known forms of the sport involves cars and drivers taking to the circuit and racing to the chequered flag. There are almost always practice sessions and qualifying to set the starting grid, while races themselves can vary greatly in terms of length and machinery.



3

## 4. Cross Country

Cross Country is an off-road discipline that pits four-wheel-drive vehicles against arduous terrain. Events are diverse, ranging from timed 'runs' on long courses to low-speed trials and winch recovery and other tests of skill such as trailer reversing. The vehicles are as diverse as the events.



4

## 5. Drag Racing

Two cars line up side-by-side on an asphalt drag strip and race over a quarter of a mile from a standing start. There are classes catering for everything from near-standard road cars to vehicles that can complete the quarter mile in a few seconds, reaching over 250mph.



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## 6. Hill Climb

Competitors take turns on a narrow, point-to-point, uphill course, with the quickest time winning. There are usually practice runs followed by two competitive run-offs. There are categories for lightly modified road cars and others for extremely fast single-seaters resembling high-end circuit racers.



6



7

## 7. Karting

Karting is traditionally the first rung on the ladder for aspiring circuit racers. However it is a popular and competitive sport in its own right, catering for a wide range of ages and ambitions. Most karting takes place on short circuits but more powerful superkarts race on full-length tracks.

## 8. Rallycross

Rallycross combines circuit racing and rallying, taking place on a circuit that is part-asphalt and part-gravel. Events comprise a number of heats, culminating in a short and intense final lasting just a few laps. The fastest cars resemble road-going hatchbacks but are highly modified and very powerful.



8



9

## 9. Rallying

Stage Rallies mainly take place in forests or on private or military land and comprise a series of stages, with the winning crew (driver and co-driver) finishing in the lowest aggregate time. Road Rallies on the public highway involve maintaining a time schedule, with greater emphasis on navigation than driving skill.

## 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. It is similar to the hill climb discipline, featuring a great variety of cars catering for a range of budgets and skill levels.



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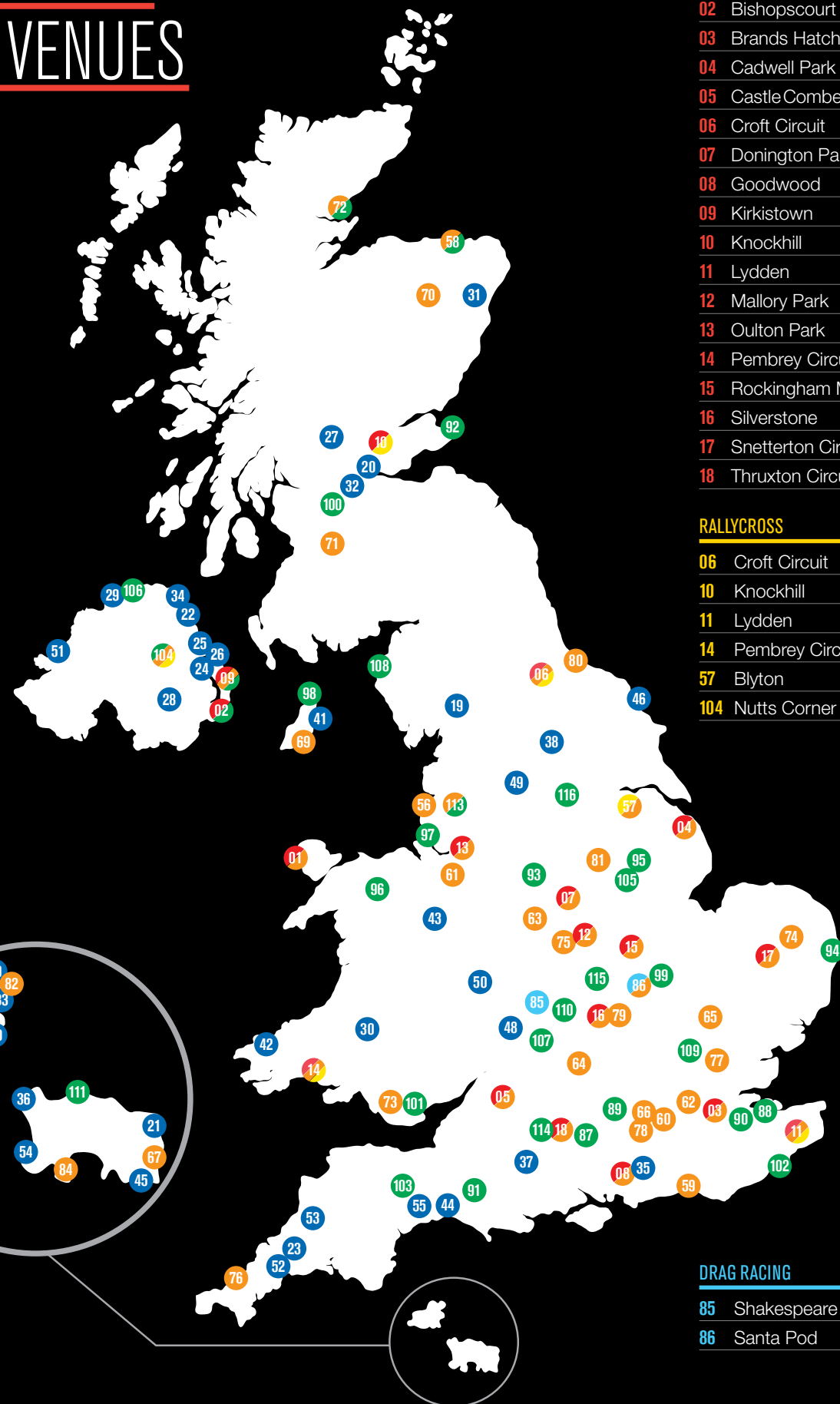
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## 11. Trials

A low-speed but challenging discipline, trials entail finding sufficient grip to progress as far as possible up a course laid out on a hillside. There are three main types: Car Trials with standard road cars, Sporting Trials for specialist machinery and Classic Trials that travel from section to section across large areas.



# LICENSED UK VENUES



## RACETRACK

- 01 Anglesey Circuit /Trac Môn
- 02 Bishopscourt
- 03 Brands Hatch
- 04 Cadwell Park
- 05 Castle Combe
- 06 Croft Circuit
- 07 Donington Park
- 08 Goodwood
- 09 Kirkistown
- 10 Knockhill
- 11 Lydden
- 12 Mallory Park
- 13 Oulton Park
- 14 Pembrey Circuit
- 15 Rockingham Motor Speedway
- 16 Silverstone
- 17 Snetterton Circuit
- 18 Thruxton Circuit

## RALLYCROSS

- 06 Croft Circuit
- 10 Knockhill
- 11 Lydden
- 14 Pembrey Circuit
- 57 Blyton
- 104 Nutts Corner

## DRAG RACING

- 85 Shakespeare County Raceway
- 86 Santa Pod

## SPRINT

- |                               |                              |                         |
|-------------------------------|------------------------------|-------------------------|
| 01 Anglesey Circuit /Trac Môn | 56 Aintree                   | 72 Littleferry          |
| 03 Brands Hatch               | 57 Blyton                    | 73 Llandow Circuit      |
| 04 Cadwell Park               | 58 Boyndie Drome             | 74 Lotus Test Track     |
| 05 Castle Combe               | 59 Brighton                  | 75 MIRA                 |
| 06 Croft Circuit              | 60 Brooklands                | 76 Newquay Airport      |
| 07 Donington Park             | 61 Cholmondeley              | 77 North Weald          |
| 08 Goodwood                   | 62 Crystal Palace            | 78 Rushmore Arena       |
| 09 Kirkistown                 | 63 Curborough                | 79 Stowe                |
| 11 Lydden                     | 64 Dalton Barracks           | 80 Teesside Autodrome   |
| 12 Mallory Park               | 65 Debden Airfield           | 81 Thoresby Park        |
| 13 Oulton Park                | 66 Eelmoor                   | 82 Vale Castle          |
| 14 Pembrey Circuit            | 67 Five Mile Road            | 83 Vazon Bay Coast Road |
| 15 Rockingham Motor Speedway  | 68 Fort Corblets             | 84 Victoria Avenue      |
| 16 Silverstone                | 69 Governor's Sprint         | 86 Santa Pod            |
| 17 Snetterton Circuit         | 70 Grampian Transport Museum | 104 Nutts Corner        |
| 18 Thruxton Circuit           | 71 Kames Motorsport Complex  | 113 Three Sisters       |

## HILL CLIMB

- |                   |                      |                    |
|-------------------|----------------------|--------------------|
| 19 Barbon Manor   | 32 Forrestburn       | 45 Mount Bingham   |
| 20 Bo'ness        | 33 Fort Tourgis      | 46 Oliver's Mount  |
| 21 Bouley Bay     | 34 Garron Point      | 47 Petit Bot       |
| 22 Cairncastle    | 35 Goodwood House    | 48 Prescott        |
| 23 Castle Hill    | 36 Greve de L'Ecq    | 49 Scammonden Dam  |
| 24 Craiganlet     | 37 Gurston Down      | 50 Shelsley Walsh  |
| 25 Croft          | 38 Harewood          | 51 Spamout         |
| 26 Cultra         | 39 Le Grand Val      | 52 Tregrehan       |
| 27 Doune          | 40 Le Val des Terres | 53 Werrington Park |
| 28 Drumhorc Hills | 41 Lhergy Frissell   | 54 Westmount Road  |
| 29 Eagles Rock    | 42 Llys-y-Fran       | 55 Wiscombe Park   |
| 30 Epynt          | 43 Loton Park        |                    |
| 31 Fintray House  | 44 Manor Farm        |                    |

## KART

- |                    |                        |                          |
|--------------------|------------------------|--------------------------|
| 02 Bishopscourt    | 95 Fulbeck             | 106 Portstewart          |
| 09 Kirkistown      | 96 Glan y Gors Park    | 107 Rissington           |
| 72 Littleferry     | 97 Hooton Park         | 108 Rowrah               |
| 87 Barton Stacey   | 98 Jurby               | 109 Rye House            |
| 88 Bayford Meadows | 99 Kimbolton           | 110 Shenington           |
| 89 Blackbushe      | 100 Larkhall           | 111 Sorel Point          |
| 90 Buckmore Park   | 101 Llandow            | 112 St. Sampsons         |
| 91 Clay Pigeon     | 102 Lydd Raceway       | 113 Three Sisters        |
| 92 Crail Raceway   | 103 Mansell Raceway    | 114 Thruxton Kart Centre |
| 93 Darley Moor     | 104 Nutts Corner       | 115 Whilton Mill         |
| 94 Elough Park     | 105 P.F. International | 116 Wombwell             |

Note: Some race tracks also host Superkart events



# SOCIAL RESPONSIBILITY



The MSA believes that motor sport can and does play an important role in society, creating a positive impact in a number of areas ranging from road safety to education.

## Education and careers

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. The MSA has created The Grid, a series of three interactive lesson plans for teachers at Key Stage 2 and 3. 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 (see pages 44-45) have also built strong links with schools and colleges, resulting in the use of motor sport to engage students in a variety of subjects including Maths, Science, Engineering and Design & Technology.

Furthermore there are several school-based initiatives that challenge students to build and race models or full-size cars, such as F1 in Schools, Formula Student and Greenpower. There is also a British Schools Karting Championship contested by hundreds of establishments and pupils each year.

Post-education, the UK's world-leading motor sport and high performance engineering industries employ 41,000 people across 4,300 companies, encompassing engineering, design, administration, logistics, marketing, events management and more.

## Technology

The highly competitive nature of motor sport results in a very high rate of technological progress. UK motor sport has been the catalyst for thousands of high-performance engineering and technology companies, many of which have benefitted other industries such as defence, aerospace, transport and health.

Energy recovery technology developed by the Williams F1 team is now benefitting public transport such as urban buses and trams, helping to save fuel and reduce emissions by harvesting energy that is normally lost.

Similarly the McLaren Group includes McLaren Applied Technologies, which aims to develop ground-breaking solutions across sport, medicine, biomechanics

and entertainment. For example McLaren electronics software is used in the intensive care ward of Birmingham Children's Hospital.

## Environment

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

In 2014 the MSA became the first ASN to receive the FIA Institute's Achievement of Excellence environmental accreditation.

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 used tyres appropriately, using recycled materials wherever possible and using electronic communications.

Limiting noise pollution is also extremely important and the MSA Yearbook – containing all the general regulations governing UK motor sport – details the noise limits for various competition vehicles.

## Road safety

Road accidents are still the single biggest killer among 16- to-24-year-olds in the UK. The MSA believes that motor sport can contribute to the road safety agenda by highlighting key safety messages and providing a controlled environment for those looking to have fun in a car.

The MSA ran a pair of new road safety initiatives in 2014:

- A new MSA Road Safety Awareness course at Silverstone's Mercedes-Benz World, designed to help the MSA Academy's young drivers understand the key principles of safe driving on public roads ran for the first time at Silverstone. The course represented the culmination of an FIA Institute road safety grant project and created 20 advocates of safe driving to become road safety ambassadors.
- A competition challenging young people in two age categories – 14-18 and 19-24 – to create short films emphasising one of the FIA's Ten Golden Rules for Safer Motoring. The winning teams from Hurtwood House school in Surrey and Mid Kent College travelled to the Italian Grand Prix at Monza – courtesy of Allianz UK – where they met F1 driver Lewis Hamilton and FIA President Jean Todt. They also received £2,000 each for their media studies departments. Their winning films can be viewed on the MSA website.





# YEAR IN PICTURES





# 2014 YEAR IN PICTURES

JAN

FEB

MAR

APR

MAY

JUN

1



2



- 1 The MSA kicked off its Year of the Newcomer by delivering 1260 AutoSOLO passenger rides at Autosport International
- 2 Sportscar legend Allan McNish was Guest of Honour at the MSA Night of Champions, where the 2013 MSA British Champions were crowned
- 3 The MSA Academy ran a ground-breaking high performance workshop for its Team UK national squad in Chamonix, France

4



- 4 Rob Jones was appointed the ninth MSA Chief Executive in the organisation's 36 year history
- 5 After years of work by the MSA, the government announced a public consultation on plans to facilitate closed road motor sport on mainland Britain

3



- 6 MSA Academy drivers spearheaded the MSA's inaugural road safety training day at Silverstone's Mercedes-Benz World
- 7 Home hero Andrew Jordan took third place in Britain's round of the inaugural FIA World Rally Championship at Lydden Hill, behind winner Andrea Bakkerud

5



6



7





9 MSA Chief Executive Rob Jones took the prestigious British Grand Prix trophy to the Mercedes AMG F1 team's Brackley factory to celebrate their victory

10 Hurtwood House School and Mid Kent College students enjoyed a prize trip to the Italian Grand Prix for winning the MSA's road safety film competition



8 Lewis Hamilton won his home grand prix at Silverstone for the second time, following his first triumph in 2008



9



10

11 The new UK junior single-seater championship, MSA Formula – Certified by FIA, Powered by Ford EcoBoost, was officially launched at Silverstone



11



12

12 Go Motorsport Live! – East – one of four such regional events this year – ran at Snetterton circuit to showcase club motor sport in the area

13 Wales Rally GB was hailed as a huge success after bringing the curtain down on the 2014 World Rally Championship



13



14

14 Prime Minister David Cameron hosted a special celebration of UK motor sport at 10 Downing Street





# 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 performance.



## Team UK

Team UK is a national squad of elite drivers who are hand-picked to receive a bespoke performance management programme. It represents the pinnacle of the MSA Academy.

Drivers work with an MSA Level Four Qualified Performance Manager who provides ongoing coaching, support, advice and guidance. Team UK Coaches are a combination of in-house qualified professionals and expert consultants from the industry.

The coaching is supplemented by a variety of developmental activities. In 2014 this included a ground-breaking, four-day high-performance workshop in Chamonix, France. The event comprised an array of physical and mental activities designed to take the drivers on a journey of self-discovery and understanding. This included helping them to identify their individual strengths and weaknesses which were then addressed through a common language derived from extensive use of the Insights Discovery profiling model.

**"AS A DRIVER YOU HAVE A 'TOOLBOX' AND THROUGHOUT THE FOUR DAYS I'VE BEEN ABLE TO ADD MORE TOOLS THAT I CAN USE TO PROGRESS HIGHER UP THE MOTOR SPORT LADDER"** Matt Parry

## Team UK 2014 was:

- Jake Dennis (Formula 3)
- Mark Donnelly (BRC)
- Elfyn Evans (WRC)
- Jack Harvey (IndyLights)
- Jordan King (Formula 3)
- Alex Lynn (GP3)
- John MacCrone (BRC)
- Matt Parry (Formula Renault)
- Nick Yelloly (GP3)

## AASE

Launched in 2009, the three-year AASE in Motor Sport programme is delivered in conjunction with Loughborough College, ranked outstanding by Ofsted. The programme is essentially a sports science course focusing on all of the human performance elements that combine to create highly skilled and successful drivers.

AASE comprises the following qualifications:

- L3 Certificate in Understanding Sports Performance
- L3 Certificate in Achieving Excellence in Sports Performance
- BTEC L3 Certificate Sport
- BTEC L3 Subsidiary Diploma Sport
- BTEC L3 Diploma Sport 3
- BTEC L3 Certificate in Business
- BTEC L3 Certificate in Motor Vehicle.

**"AASE IS A GREAT WAY TO LEARN ABOUT THE VITAL THINGS THAT YOU NEED TO KNOW TO BE AN ATHLETE. IT'S A GREAT OPPORTUNITY AND IT WILL PUT YOU THROUGH YOUR PACES PHYSICALLY AND MENTALLY BUT AT THE END OF IT, YOU WILL LOOK BACK AND SEE HOW FAR YOU HAVE COME"** Alex Gill

Each year one member of the AASE programme is named the RSF MSA Young Driver of the Year. The winner receives a trophy and a cheque for £1,000 at the MSA's prestigious Night of Champions ceremony at the Royal Automobile Club.



## Squad

The Squad is a group of around 25 drivers aged 14-24 who have demonstrated potential excellence in motor sport. They are hand-picked to benefit from the knowledge and resources originally developed for the Team UK and AASE programmes. The programme is overseen by an MSA Academy Performance Manager and delivered by qualified MSA Coaches.

## Performance Master Classes

The Performance Master Classes (PMCs) are bespoke workshops designed to introduce junior competitors and karters to the concepts of sports science and human performance.

Qualified MSA coaches deliver the workshops free of charge at a range of events across the country throughout the season. The coaches also offer bespoke championship support, which can include one-on-one driver coaching, guidance for parents, and supporting driver duties such as data debriefs.

Anti-doping sessions form part of every PMCs delivery; they are mandatory for all junior championships and are available to further championships on request. These are delivered by qualified advisers, who use UK Anti-Doping's 100%ME programme to educate athletes on anti-doping topics such as rules and regulations, key things an athlete needs to know, testing procedures and where to go for further information.

## Racing Steps Foundation

The MSA Academy receives substantial support from the Racing Steps Foundation, a unique organisation that helps young drivers and riders with the talent but not necessarily the funds to achieve their dreams.

**29** MSA Academy events

**7** Squad events

**43** MSA Academy training days

**11** Team UK events

**16** AASE events

**22** Performance Master Class events



# GO MOTORSPORT

An MSA initiative designed to develop club motor sport and get more people of all ages and backgrounds involved at grassroots level.

## 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.

- Central Southern: Andrew Bisping
- East Midlands: Richard Egger
- London and South East England: Suze Endean
- North Wales: Howard Davies
- North East England and Cumbria: Peter Metcalfe
- Northern Ireland: Jonathan MacDonald
- North West England: Steve Johnson
- Scotland: Alison Clark
- South Wales: Ryland James
- South West England: Kevin Moore



### RDO Case Study Peter Metcalfe, North East RDO

"I had a stand at Croft circuit for the MSA British Touring Car Championship meeting in conjunction with three local clubs. Northallerton Automobile Club and North East Rover Owners Club (NERO) provided rally and 4x4 display cars, and Whickham and District Motor Club provided manpower. As they were so different to the touring cars racing on track, the display cars drew lots of interested visitors to the stand and helped us to start meaningful conversations about how they could get involved at grassroots level.

"Seven other local clubs supported our stand by donating free entries to upcoming events, which were put into a prize draw for the public on the day. All the events were suitable for road cars and provided a free opportunity for newcomers to experience grassroots motor sport and for the clubs to gain new members.

"We also worked closely with the British Motorsport Marshals Club's recruitment stand to ensure that people interested in volunteering got the right information to get started.

"The two days proved to be really successful and we distributed information to hundreds of people about motor sport in the area. It was also great to see local clubs working together to develop the sport locally."

## Website

The [www.GoMotorsport.net](http://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.

## GoMotorsport Live!

Following the success of 2013's Go Motorsport Live! event at Silverstone, the concept returned with a regional focus in 2014. There were four events, each designed to showcase club motor sport in the region.

### GMLI – East:

Snetterton (Classic Sports Car Club meeting), 19 October  
Featuring free entry, with 140 free passenger rides delivered alongside live demonstrations, and almost 1000 attendees in total.

### GMLI – South West:

Lostwithiel, Cornwall (Bocconoc Motorsport Carnival), 26-27 July  
With static displays from local clubs Plymouth MC, Camel Vale MC and South Hams MC, plus car and sporting trials demonstrations and free passenger trials rides.

### GMLI – North West:

Footman James Classic Motor Show, 20-21 September  
Fourteen drivers gave over 70 passenger rides in a Production Car Autotest, with up to a thousand spectators during the day.

### GMLI – Northern Ireland:

Northern Ireland Festival of Speed, 30-31 August  
Featuring a Production Car Autotest with 200 free passenger rides delivered, plus motor club stands and 200 raised for local charity.



**4** Regional Go Motorsport Live! events

**86** RDO school activities

**7,021** People reached through the Go Motorsport RDO development activities

**3,005** Pupils introduced to club level motor sport

**2,721** Free passenger rides

**467** RDO Club and Development Activities



# TRAINING & EDUCATION

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.

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 over 170 free seminars and training days for volunteer officials, either directly or through its network of Training Instructors. Over 7,500 people took part in 2014.

The high level of training places MSA-registered marshals in high demand across the globe; several hundred 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 – approved grants totalling over £200,000 during the year to support training projects, including marshals' training days, Advanced Trauma Life Support, medical training days for doctors and paramedics, and venue safety improvement.

## MSA Club Development Fund

During 2014 the MSA Club Development Fund received 157 applications – almost double the previous year's total – from MSA Clubs to assist with the purchase of safety-related equipment (for example radios and fire extinguishers) totalling £81,914. Over the last 19 years since the Fund started, the MSA has provided grant aid of £1.4m to assist projects worth a total of over £6m 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 £64,685 were made in 2014. This enabled rescue and recovery unit-related projects with a total value of £256,876 to be funded during the year.

## 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.

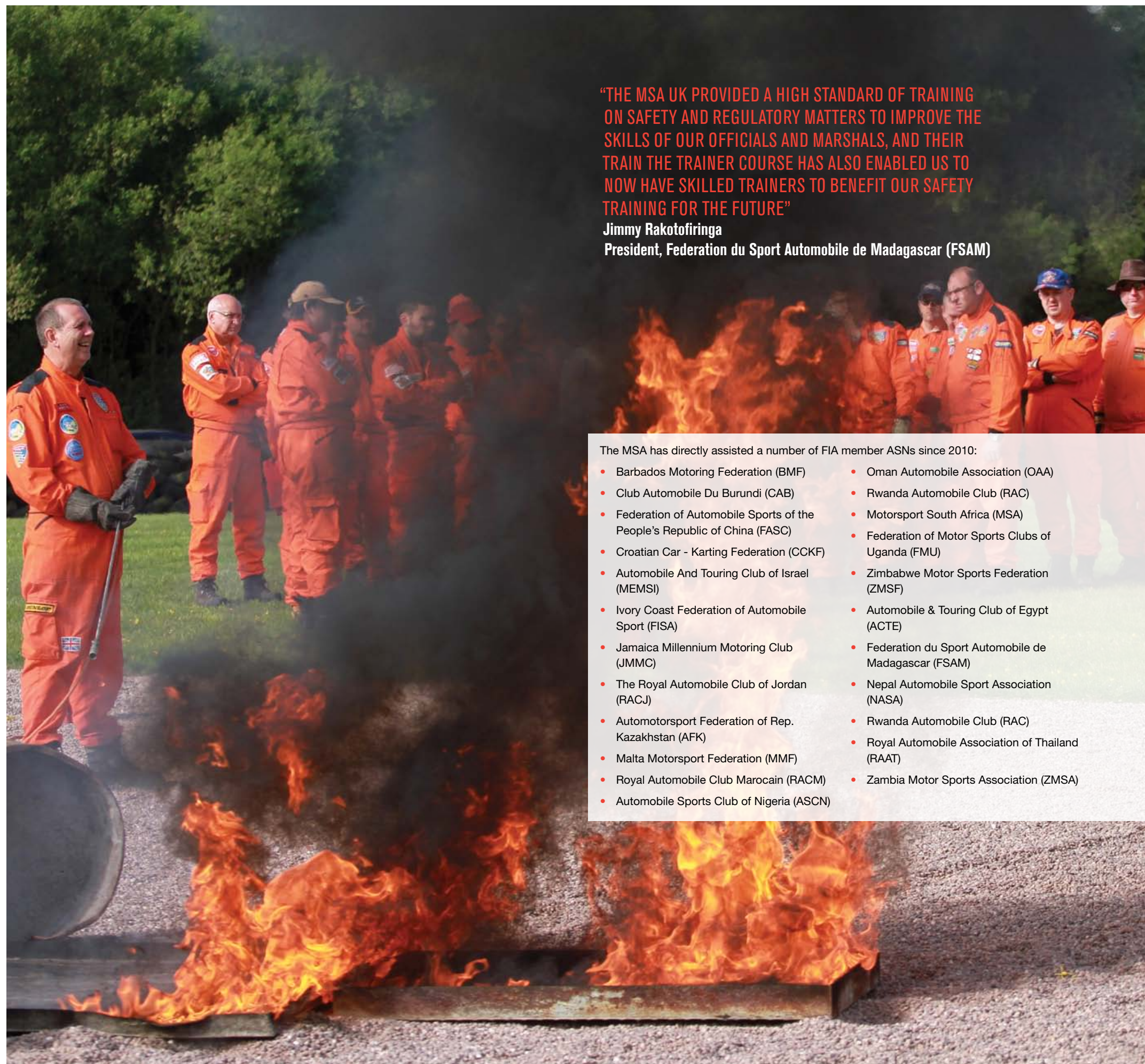
## Grants for Defibrillators

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, 44 of which have been grant aided to date.

## 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 UK PROVIDED A HIGH STANDARD OF TRAINING ON SAFETY AND REGULATORY MATTERS TO IMPROVE THE SKILLS OF OUR OFFICIALS AND MARSHALS, AND THEIR TRAIN THE TRAINER COURSE HAS ALSO ENABLED US TO NOW HAVE SKILLED TRAINERS TO BENEFIT OUR SAFETY TRAINING FOR THE FUTURE”

**Jimmy Rakotofiringa**  
President, Federation du Sport Automobile de Madagascar (FSAM)

The MSA has directly assisted a number of FIA member ASNs since 2010:

- 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)
- Automobile & Touring Club of Egypt (ACTE)
- Federation du Sport Automobile de Madagascar (FSAM)
- Nepal Automobile Sport Association (NASA)
- Rwanda Automobile Club (RAC)
- Royal Automobile Association of Thailand (RAAT)
- Zambia Motor Sports Association (ZMSA)



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# COMMUNICATIONS





# PUBLIC AFFAIRS

## The MSA's campaign for closed road motor sport made great strides in 2014.

### Closed roads

For several years the MSA has been campaigning for a change in the law to facilitate closed road motor sport on mainland Britain. Currently, such events are expensive and time-consuming to organise, as they require an individual Act of Parliament to suspend the Road Traffic Act.

In 2014 the campaign took a big step forward, beginning in February when the Department for Culture, Media and Sport (DCMS) launched a six-week public consultation, titled: Proposal to Authorise Motor Sport Events on Public Roads. The MSA produced a closed roads consultation guidance document, which was circulated among its membership and helped to encourage thousands of responses.

Subsequently, legislation was tabled with Parliament as part of the Deregulation Bill in mid-summer, allowing Peers to consider it before a debate in the autumn. This was announced by Prime Minister David Cameron while opening Williams Advanced Engineering's new facility in Oxfordshire.

Underlining the government's support of UK motor sport, the Prime Minister hosted an official reception at 10 Downing Street in November, during which he met a cross section of the sport including businesses, teams, drivers, marshals, apprentices, clubs and volunteers.

### British Grand Prix

The British Grand Prix at Silverstone represents the best platform from which to champion the domestic motor sport scene, plus the associated high performance engineering industry and its great value to the British economy.

Each year the MSA hosts a number of parliamentarians and other dignitaries, taking the opportunity to discuss issues surrounding UK motor sport. The governing body's guests at the 2014 event included:

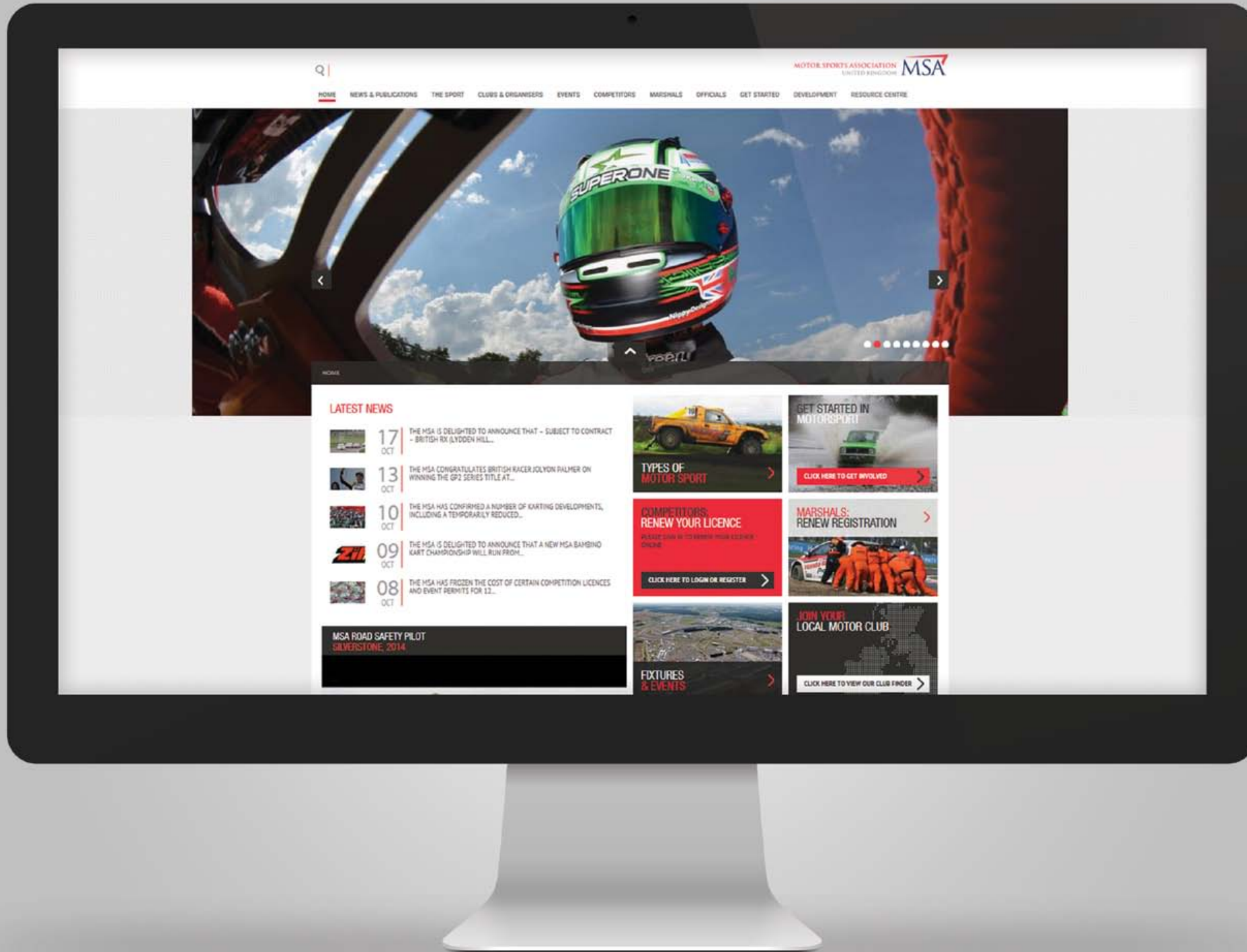
- Richard Burden MP  
MP for Birmingham Northfield  
Chairman, All-Party  
Parliamentary  
Motor Group
- Rt Hon Kenneth Clarke QC MP  
MP for Rushcliffe  
Minister without Portfolio
- Rt Hon Peter Hain MP  
MP for Neath
- Rt Hon Sajid Javid MP  
Secretary of State for Culture,  
Media and Sport  
MP for Bromsgrove
- Andrea Leadsom MP  
MP for South Northamptonshire
- Rt Hon Patrick McLoughlin MP  
Secretary of State for Transport  
(presented the winner's trophy to  
Lewis Hamilton)
- Rt Hon Maria Miller MP  
MP for Basingstoke
- Rt Hon Michael Moore MP  
MP for Berwickshire, Roxburgh  
and Selkirk
- Rt Hon Lord Rooker  
Chairman, British Motor Sports  
Training Trust
- Ben Wallace MP  
MP for Wyre and Preston North



**"WE HAVE A GREAT TRADITION OF MOTORSPORT IN THIS COUNTRY AND TODAY WE ARE BRINGING BRITISH MOTOR RACING BACK TO BRITISH ROADS, TO BENEFIT LOCAL COMMUNITIES. AS PART OF OUR LONG-TERM ECONOMIC PLAN, WE ARE BACKING OUR WORLD-LEADING MOTORSPORT INDUSTRY TO SUPPORT JOBS, ENHANCE SKILLS AND HELP US TO BUILD A MORE RESILIENT ECONOMY"**

The Rt Hon David Cameron MP, Prime Minister





**“WE AIM TO USE OUR WEALTH OF KNOWLEDGE AND EXPERIENCE TO ENHANCE WHAT IS ALREADY AN EXCELLENT MAGAZINE”**

**Damien Smith, editor of Motor Sport**



# PUBLIC RELATIONS

**A new website and a change of magazine publisher were the key communications developments this year.**

### Website

In October the MSA launched its new website to provide a better service to the sport and meet the needs of competitors and volunteers.

The www.msauk.org website was completely redesigned by digital agency MSO.net, providing a more engaging user experience with improved content, style, layout and functionality. Importantly, the new platform will enable the MSA website to develop and change in the future as required.

Member services for licensed competitors, volunteer marshals and officials continue to work as before but with an improved interface, while newcomers keen to find out more about the sport can benefit from a raft of improvements to the public-facing portions of the site.

### Social media

The MSA has been increasingly active across its Twitter and Facebook accounts, with followers and ‘likes’ rising accordingly. For the second successive year the number of Twitter followers rose by over 2,000, bringing the total to more than 7,500. Meanwhile Facebook ‘likes’ increased from almost 3,500 to around 5,000.

Meanwhile Wales Rally GB’s social media reach increased by more than 50% in 2014. 21,000 Twitter followers and 25,000 Facebook likes make it the most successful WRC event in terms of social media interaction.

### Magazine

This year the MSA awarded the publishing contract for its quarterly magazine to Motor Sport, one of the industry’s most respected publications. The move came at the end of the MSA’s relationship with Think Publishing, which produced the magazine from 2011 up to – and including – spring 2014.

MSA magazine is delivered free of charge to the governing body’s 44,000-strong membership. It comprises news and features spanning the full spectrum of UK motor sport, from its people and places to its clubs, cars and events.

### Newsletter

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



### Agency support

In 2014 the MSA retained MPA Creative for PR consultancy. The agency has continued to strengthen the governing body’s relationships with key media, such as BBC F1 and Sky Sports F1. For example, MSA Chief Executive Rob Jones was interviewed live from the Silverstone pit-lane in the immediate build-up to the British Grand Prix.

Meanwhile the Sky F1 cameras followed the joint FIA/MSA road safety initiative, which saw schools and colleges create short films highlighting one of the FIA’s Ten Golden Rules for Safer Motoring. MPA Creative also secured additional support from Lewis Hamilton, Mercedes AMG Petronas and Allianz. The campaign was announced on Sky F1 during the Hungarian Grand Prix with the winners presented with their prizes by Hamilton and FIA President Jean Todt during a special photo-call at Monza.

As well as putting the spotlight on significant Go Motorsport activities during the year, MPA Creative also played a major role in generating media support for the MSA’s campaign for closed road motor sport, generating positive coverage in national, regional and specialist publications.

The agency also handled specialist and regional PR for Wales Rally GB alongside HPS Jardine, which generated headlines in national and lifestyle media.





# GOVERNANCE

8



# 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.

## Motor Sports Council

The Motor Sports Council meets three times a year 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 on the MSA website. A similar publication containing solely karting regulations is the *MSA Kart Race Yearbook*, known as the *Gold Book*.

## Judicial

Any breach of MSA General Regulations may result in disciplinary action. The highest body within the MSA's judicial system is the National Court, which is totally independent of the MSA and has several heads of jurisdiction, including: appeals, disciplinary, investigatory, eligibility, arbitration and anti-doping. 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 stewards are appointed.

## 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

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

## Risk Management

Motor sport venues must be granted an MSA Track Licence in order to host MSA-permitted events; there are currently well over 100 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 2014 the public liability cover for any incident was £60m, rising to £65m in 2015. The benefits for competitors' and officials' personal accident schemes have also been enhanced. The MSA Board froze per capita insurance fees for the sixth consecutive year, meaning that they will remain at the same level in 2015.

## Anti-doping

Competitors must 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) 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 2014 MSA Coaches ran on-event anti-doping seminars for competitors in championships that were later subject to drugs testing. Anti-doping education has also been delivered to competitors on the governing body's talent development scheme, the MSA Academy. The MSA – in conjunction with UK Anti-Doping (UKAD) – performed anti-doping tests on competitors at four British championship events this year.

## 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 approved and provided HTPs for over 300 vehicles in 2014 and has now issued almost 5000 since the scheme was launched in 2005.

## Child Protection

The MSA takes its duty of care to young competitors extremely seriously. The MSA's Child Protection and U18 Policies 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.



# BOARD & STAFF

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 its 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 is a maximum of three further positions for external Directors.



## MSA BOARD 2014

- |  |   |
|--|---|
| <b>Alan Gow</b><br>MSA Chairman                            | <b>Tom Purves</b><br>Royal Automobile Club  |
| <b>Rob Jones</b><br>MSA Chief Executive                    | <b>Ben Cussons (retired)</b><br>Royal Automobile Club                                       |
| <b>Tony Scott Andrews</b><br>Motor Sports Council Chairman | <b>Nicky Moffitt</b><br>Vice Chairman, Motor Sports Council<br>Chairman, Regional Committee |
| <b>Simon Blunt</b><br>MSA General Secretary                | <b>Dennis Carter</b><br>Motor Sports Council  |
| <b>Danesh Gangahar</b><br>MSA Finance Director             | <b>Rod Parkin</b><br>Motor Sports Council   |
| <b>Christine Gaskell</b><br>Royal Automobile Club          | <b>Peter Read</b><br>Royal Automobile Club  |
| <b>Tim Jackson</b><br>Senior Independent Director          | <b>Mike Sones</b><br>Motor Sports Council   |

## IMS BOARD 2014

- |   |
|---|
| <b>Alan Gow</b><br>Chairman                               |
| <b>Ben Taylor</b><br>Managing Director                    |
| <b>Simon Blunt</b><br>MSA General Secretary               |
| <b>Andrew Coe</b><br>Former IMS Chief Executive (retired) |
| <b>Ian Coomber</b><br>Non-Executive Director              |
| <b>Rob Jones</b><br>MSA Chief Executive                   |
| <b>Stephen Townley</b><br>Non-Executive Director          |

## THE MSA – SENIOR STAFF

 <b>Rob Jones</b> Chief Executive	 <b>Sheila Barter</b> Executive Office Services Manager	 <b>Simon Blunt</b> General Secretary
 <b>Ian Davis</b> Regional, Rallies & Cross Country Executive	 <b>Allan Dean-Lewis MBE</b> Director of Training & Education	 <b>Jess Fack</b> Development Manager
 <b>Margaret Forrest</b> Assistant to the Chairman & Chief Executive	 <b>Simon Fowler</b> Competitions & Clubs Manager	 <b>Danesh Gangahar</b> Finance Director
 <b>Cheryl Lynch</b> Race, Speed & Kart Executive	 <b>Alan Page</b> Training Officer	 <b>John Ryan</b> Technical Executive
 <b>Tim Swietochowski</b> Communications Manager	 <b>Greg Symes</b> MSA Academy Manager	 <b>John Symes</b> Technical Director
 <b>Ben Taylor</b> Development & Communications Director Managing Director, IMS	 <b>Richard Vincent-Smith</b> Legal Counsel	 <b>Michael Wentworth</b> Licensing Manager
		 <b>Andrea Wren</b> Executive Administrator



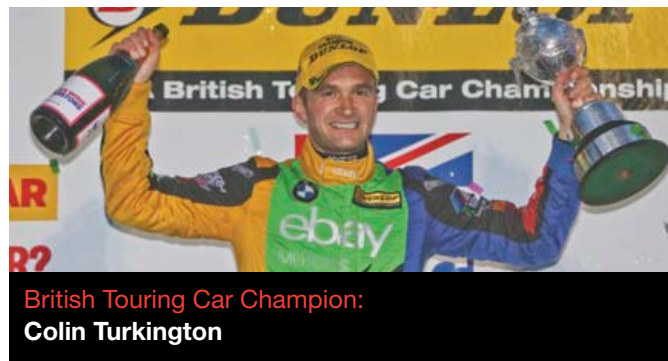


# REPORTS



# MSA BRITISH CHAMPIONS

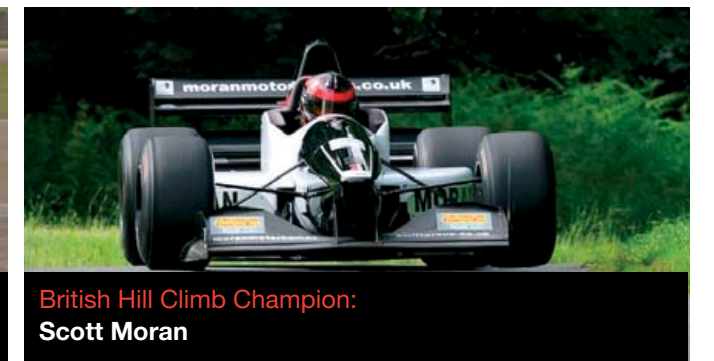
Here we report the winners of UK motor sport's premier titles in 2014.



British Touring Car Champion:  
**Colin Turkington**



British Rallycross Champion:  
**Julian Godfrey**



British Hill Climb Champion:  
**Scott Moran**



MSA British Touring Car Champion – Manufacturer:  
**MG**



British GT Champion:  
**Marco Attard**



British Sprint Champion:  
**Colin Calder**



British Drag Racing Champion:  
**Andy Robinson**



British Formula 3 Champion:  
**Hong Wei Cao**



British Rally Champions:  
**Daniel McKenna (driver) & Arthur Kierans (co-driver)**



British Superkart Champion:  
**Paul Platt**



British Kart Champion:  
**Henry Easthope**



British Rally Championship for Constructors:  
**Citroën UK**



British Junior Rally Champion:  
**Gus Greensmith**



British Cadet Kart Champion:  
**Teddy Wilson**



British Autotest Champion:  
**Richard Pinkney**



British Historic Rally Champions:  
**David Stokes (driver) & Guy Weaver (co-driver)**



British Cross Country Champion:  
**Mike Moran**



British Sporting Trials Champion:  
**John Fack**



British Car Trial Champion:  
**Mark Hoppe**



# GROUP STRATEGIC REPORT

The Royal Automobile Club  
Motor Sports Association Limited

## ACTIVITIES

The principal activities of the Parent Company, Motor Sports Association 'MSA', 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.

## STRATEGY & OBJECTIVES

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. There are three key elements to our strategic objectives: - 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 to implement initiatives which increase greater motor sport participation and training our staff & volunteer officials.

## FINANCIAL PERFORMANCE

The MSA's largest source of income is from regulatory fees, event permits and promotional rights for MSA British Championships. At operating level, we aim to break even. All the investment income is reinvested into the grassroots of the motor sport.

IMS, our wholly owned commercial subsidiary, organises events such as the F1 British Grand Prix and Wales Rally GB.

BGPL, our other wholly owned commercial entity holds the organising contract for F1 British Grand Prix, which it sub contracts to IMS.

We do not receive any direct money from UK government or lottery grants, although the Welsh Government is a principal funding partner of Wales Rally GB.

The funding for MSA's development activities is provided by the Education Funding Agency, the FIA Institute and Racing Steps Foundation, our education partner.

In the year 2013, we delivered a robust trading performance in challenging market conditions with good cash flow generation. The surplus before tax and gift-aid donation was £685,915 (2012:£856,423), after making an additional pension contribution of £358,000. (2012:£140,000)

Our Group operations are required to maintain a strong focus on cash generation, in particular concentrating on tight controls over discretionary expenditure and improved efficiencies in working capital management.

A five year summary of licence and event statistics is shown on page 68.

## RISKS & UNCERTAINTIES

The Board is responsible for the proper management of the Group and meets quarterly to set the overall direction, strategy, the framework of governance and determining risk strategy, setting risk appetite and ensuring that risk is monitored and controlled effectively by the Group. All key operational and investment decisions are subject to Board approval. There is an on-going 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 and uncertainties 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 licence holders, continuous support

by the Welsh Government in respect of Wales Rally GB, motor accidents outside the insurance indemnity and spectators at events organised by us. Overall, the Group's risk profile has remained stable in the year.

## CORPORATE GOVERNANCE

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.

It is our policy to maintain 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 views to support and challenge the Executive Team. They closely monitor management performance against agreed strategy and direction.

The Board is led by a non-executive Chairman, Alan Gow, and normally comprises three Executive directors and 9 Non-Executive Directors.

The principal role of the Chairman is to:-

- Ensure the effectiveness of the Board.
- Expedite the effective contribution of the Non-Executive Directors, ensuring that all decisions are subject to productive deliberation and supported by sound decision - making processes.
- Lead the Board in the determination of its strategy and the achievement of its objectives.

The Chief Executive Officer has day to day responsibility for the management of the company and develops company strategy, which once approved by the Board, is implemented throughout the company.

The Finance Director has day to day responsibility for financial planning & reporting and for managing financial risks and working with the Chief Executive Officer on all strategic matters.

The General Secretary acts as Company Secretary and Legal Counsel to the Board and its committees. His role is to advise the Board on matters of procedure and governance, ensuring that Board members are in receipt of all required information on a timely basis.

The Senior Independent Director carries out the annual evaluation of the performance of the Chairman and the effectiveness of the Executive Team, dealing with any other issues which may arise from time to time.

## OUTLOOK

The UK economy is showing signs of some recovery, with rising exports, investment and spending. At the start of 2014, there seems to be a cycle of falling unemployment, inflation and rising gross domestic product. These economic signs of growth are most welcome. The economy is still being bolstered by almost zero interest rates, quantitative easing and a strong housing market. There is still a fear that the recovery is unbalanced and the UK economy may be derailed by problems in the Eurozone and further government austerity measures. The Board is cautiously optimistic that we can deliver comparable results in 2014 whilst keeping a robust & liquid balance sheet.

Approved by the Board of Directors and signed on behalf of the Board of Directors.

**A J Gow** - Chairman  
5<sup>th</sup> March 2014

# DIRECTORS' REPORT

The Royal Automobile Club  
Motor Sports Association Limited

The Directors present their annual report and the audited group financial statements for the year ended 31 December 2013.

## DIRECTORS

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

- **A J Gow** - Chairman
- **S R Jones** - Acting Chief Executive & General Secretary
- **D K Gangahar** - Finance Director
- **D T Jackson** (appointed 1.1.2013) - Senior Independent Director
- **S A Brownson OBE** - (deceased 3.5.2013)
- **N J Bunting** - (appointed 20.5.2013 resigned 16.10.2013)
- **D I Carter**
- **B P Cussons**
- **C N Hilton** - (resigned 20.5.2013)
- **N E H Moffitt**
- **R K Parkin**
- **T F G Purves**
- **A Scott Andrews**
- **M J Sones**

## 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 (2012 - 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. (2012: £100,000). The Company also arranged for the donation of £15,000 to Motorsport Safety Fund, £7,000 to BEN and £3,000 to Henry Surtees Foundation. (2012: £15,000 MSF, £5,000 BEN, and £Nil Henry Surtees Foundation), from the Motor Sports Council's Special Fines Fund.

## LIMITED BY GUARANTEE

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

## The Members as at 31 December 2013 were as follows:-

Broad M J	Campbell H	Carter D I
Cottrell B	Cowcill E	Cussons B P
Durling W S	Gow A J	Hill R T
Hilton CN	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	

## DIRECTORS' RESPONSIBILITIES STATEMENT

The Directors are responsible for preparing the Directors' Report and the audited financial statements in accordance with applicable law and regulations.

Company law requires the directors to prepare audited financial statements for each financial year. Under that law the directors have elected to prepare the audited financial statements in accordance with United Kingdom Generally Accepted Accounting Practice (United Kingdom Accounting Standards and applicable law). Under company law the directors must not approve the audited financial statements unless they are satisfied that they give a true and fair view of the state of affairs of the Company and the Group and of the surplus or deficit of the Company and the Group for that period. In preparing these audited financial statements, the directors are required to:

- select suitable accounting policies and then apply them consistently;
- make judgements and estimates that are reasonable and prudent;
- state whether applicable accounting standards have been followed; and
- prepare the audited financial statements on the going concern basis unless it is inappropriate to presume that the Group will continue in business.

The Directors are responsible for keeping adequate accounting records that are sufficient to show and explain the Company's and Group's transactions and disclose with reasonable accuracy at any time the financial position of the Company and Group and enable them to ensure that the audited financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the Company and the Group and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

## PROVISION OF INFORMATION TO AUDITORS

Each of the persons who are directors at the time when this Directors' Report is approved has confirmed that:

- so far as that Director is aware, there is no relevant audit information of which the Company's and Group's auditors are unaware; and
- that Director has taken all the steps that ought to have been taken as a Director in order to be aware of any information needed by the Company's and Group's auditors in connection with preparing their report and to establish that the Company's and Group's auditors are aware of that information

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# FINANCIALS

Year ending 31 December 2013

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 2013

	2013	2012
	£	£
<b>Group Income</b>		
Governance of motor sports	4,704,055	4,500,364
Event promotion and commercial activities	3,102,991	2,328,178
	<b>7,807,046</b>	6,828,542
<b>Expenditure</b>		
Staff costs	2,207,528	1,983,257
Event promotion and commercial activities	2,857,730	1,793,802
Club support	98,176	83,434
Development, marketing & communications	451,805	476,952
Publishing & printing	226,120	308,401
Insurance, legal, professional & consultancy	408,651	466,597
Committees & officials	335,236	384,389
IT	109,005	106,208
Postage, stationery & carriage	98,983	151,218
Championships & events	37,665	38,473
Staff travel & subsistence	158,753	140,158
Miscellaneous	83,430	70,800
Depreciation	190,900	147,148
Motor Sports House running costs	116,965	115,799
Gift-aid charitable donation	100,000	100,000
	<b>7,480,947</b>	6,366,635
<b>Operating surplus</b>	<b>326,099</b>	461,907
<b>Other finance charge</b>	<b>(34,000)</b>	(28,000)
<b>Interest receivable and similar income</b>	<b>293,816</b>	322,516
<b>Surplus on ordinary activities for the year before taxation</b>	<b>585,915</b>	756,423
<b>Tax charge on the surplus for the year</b>	<b>(132,246)</b>	(154,402)
<b>Retained surplus on ordinary activities after taxation for the financial year</b>	<b>453,669</b>	602,021

All above amounts are in respect of continuing activities.

## GROUP BALANCE SHEET

AS AT 31 DECEMBER 2013	2013	2012
<b>FIXED ASSETS</b>	£	£
Tangible assets	1,925,437	1,886,022
<b>CURRENT ASSETS</b>		
Stocks	5,075	8,790
Debtors	839,290	446,802
Investments	10,994,692	10,459,551
Cash at bank and in hand	956,528	1,051,597
	<b>12,795,585</b>	11,966,740
<b>CREDITORS: amounts falling due within one year</b>	<b>(5,488,806)</b>	(4,824,231)
<b>NET CURRENT ASSETS</b>	<b>7,306,779</b>	7,142,509
<b>TOTAL ASSETS LESS CURRENT LIABILITIES</b>	<b>9,232,216</b>	9,028,531
<b>Creditors due in more than one year</b>	<b>(15,922)</b>	-
<b>Debtors due in more than one year</b>	<b>-</b>	16,564
	<b>9,216,294</b>	9,045,095
<b>Net Pension asset</b>	<b>487,362</b>	277,085
<b>NET ASSETS INCLUDING PENSION LIABILITY</b>	<b>9,703,656</b>	9,322,180
<b>RESERVES</b>		
Income and expenditure account	9,574,567	9,184,491
Property revaluation reserve	129,089	137,689
	<b>9,703,656</b>	9,322,180

## FIVE YEAR GROUP RESULTS

	2009	2010	2011	2012	2013
Group Income	8,199,874	7,775,326	7,853,844	6,828,542	7,807,046
Operating surplus before gift-aid donation & deficit on impairment in current asset investment	265,010	267,662	363,460	561,907	426,099
Gift-aid charitable donation	-	-	(200,000)	(100,000)	(100,000)
Operating surplus/ (deficit) for the year	265,010	267,662	163,460	461,907	326,099
Write back/ (Deficit) on impairment in current asset investment and loss on disposal	(520)	25,446	-	-	-
Other finance charge	60,000	(7,000)	16,000	(28,000)	(34,000)
Interest receivable	141,494	191,974	257,587	322,516	293,816
Surplus for the year before taxation	345,994	478,082	437,047	756,423	585,915
Tax charge on the surplus for the year	(93,518)	(123,323)	(98,441)	(154,402)	(132,246)
Surplus for the year after taxation	252,466	354,759	338,606	602,021	453,669
<b>Recognised in the STRGL</b>	<b>(841,000)</b>	<b>187,340</b>	<b>(424,145)</b>	<b>(84,539)</b>	<b>(72,193)</b>
<i>Movement in the year</i>	<i>(588,534)</i>	<i>542,099</i>	<i>(85,539)</i>	<i>517,482</i>	<i>381,476</i>
Net Group assets brought forward	8,936,672	8,348,138	8,890,237	8,804,698	9,322,180
Net Group assets carried forward	8,348,138	8,890,237	8,804,698	9,322,180	9,703,656

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.



## LICENCE AND EVENT STATISTICS

### Licence figures by discipline

	2009	2010	2011	2012	2013
<b>Race</b>					
International	1,436	1,391	1,360	1,393	1,388
National A	3,761	3,924	4,122	4,180	4,186
National B	4,424	4,485	4,464	4,529	4,494
International Historic	396	394	357	366	309
Truck	29	34	40	31	30
<b>Total Race</b>	<b>10,046</b>	<b>10,228</b>	<b>10,343</b>	<b>10,499</b>	<b>10,407</b>
<b>Kart</b>					
International	218	219	204	221	232
National A	2,222	2,026	1,922	1,760	1,571
National B and Clubman	2,310	2,364	2,394	2,272	2,183
<b>Total Kart</b>	<b>4,750</b>	<b>4,609</b>	<b>4,520</b>	<b>4,253</b>	<b>3,986</b>
<b>Rally</b>					
International	408	350	301	273	226
National A	2,134	2,119	2,059	2,027	1,954
National B	4,467	4,202	4,005	3,981	3,956
Navigator	1,368	1,229	1,081	1,039	1,042
International Historic	15	19	15	11	11
<b>Total Rally</b>	<b>8,392</b>	<b>7,919</b>	<b>7,461</b>	<b>7,331</b>	<b>7,189</b>
<b>Speed</b>					
International	34	31	34	36	32
National A	1,575	1,533	1,502	1,487	1,476
<b>Total Speed</b>	<b>1,609</b>	<b>1,564</b>	<b>1,536</b>	<b>1,523</b>	<b>1,508</b>
<b>Off-Road</b>	<b>108</b>	<b>102</b>	<b>96</b>	<b>86</b>	<b>83</b>
Non-Race Nat B	6,019	6,054	6,436	6,335	6,190
Clubman	999	1,208	1,193	1,094	1,111
Entrant	223	229	242	257	249
<b>Total Competitor Licences</b>	<b>32,146</b>	<b>31,913</b>	<b>31,827</b>	<b>31,378</b>	<b>30,723</b>

### Number of events by discipline

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>Autotest</b>	500	527	529	561	614	664	684	743	728	782
<b>Auto/Rallycross</b>	56	48	58	54	47	72	70	63	55	69
<b>Cross Country</b>	1,175	1,211	1,267	1,263	1,223	1,298	1,211	1,268	1,171	1,158
<b>Race</b>	326	321	308	302	310	307	313	333	329	334
<b>Rallies</b>	1,021	991	984	982	922	912	868	887	882	809
<b>Speed</b>	340	347	338	329	338	328	340	335	316	330
<b>Trials</b>	206	211	219	204	243	242	262	235	221	218
<b>Kart</b>	489	466	497	460	456	465	439	448	454	415
<b>Exempt</b>	898	916	793	778	729	766	801	826	766	765
<b>TOTAL EVENTS</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>4,880</b>
<b>TOTAL ENTRIES</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>	<b>134,795</b>

# #THANKSMARSHAL

