

2015 COMPANY REPORT
& 2014 GROUP FINANCIAL STATEMENTS

MSA
MOTOR SPORTS
ASSOCIATION
UNITED KINGDOM



The Royal Automobile Club
Motor Sports Association Ltd

Motor Sports House
Riverside Park
Colnbrook
SL3 0HG
United Kingdom

Tel: +44 (0)1753 765000
Fax: +44 (0)1753 682938
www.msauk.org
@msauk
/msauk
@msa_motorsport



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A few years ago I wrote that the first MSA company report had comprised 12 A5 pages, and noted the fact it had tripled to 36 A4 pages was testament to the increasing amount of great work being undertaken by the MSA in the governance of UK motor sports.

It is therefore my pleasure to present this latest report, spread across 76 pages and providing a comprehensive account of our – and the sport's – key achievements throughout one of our busiest and most successful years to date.

What this report reflects in particular is the pivotal role that 'development' now plays in our vision and activities as a National Governing Body (NGB). It was not until the mid-2000s that we started dipping our toes into these waters, having served almost exclusively as an administrator and regulator since 1979.

In 2009 we launched Go Motorsport and the MSA Academy, directing significant resources towards grassroots participation and elite talent development respectively. Fast forward to 2015 and those programmes have themselves developed to become some core aspects of our work. While our Regional Development Officers (RDOs) assist local motor clubs across the country, our qualified MSA Coaches work one-on-one with the next generation of rising talent, whose future success will undoubtedly inspire more people to get involved in our sport.

But we are doing so much more than that. We are pioneering qualified coaching in motor sports. We are training officials in many other motor sporting nations across the globe. We are ramping up our activities in social responsibility, contributing positively to road safety and other societal agendas. We have a dedicated anti-doping education and testing programme, and are communicating better than ever with all our stakeholders.

All of that requires significant time and effort from a relatively small team of people, yet we have also managed to establish and deliver upon a major new programme – RallyFuture – to enhance safety in UK stage rallying, particularly for spectators. Implementing 29 recommendations from a review group commissioned by the Scottish Government is no mean feat but we are resolute in our task.


While progressing and expanding in these many areas we remain committed to providing a fair and – so far as reasonably possible – safe sport for all its participants through effective regulation, efficient administration and prudent financial management. That is largely down to the staff at Motor Sports House, whom I thank for their hard work and dedication over the last 12 months.

Thank you also to the wider UK motor sports community: the competitors, volunteers, teams, clubs, venues, landowners, engineers, instructors, coaches, companies, sponsors, marketers, media and fans. All combine to create the most diverse and admired motor sporting landscape to be found anywhere in the world.

I am very proud of what the MSA increasingly achieves. It is acknowledged as one of the world's very best motor sports governing bodies and I trust the following pages will firmly underline this to you also.

Best wishes for 2016.

ALAN GOW



“This report reflects the pivotal role that 'development' now plays in our vision as a National Governing Body”

CHIEF EXECUTIVE'S MESSAGE

For the Motor Sports Association, the past year was challenging and reassuring in equal measure; challenging as we began to implement the recommendations of the Scottish Government's Motorsport Event Safety Review (MESR) but reassuring in the way the small executive team at Motor Sports House rose to that challenge. I believe 2015 showed the sport that when difficult situations arise, its governing body is capable and fully equipped to respond, while also continuing its many other activities in the administration, regulation, development and promotion of UK motor sports.

The MESR was established following the tragic events of both the 2013 Snowman Rally and the 2014 Jim Clark Rally, and having fully appreciated the complexities of our sport in a short space of time, the review group published its final report in January 2015. This contained 29 recommendations intended to further enhance safety in forest stage rallying, particularly for spectators, and as Chief Executive I made the decision to commit the MSA to their implementation in full, over approximately two years until early 2017.

Although originating in Scotland, through the Scottish Government, the recommendations are relevant throughout the UK, and hence the MESR implementation project became known as RallyFuture – a vitally important programme of procedural and cultural change that the MSA believes will help to ensure a future for all of UK stage rallying. You can read more about what we have achieved thus far later on in this report.

You will also be able to read about our continuing efforts in the development of all UK motor sports. At one end of the spectrum, we expanded our commitment to grassroots club motor sports by doubling the resource of our Go Motorsport Regional Development Officers (RDOs). And at the other we increased the reach of our MSA Academy talent development pathway to cover the next generation of British rally co-drivers.

Meanwhile the current generation of world-class British talent enjoyed another outstanding year, headlined by a second consecutive – third overall – Formula One title for legend-in-the-making, Lewis Hamilton. Nick Tandy also became the latest British winner at Le Mans, and away from the race track Kris Meeke became the first UK winner of a World Rally Championship event since 2002. You can discover more about these and other outstanding achievements over the following pages.

As pleased as we were by those exceptional feats, we were equally delighted to see our dedicated army of volunteer marshals and officials continue to show why they are the envy of world motor sports. For example on Wales Rally GB, which requires almost 2,000 marshals, we were oversubscribed, and those who were out on the event demonstrated incredible resolve in the face of some of the worst weather we can recall to keep the event on-track all the way to the finish.

Last but certainly not least, I would like to take this opportunity to mark the retirement of two very important figures within the MSA. After more than 20 years each at Motor Sports House, Allan Dean-Lewis MBE and John Symes stepped back from their respective roles as Director of Training & Education and Technical Director. The sport and its governing body owe both men a huge debt of gratitude and I am delighted that they are staying on in transitional consultancy roles.

To Allan, John and the entire UK motor sports community, particularly the volunteers, thank you for your dedication, professionalism and commitment. May I wish you all a very happy Christmas and a safe New Year.

ROB JONES

“We were delighted to see our dedicated volunteers continue to show why they are the envy of world motor sports”

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THE SPORT



TYPES OF MOTOR SPORTS

1. 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.

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.



3

3. 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.



4. 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.



5. 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.

1

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.



7

8. 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.



11. 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.



9

7. 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.

9. 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.



9

10. 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.



10



11



LICENSED UK VENUES

RACE

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

SPRINT

- | | |
|---------------------------------------|-------------------------------------|
| 01 Anglesey Circuit / Trac Môn | 64 Crystal Palace |
| 02 Bishopscourt | 65 Curborough |
| 03 Brands Hatch | 66 Dalton Barracks |
| 04 Cadwell Park | 67 Debden Airfield |
| 05 Castle Combe | 68 Eelmoor |
| 06 Croft Circuit | 69 Five Mile Road |
| 07 Donington Park | 70 Fort Corblets |
| 08 Goodwood | 71 Governor's Sprint |
| 09 Kirkistown | 72 Grampian Transport Museum |
| 10 Knockhill | 73 Hullavington |
| 11 Lydden | 74 Kames Motorsport Complex |
| 12 Mallory Park | 75 Littleferry |
| 13 Oulton Park | 76 Llandow Circuit |
| 14 Pembrey Circuit | 77 Lotus Test Track |
| 15 Rockingham Motor Speedway | 78 MIRA |
| 16 Silverstone / Stowe | 79 Newquay Airport |
| 17 Snetterton Circuit | 80 North Weald |
| 18 Thruxton Circuit | 81 Rushmoor Arena |
| 56 Aintree | 82 St Angelo |
| 57 Balmoral Park | 83 St Saviour's |
| 58 Blyton | 84 Thoresby Park |
| 59 Boyndie Drome | 85 Vale Castle |
| 60 Brighton | 86 Vazon Bay Coast Road |
| 61 Brooklands | 87 Victoria Avenue |
| 62 Chateau Impney | 107 Nutts Corner |
| 63 Cholmondeley | 116 Three Sisters |

RALLYCROSS

- | | |
|-------------------------|---------------------------|
| 06 Croft Circuit | 14 Pembrey Circuit |
| 10 Knockhill | 56 Blyton |
| 11 Lydden | 107 Nutts Corner |

HILL CLIMB

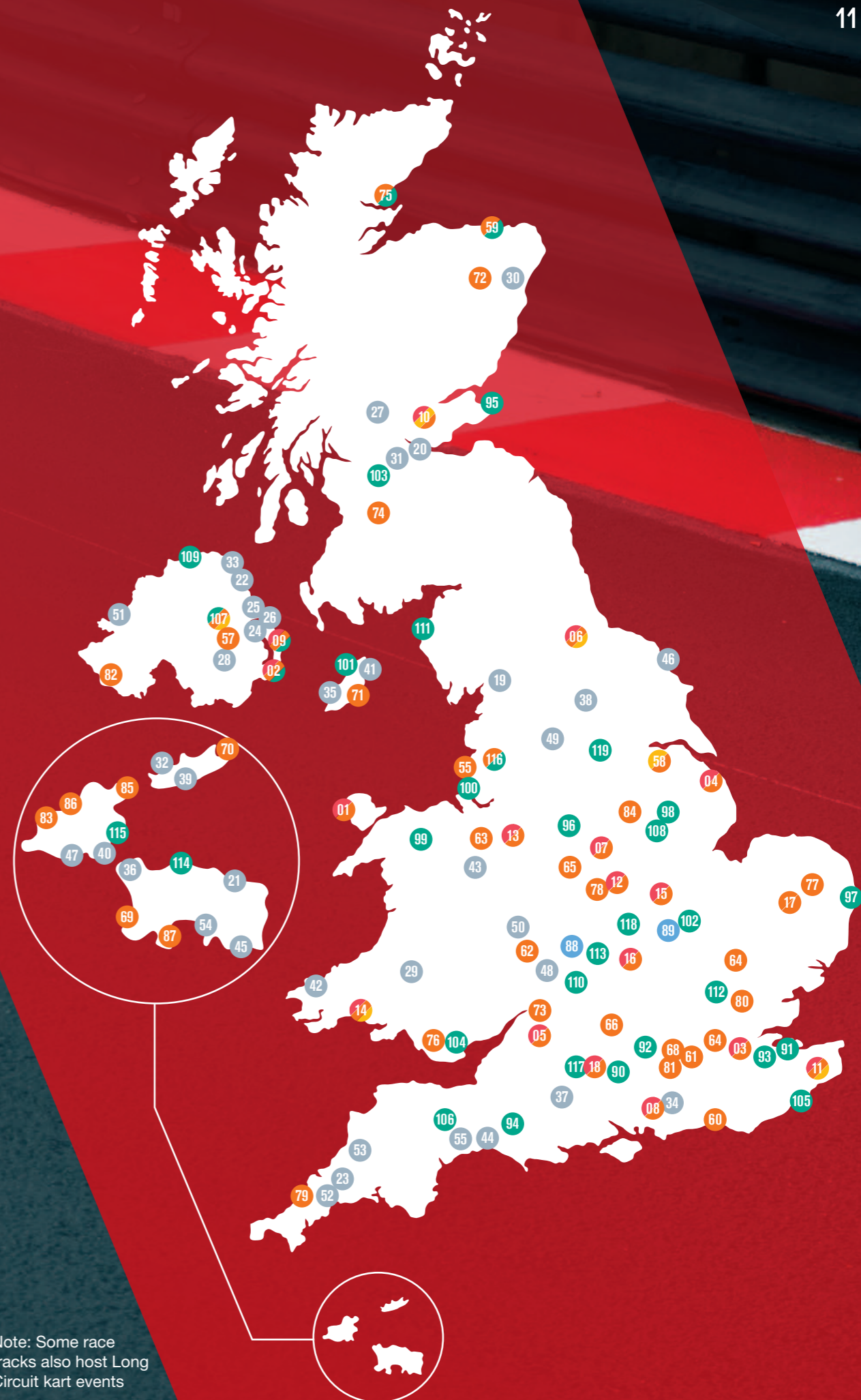
- | | |
|--------------------------|-----------------------------|
| 19 Barbon Manor | 38 Harewood |
| 20 Bo'ness | 39 Le Grand Val |
| 21 Bouley Bay | 40 Le Val des Terres |
| 22 Cairncastle | 41 Lhergy Frissell |
| 23 Castle Hill | 42 Llys-y-Fran |
| 24 Craigantlet | 43 Loton Park |
| 25 Croft | 44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

KART

- | | |
|----------------------------|---------------------------------|
| 02 Bishopscourt | 103 Larkhall |
| 09 Kirkistown | 104 Llandow |
| 59 Boyndie Drome | 105 Lydd Raceway |
| 75 Littleferry | 106 Mansell Raceway |
| 90 Barton Stacey | 107 Nutts Corner |
| 91 Bayford Meadows | 108 P.F. International |
| 92 Blackbushe | 109 Portstewart |
| 93 Buckmore Park | 110 Rissington |
| 94 Clay Pigeon | 111 Rowrah |
| 95 Crail Raceway | 112 Rye House |
| 96 Darley Moor | 113 Shenington |
| 97 Ellough Park | 114 Sorel Point |
| 98 Fulbeck | 115 St. Sampsons |
| 99 Glan y Gors Park | 116 Three Sisters |
| 100 Hooton Park | 117 Thruxton Kart Centre |
| 101 Jurby | 118 Whilton Mill |
| 102 Kimbolton | 119 Wombwell |

DRAG RACING

- | | |
|--------------------------------------|---------------------|
| 88 Shakespeare County Raceway | 89 Santa Pod |
|--------------------------------------|---------------------|



SOCIAL RESPONSIBILITY



Road safety

Road accidents are a major killer of 16- to-24-year-olds in the UK. The MSA believes that motor sports can contribute to the road safety agenda by highlighting key safety messages and providing a controlled environment for high-speed driving.

For the second successive year the MSA ran a competition challenging young people aged 16 to 24 to create short films about the FIA's Ten Golden Rules for Safer Motoring. Two winning teams comprising 10 youngsters travelled to the Italian Grand Prix – courtesy of Allianz – where they received £4,000 prize cheques from F1 champion Lewis Hamilton and FIA President Jean Todt.

Watch now:
[youtube.com/MSAUnitedKingdom](https://www.youtube.com/MSAUnitedKingdom)

Shanil Kawol

@ShanilKawol • Sep 7

@MSAUK @

MercedesAMGF1

@GeorgePeckMedia

Thank you MSA
 for a once in a life
 time experience!

#SafeRoadToMonza



The MSA believes that motor sports can and do play an important role in society, impacting positively upon a number of areas ranging from road safety to education.

Education and careers

The MSA's Regional Development Officers (page 53) have built strong links with schools and colleges, using motor sports to engage students in a variety of subjects including Maths, Science, Engineering and Design & Technology.

To assist schools teaching risk management the MSA also created The Grid, a series of three interactive lesson plans for teachers at Key Stage 2 and 3. The Grid's resources are available free of charge at www.thegridmsa.org.

Furthermore there are several school-based initiatives challenging 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, encompassing engineering, design, administration, logistics, marketing, events management and more.

Technology

UK motor sports have been the catalyst for thousands of high-performance engineering and technology companies, some of which have benefitted other industries as diverse as defence, aerospace, transport and health.

A leader in this area is McLaren Applied Technologies – part of the McLaren Group spawned by the F1 team. For example, a project for the National Air Traffic Control Service and Heathrow Airport involved developing a system to optimise the flow of air and ground traffic, thereby helping to manage the airport's CO2 emissions and reduce delays.

The company has also partnered with GSK, using expertise from the real-time monitoring and analysis of grand prix cars to aid clinical research.

Environment

The MSA remains committed to creating a sustainable and responsible model for UK motor sports. 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 spill substances.

MSA regulations also allow for vehicles powered by alternative fuels and technologies, which can compete against internal combustion on a level playing field, with the risk managed appropriately.

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

It is also important to limit noise pollution and the MSA Yearbook details the noise limits for various competition vehicles – these are tested on-event by MSA-licensed scrutineers.



VATANEN



NEEDS
YOU
TO

SPECTATE SAFELY!

#AriNeedsYou

msauk.org/rallyfuture

RALLY FUTURE

A major project for the governing body in 2015 was RallyFuture, which aims to further enhance safety in stage rallying by implementing 29 recommendations from the Scottish Government's Motorsport Event Safety Review (MESR).

MESR

The MESR was set up following the 2014 Jim Clark Rally, when three spectators lost their lives in a tragic incident. The MESR Group published its recommendations on 6 January 2015 and the MSA committed to implementing them in a staged manner over approximately two years, through to early 2017.

The MSA dedicated significant resources to the MESR implementation, in terms of both money and manpower. A Scottish Government civil servant was also seconded to the MSA as programme lead.

Milestones

Achievements in 2015 included:

- Creation of the Safety Delegate, who has overriding authority in matters of safety
- Addition of a second radio frequency for exclusive use by MSA Licensed Officials
- Publication of 2015 Multi-Venue Stage Rally Safety Requirements – a document covering topics such as risk management, marshals' training and communication
- Subsequent publication of the 2016 Rally Safety Requirements, adding guidance for the production of event safety manuals and stage set-up diagrams
- Publication of a document detailing the roles and responsibilities of safety cars and their crews, with accompanying training
- Launch of a new MSA Rally Media Accreditation system for the 2016 season onward
- Development of a new online accreditation and training system for rally and cross country marshals
- Live testing and evaluation of five vehicle tracking systems
- Creation of spectator safety artwork for event organisers to use in programmes and signage.

“We see this very much as an opportunity not just to secure the future of UK stage rallying but to set new standards for the rest of the world to follow.”

Rob Jones
MSA Chief Executive

The British Motor Sports Training Trust (BMSTT) offered grant aid towards the purchase of red and white safety tape and additional spectator warning notice. Eligible clubs could claim 60 per cent of additional expenditure totalling up to £750 in 2015.



GOVERNANCE

18 FUNCTIONS & REMIT
20 BOARD & STAFF

FUNCTIONS & REMIT

The MSA is a not-for-profit organisation (limited by guarantee) comprising almost 750 registered motor clubs, which are represented by 13 Regional Associations nationwide.



Governance

The MSA enforces General Regulations to minimise risk and help ensure a level playing field in UK motor sports. 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*, often 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 independent of the MSA and has several heads of jurisdiction, including: appeals, disciplinary, investigatory, eligibility, arbitration and anti-doping. National Court reports are published on the MSA website and in *MSA Magazine*.

Risk Management

Motor sports venues must be granted an MSA Track Licence in order to host MSA-permitted events; there are currently well over 100 licensed venues (see pages 10-11). 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 helping to ensure that the governing body's insurance arrangements remain appropriate and up-to-date. As part of this process the scope of insurance is reviewed on a regular basis. In 2015 the MSA Board froze per capita insurance fees for the seventh consecutive year, meaning that they will remain at the same level in 2016. The MSA Board's ability

to maintain insurance per capita fees is largely down to the claims history. Implementation of the MSA's active risk management system is an important factor in controlling claims, in terms of both number and value.

FIA Historic Technical Passports (HTPs)

In order to compete in international historic motor sports, a vehicle must first be issued with an FIA HTP, which confirms its period specification. The MSA processes more FIA HTP applications than any other FIA National Sporting Authority (ASN), accounting for over 30 per cent of the worldwide total. This is an indicator of the strength of historic motor sports in the UK.

Child Safeguarding

The MSA takes its duty of care to young competitors extremely seriously. In response to changes in legislation regarding child safeguarding, the MSA launched its own Club Child Safeguarding Policy in 2015. The policy requires all clubs to appoint one or more MSA Child Safeguarding Officers. The MSA's Child Safeguarding and U18 Policies can be found in the MSA Yearbook and on the MSA website.

Event permitting

The MSA issues permits for thousands of motor sports 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 annually, requiring well over 1,000 MSA Steward appointments.

Competitor licensing

Depending on the event level and 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 also 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 firefighting, incident handling, safety management and spectator control. This training is delivered by MSA-accredited Training Instructors.

Route Authorisation

The Department for Transport empowers the MSA to act as agent for authorising the use of public highways for motor sports 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 ensure adherence to the Road Traffic Act. The MSA undertakes over 200 route authorisations per year.



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 sports are 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.

The MSA – in conjunction with UK Anti-Doping (UKAD) – performed anti-doping tests at 28 events over seven championships in 2015. The testing programme is supplemented by anti-doping education, delivered by the MSA Academy. All Academy members and all junior championships receive mandatory anti-doping education, as do other championships that are likely to be tested.

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 the Board of Directors. The MSA Board comprises 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 2015

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

IMS BOARD 2015

- | |
|--|
| Alan Gow
<i>Chairman</i> |
| Ben Taylor
<i>Managing Director</i> |
| Rob Jones
<i>MSA Chief Executive</i> |
| Simon Blunt
<i>MSA General Secretary</i> |
| Ian Coomber
<i>Non-Executive Director</i> |
| Tim Jackson
<i>Non-Executive Director</i> |
| Stephen Townley
<i>Non-Executive Director</i> |



THE MSA: SENIOR STAFF 2015

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

*Retired July



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- 30 WALES

DOWNHILL



ENGLAND

England is represented by a number of different Regional Associations, due to the high proportion of clubs, competitors and volunteers spread across the UK's largest geographical area.

Entries for the Association of North East and Cumbria Car Clubs' (ANECCC) asphalt rally events filled quickly this year, and its autocross series was also well supported. The neighbouring Association of North West Car Clubs (ANWCC) found that competitors continue to seek the most cost-effective disciplines, leading to healthy entries on AutoSOLOs, Production Car Autotests (PCAs) and rallies.

Competitors: 21,876

The Association of Northern Car Clubs (ANCC) described 2015 as a year of growth, with most events attracting higher entries. The Association is also proud to have facilitated four clubs working together to promote a stage rally championship supporting the region's four forest rallies.

Volunteers: 6,893

The Association of West Midland Motor Clubs (AWMMC) also reported a better year than in 2014. Its membership increased to over 90 clubs and its main championship, the Heart of England Stage Rally Championship, saw an increase in competitors.

It was another excellent season for the Association of Eastern Motor Clubs (AEMC), which recorded a significant rise in club memberships following the success of 2014's *Go Motorsport Live! – South East* event at

Snetterton Circuit. The association also hosted two successful regional championships in the rally and sprint disciplines.

Clubs: 567

Speed championships within the Association of Central Southern Motor Clubs (ACSMC) have gone from strength to strength, with a 40 per cent increase in competitors. A number of member clubs worked closely with their local MSA Regional Development Officer (RDO) to run a number of 'taster events' – one led to a whole family joining their local club.

The Association of South Eastern Motor Clubs (ASEMC) dedicated 2015 to recruiting new members and working with the MSA's Go Motorsport initiative. It found that evening grass autotests were particularly successful in this regard. The introduction of PCAs and junior classes also increased club memberships.

Events: 3,841

Registrations for the Association of South West Motor Clubs (ASWMC) championships either held steady or rose this year, and the association noticed a trend of competitors stepping up to higher level competitions.

** Including Channel Islands and UK Nationals overseas*



NORTHERN IRELAND

The ANICC – along with the North of Ireland Karting Association – is part of the 2 & 4 Wheels Motorsport Steering Group, an umbrella body representing the interests of all forms of motor sports in Northern Ireland. The group continues to lobby government on all matters relating to both two- and four-wheel motor sports and also negotiates with Sport Northern Ireland to seek funding.

Competitors: 1,664

The Motorsport Marshalling Partnership (MMP) continues to support clubs and competitors by providing experienced marshals to help run events. The British Motor Sport Training Trust (BMSTT) provides support for MMP training initiatives, which support young and inexperienced volunteers in particular.

The ANICC reported a rise in entries across most disciplines in 2015. The association works with Motorsport Ireland to allow for competitor cross-over, while also offering similar opportunities for MSA competitors living in western parts of England and Wales.

Volunteers: 352

Clubs: 34

Competitors from the region enjoyed another very successful year. On the international stage Kris Meeke won Rally Argentina to become the first British winner of an FIA World Rally Championship event since Colin McRae in 2002.

In circuit racing, Colin Turkington finished fourth overall in the MSA British Touring Car Championship and remained in contention for the title until the last round.

Events: 253

On home soil, Co. Antrim's Derek McGarrity won the McGrady Insurance MSA Northern Ireland Rally Championship for the sixth time. Junior champion Rob Duggan also earned a free entry to the Wales Rally GB National rally. Graham Thompson has dominated hill climbing in Northern Ireland over recent years and earned his seventh successive championship title in 2015.

Racing activity is led by the 500 Motor Racing Club of Ireland, which organises seven race meetings and four sprints at its home venue, Kirkistown. All events at this excellent circuit proved popular again this year.



The motor sports community in Northern Ireland remains strong, with over 200 MSA-permitted events per year. The Association of Northern Ireland Car Clubs (ANICC) – formed in 1964 – manages regulated motor sports throughout the province, with full support from MSA-registered clubs.

SCOTLAND

Motor sports remain in good health north of the border, where MSA-registered clubs and permitted events are represented by the Scottish Association of Car Clubs (SACC). Across Scotland, clubs have continued to cater for their members with a range of local events, including autotests and 12-car rallies.



The SACC also reported that single-venue asphalt rallying enjoyed a particularly strong year – events were oversubscribed, sometimes within hours of opening for entries. From this, the association deduced that competitors find these events less expensive than forest rallies and perhaps less damaging to their cars. Spectator management also requires less manpower at single-venue events.

Competitors: 2,158

Circuit Racing continued to be well supported, with the Scottish Motor Racing Club (SMRC) running a full seven-event programme at Knockhill, with 'away rounds' at Donington Park and Oulton Park in England. The club hosted the inaugural *Go Motorsport Live! – Scotland* event in September (page 53).

Volunteers: 601

Scottish Motor Sports (SMS) – a strategic body of which the SACC and the MSA are members – submitted a four-year strategy document to sportscotland in September. It is designed to secure funding to help develop the sport over that four-year period, with the response expected in early 2016.

Scottish competitors achieved headline success in various disciplines, both home and abroad, in 2015. Gordon Shedden won the MSA British Touring Car Championship title for the second time, while Jonny Adam became the British GT Champion.

Clubs: 66

Colin Calder successfully defended his MSA British Sprint Championship title and the West of Scotland Kart Club's Dexter Patterson was crowned MSA British Cadet Kart Champion. In rallying, former MSA Team UK member David Weston Jnr and co-driver Kirsty Riddick won the BTRDA Rally Series Gold Star Championship.

Internationally, touring car driver Paul di Resta and sports car racer Ryan Dalziel performed well in the DTM and the FIA World Endurance Championship respectively.

Events: 453

The main challenge for the sport in Scotland was adapting to new MSA safety requirements stemming from the Scottish Government's Motorsport Event Safety Review (page 15). These requirements increased the workload for some event organisers, who are due enormous thanks for their positive and proactive response.

WALES



With the strength of its club community, the success of its top competitors and the world championship status of its premier event, Wales continues to be a major force in UK motor sports.

The Welsh Association of Motor Clubs (WAMC) oversees regulated motor sports in the country. In 2015 WAMC continued to promote policies in the best interests of its competitors, officials and the sport generally, in keeping with the basic principles of its constitution.

Competitors: 2,412

WAMC reported that 2015 was another very successful year for its various championships. The efforts that its championship secretaries made to enhance their offering and encourage entries paid off, with registrations increasing across most of the championships and their profiles rising, too.

The association praised not only the many event organisers and competitors but also the Forestry Liaison Officers (FLOs), Route Liaison Officers (RLOs), Ministry of Defence personnel and various police forces that have supported WAMC in achieving these successes throughout the year.

Volunteers: 792

In conjunction with MSA trainers, WAMC has also organised some marshals and officials training days for 2016, which it hopes will increase the availability of these valued and essential motor sports volunteers, while also providing an auditable monitoring programme to ensure that appropriate training is provided on a regular basis.

Clubs: 72

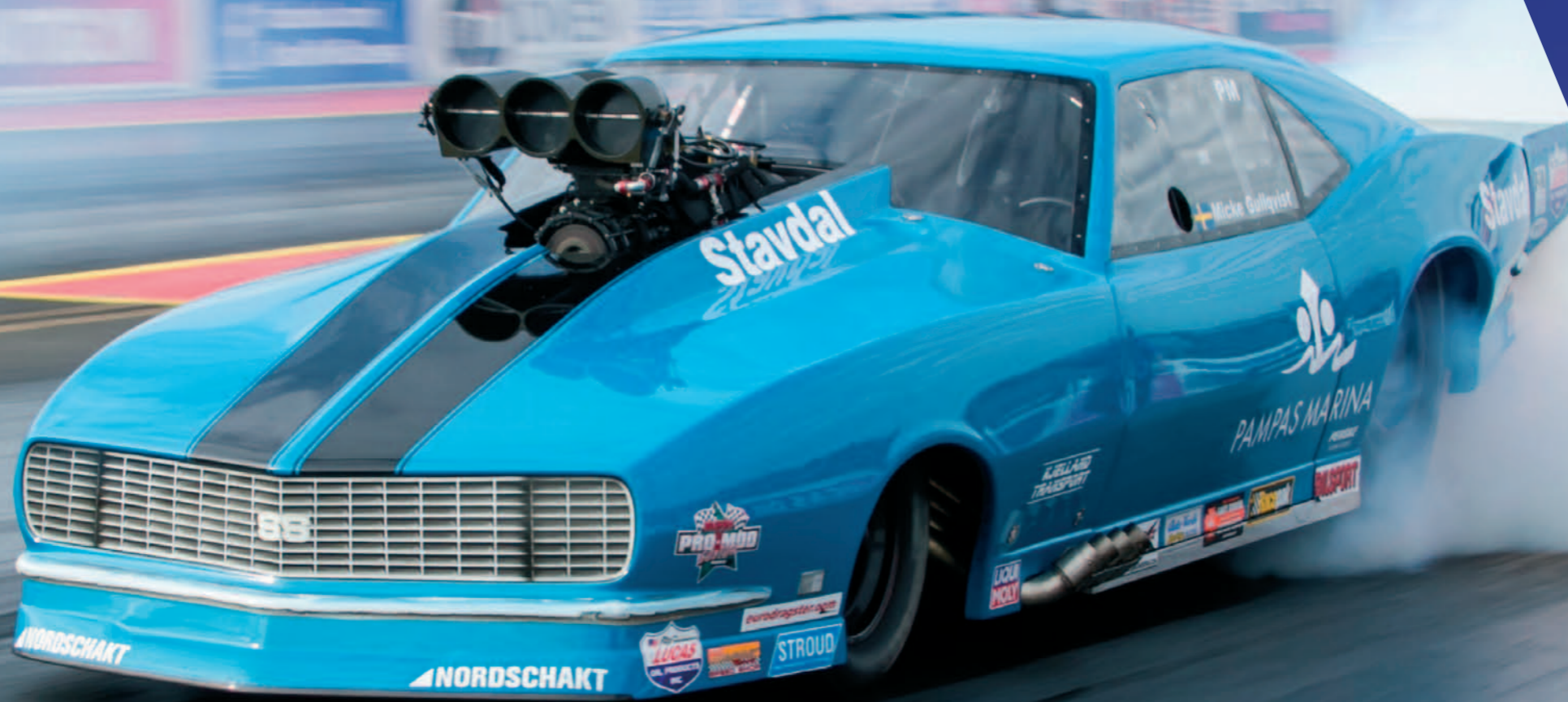
WAMC's relationship with Sport Wales continues to thrive and 2015 saw a significant increase in funding over previous years. The drivers currently supported are Formula Jedi Championship driver Ben Hingeley (18), rally-turned-racing driver Cameron Davies (21) and MSA Team UK member Seb Morris (19), who contested the 2015 GP3 Series.

Morris's fellow MSA Team UK driver Matt Parry (21) also competed in GP3, taking two podium finishes. Cardiff racer Jann Mardenborough (24) emulated Parry's brace of GP3 podiums and also competed in the top class at the Le Mans 24 Hours as part of Nissan's factory team.

Events: 328

FIA World Rally Championship (WRC) star Elfyn Evans (26) scored a career-best second place on the Tour de Corse Rallye de France (p41). Meanwhile his home event, Wales Rally GB, secured a further three years' support from the Welsh Government – the event generates approximately £10 million per year for the Welsh economy (pages 36-37).

- 34 INTERNATIONAL EVENTS
- 36 WALES RALLY GB
- 38 INTERNATIONAL SUCCESS



INTERNATIONAL

INTERNATIONAL EVENTS

The UK hosts rounds of the premier international championships across many disciplines.

FIA World Rallycross Championship

Round four of the FIA World Rallycross Championship took place at Kent's Lydden Hill – the Home of Rallycross – in May. Norway's Petter Solberg took victory, while British Touring Car Championship star Andrew Jordan and rally driver Guy Wilks reached the semi-final and the final respectively. The 2015 championship drew an average worldwide television and livestream audience of 7.1 million.

CIK-FIA Karting European Championships

Lincolnshire's state-of-the-art PF International kart circuit hosted the CIK-FIA Karting European KF & KF-Junior Championships in June. There were 108 entries from across the globe; Briton Tom Joyner was victorious in the senior KF class, while Indonesian Presley Martono came first in KF-Junior. The CIK-FIA, karting's international commission, described the event as taking place "in the homeland of motorsport."

FIA European Drag Racing Championship

Santa Pod Raceway in Northamptonshire hosts two FIA/FIM European Drag Racing Championship events each year: The Main Event (May) and the European Finals (September). Each event attracts over 250 entries from around 14 European countries. Finland's Anita Mäkelä and her countryman Jari Halinen won the headline Top Fuel Dragster class in May and September respectively.

FIA Formula E Championship

Battersea Park became a racetrack in June when the FIA Formula E Championship headed to London for the final round of its inaugural season. British driver Sam Bird won the race, while Brazilian Nelson Piquet Jr claimed the title. The revolutionary new all-electric championship is based at Donington Park in Leicestershire – the events themselves take place in city centres across the globe.

FIA European Rally Championship

The Circuit of Ireland Rally is among the oldest rallies in the world, having been run by the Ulster Automobile Club almost every year since 1931. It is now based in Belfast and run entirely on closed roads in Northern Ireland. The 2015 event was held in April as round three of the FIA European Rally Championship – Irishman Craig Breen claimed victory alongside British co-driver Scott Martin.

FIA World Endurance Championship

A 45,000-strong crowd witnessed the opening round of the FIA World Endurance Championship at Silverstone in April. Audi Sport trio Marcel Fässler, Benoît Tréluyer and Andre Lotterer claimed victory and with it the famous Royal Automobile Club Tourist Trophy. The FIA Formula 3 European Championship also featured on the Silverstone bill, with Briton George Russell a race winner.

FIA Formula One World Championship

The 2015 British Grand Prix was held at Silverstone on 5 July, with Lewis Hamilton taking his third – and second successive – home victory. HRH Prince Michael of Kent GCVO, Honorary President of the Motor Sports Council, presented Hamilton with the famous Royal Automobile Club Trophy. First held in 1926, the British Grand Prix predates the Formula One World Championship. Having begun the inaugural F1 season in 1950, it is also the championship's oldest event. Today it is organised by International Motor Sports (IMS), the MSA's commercial subsidiary.

WALES RALLY GB

The UK's round of the 2015 FIA World Rally Championship (WRC) attracted a record entry.



Having visited 12 countries across the globe, the WRC headed to North Wales for its season finale, Wales Rally GB (12-15 November). The event attracted a record capacity entry of 160 crews across the international and national rallies.

Once again the Service Park was based at the Toyota Engine Plant in Deeside, while the rally itself comprised 191 competitive miles over 19 stages across North Wales.

Extreme weather conditions made the event particularly challenging for competitors, organisers and fans but the great efforts of almost 2,000 volunteer marshals ensured it remained a success.

World Champions Sebastien Ogier and Julien Ingrassia (FRA) won for the third year in a row, while Northern Ireland's Kris Meeke – co-driven by Irishman Paul Nagle – finished second to record the best 'home' result for a UK driver since 2000. Local favourite Elfyn Evans and his navigator Daniel Barritt were sixth overall.

Ken Skates @WG_CultureMin
NOV 15 @WelshGovernment will
continue to support
@WalesRallyGB for next
three years - event goes
from strength to strength
#WRGB #WRC



“ The stages held up really well and the organisers did a great job to make it such a successful event; it's not easy to run a rally in this kind of weather, but they did so without any problems so all credit to them. I also need to say a massive thank you to the fans and the marshals for staying out there – to see so many people on the stages so close to home was fantastic.

Elfyn Evans, M-Sport World Rally Team driver

Organisation

Wales Rally GB is organised and promoted by the MSA's commercial subsidiary, International Motor Sports (IMS).

The 2015 event was Fred Gallagher's twentieth and last as Clerk of the Course. He was ably supported by over 100 fellow officials, plus nearly 2,000 volunteer marshals.

Partners

In recognition of Wales Rally GB's estimated £10 million contribution to the Welsh economy, the Welsh Government acts as principal funding partner and has extended its commitment for a further three years until the end of 2018. The event also received invaluable support from Conwy Borough County Council and Natural Resources Wales.

Commercial partners in 2015 included Hyundai, which continued as the official car supplier, and Network Q as sponsor of the Wales Rally GB National.

STEM

The 'Big Bang @ Wales Rally GB' returned to the Deeside Service Park, giving over 1,500 Welsh school pupils an insight into the STEM (Science, technology, engineering and maths) industry and associated career opportunities. There were more than 30 exhibitors – including the MSA's Go Motorsport initiative – with interactive displays designed to engage young minds.

INTERNATIONAL SUCCESS

HERE ARE SOME HIGHLIGHTS FROM ANOTHER INCREDIBLE YEAR FOR BRITISH TALENT ON THE WORLD STAGE.

FORMULA ONE

Lewis Hamilton secured his third FIA Formula One World Drivers' Championship with three rounds to spare. In doing so he became Britain's first triple F1 champion since Sir Jackie Stewart, and the first British driver ever to win consecutive titles. Hamilton is now third in the all-time list of grand prix race winners, behind Frenchman Alain Prost and Germany's Michael Schumacher. Jenson Button and MSA Team UK graduate Will Stevens completed their sixteenth and first F1 seasons respectively.



SPORTSCARS

Nick Tandy won the Le Mans 24 Hours outright at his first attempt, having earned a drive with the factory Porsche team alongside co-drivers Nico Hulkenberg (GER) and Earl Bamber (NZ). There were British drivers among each of the four manufacturer teams in the premier LMP1 class: Tandy at Porsche; Oliver Jarvis at Audi; Mike Conway and Anthony Davidson at Toyota; and Jann Mardenborough and Harry Tincknell at Nissan. Britons Matthew Howson and Richard Bradley shared victory in LMP2 with their French co-driver Nicolas Lapierre.

RALLYING

Victory in Argentina made Northern Ireland's Kris Meeke the first UK driver to win a round of the FIA World Rally Championship (WRC) since his former mentor, Colin McRae, in 2002. The same event yielded Welshman Elfyn Evans' maiden podium, with third place alongside co-driver Daniel Barritt – they went on to finish a career-best second on the Tour de Corse in France.



KARTING

Ben Hanley continued the UK's run of success in international karting by winning the CIK-FIA KF European Championship title, just ahead of fellow Briton Tom Joyner. Hanley won the final at the season-opener in Portugal, while Joyner came first in round two on home soil at PF International. Third place at the last round in Sweden meant Joyner was never off the podium all season.



WORKING WITH THE FIA

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. MSA Chief Executive Rob Jones supports Stoker as Deputy Titular Delegate. Once again the MSA made many successful nominations to 2015 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

Edwin Glasgow QC
International Tribunal

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

David Grace
Hill-Climb Commission

Colin Hilton
Global Institute for
Motorsport Safety
FIA ASN Development
Taskforce

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

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

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)



2015 YEAR IN PICTURES

2015 YEAR IN PICTURES

JAN

FEB

MAR

APR

MAY

JUN

1



- 1 Sportscar legend Allan McNish launched Race 'n' Respect, a new karting code of conduct, at Autosport International
- 2 FIA President Jean Todt and F1 legend John Surtees presented awards at the Night of Champions ceremony in London
- 3 The government approved new legislation facilitating closed-road motor sport events on mainland Britain

3



4



4 The new MSA Formula 4 championship got underway at Brands Hatch, bringing the FIA's Formula 4 concept to UK circuits

5 Victory in Argentina made Kris Meeke the first UK driver to win a World Rally Championship round since Colin McRae in 2002

6 Tom Onslow-Cole won the inaugural RX Talent Search in a shootout at Lydden Hill, winning a prize rallycross drive at Istanbul

5



7 Nicky Tandy (l) won the Le Mans 24 Hours outright at his first attempt, alongside team-mates Nico Hulkenberg and Earl Bamber

8 The MSA rolled out its revolutionary new Level 2 Certificate in Coaching Motorsport in both Participation and Performance

6



7



8



9



9 MSA Chief Executive Rob Jones presented Lewis Hamilton with the Hawthorn Memorial Trophy ahead of the British Grand Prix

10 Renowned navigators Nicky Grist and Paul Spooner launched the expanded MSA Academy Co-Driver Programme

11 Former F1 champion Nigel Mansell visited Motor Sports House to be re-presented with the British Grand Prix trophy that he won four times between 1986 and 1992



10



11



12

12 The inaugural Go Motorsport Live! – Scotland event at Knockhill showcased club motor sports north of the border

13 Team Gell and Team Kindsense enjoyed a prize trip to the Italian Grand Prix for winning the MSA's Road Society Film Competition

14 Lewis Hamilton won the US Grand Prix to become the first British driver ever to win two consecutive F1 titles

14



13



15

15 British Cycling's Jonathan Day was appointed MSA Director of Development, with a wide-ranging new role at Motor Sports House

16 Sebastien Ogier and Julien Ingrassia scored their third successive Wales Rally GB victory after a flawless performance



16



DEVELOPMENT

48 MSA ACADEMY
52 GO MOTORSPORT
54 TRAINING



100/30
AASE delivery days / events

63
Performance Master Class deliveries



MSA ACADEMY



10
Squad events

31/25
Team UK development days / events

7
Co-driver programme days

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.

The MSA Academy is a talent development pathway aiming to develop drivers and co-drivers to a world-class standard through education, support, guidance and coaching.

TEAM UK

Team UK is a national squad of elite drivers who are hand-picked to receive bespoke performance management. Each driver works with a 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.

Team UK 2015 was:

- Ben Barnicoat (Formula Renault 2.0 Eurocup)
- Jake Dennis (FIA F3 European Championship)
- Elfyn Evans (FIA World Rally Championship)
- Chris Ingram (FIA European Rally Championship)
- Jordan King (GP2 Series; Manor F1 Development Driver)
- Dan Lloyd (Blancpain Endurance Series & British GT Championship)
- Alex Lynn (GP2 Series; Williams F1 Development Driver)
- Seb Morris (GP3 Series)
- Matt Parry (GP3 Series)
- Nick Yelloly (GP2 Series & Formula Renault 3.5 Series; Force India F1 Simulator Driver).

AASE

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 for athletes aged 16 to 19, focusing on all of the human performance elements that combine to create 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 Engineering.

Each year one AASE student 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 comprises around 25 young drivers who have demonstrated potential excellence in motor sports. They are selected 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 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 nationwide 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. These are delivered by qualified advisers, who use UK Anti-Doping's 100%ME programme to educate athletes on anti-doping topics such as regulations, testing procedures and where to find further information.

CO-DRIVER PROGRAMME

The newly expanded co-driver programme aims to support the next generation of UK co-drivers and help ensure that they continue to be the best in the world. It is led by renowned navigators Nicky Grist and Paul Spooner, combining fixed development sessions with remote and on-event support. In 2015 the programme supported nine co-drivers aged 18 to 26.

13
Anti-doping education delivery days



James helps me to analyse, plan and support my performance. A huge part of professional racing is the team and the car, and sometimes it's easy for the driver to lose sight of how important their role is, such that their performance isn't maximised to the fullest in a sport that's won or lost by tenths of a second. James has really helped me unlock every last bit of potential for every race weekend.

Alex Lynn

Coaching courses delivered

5

INSIGHT: PERFORMANCE MANAGEMENT

The driver:

Alex Lynn, GP2 racer and Williams F1 development driver

The Performance Manager:

James Wozencroft, MSA L2 Qualified coach

James Wozencroft continued as Alex Lynn's MSA Performance Manager for the 2015 season. Wozencroft's wide-ranging support included facilitating a programme with renowned driving coach Rob Wilson, plus subsequent simulator sessions to put Lynn's newly learnt techniques to the test. Wozencroft also immersed himself in Lynn's training schedule.

“Alex and I have relationship built on mutual respect. I very rarely tell Alex what to do – we work together on his development. That can be through analysis of his performance, by challenging him with new ideas or simply by giving him someone to train with. Alex uses me as independent counsel to discuss his racing and keep pushing him to be the best athlete he can be.”

James Wozencroft

INSIGHT: TRAINING CAMP

Where and when:

Loughborough College, January 2015

The MSA Team UK national squad joined their fellow MSA Academy members on the AASE programme for a four-day pre-season training camp.

The event included physical exercises, tests and challenges, combined with nutrition education. This was overseen by Loughborough College tutors and qualified MSA Coaches, who led group and individual coaching and feedback sessions.

The drivers also spent time one-on-one with their respective MSA Performance Managers, completing performance profiles and designing their individual coaching plans for the 2015 season.

“As a centre of excellence, Loughborough is the perfect place to bring the Team UK drivers to really push them to the limits on physical fitness, as well as other performance aspects.”

James Wozencroft

COACHING

In a pioneering development designed to bring motor sport in line with other major sports, the MSA rolled out its new accredited coaching qualification.

The MSA Level 2 Certificate in Coaching Motorsport is designed to set the standard for coaching in motor sports. It was first piloted successfully in December 2013, when the first 10 Level 2 motor sport coaches qualified successfully.

The accreditation is listed on the Qualifications and Credit Framework, which sits within OFQUAL – a non-ministerial government department that regulates qualifications, exams and tests. The awarding body is 1st4Sport, which works with the governing bodies of many other sports including football, gymnastics, rugby and tennis.

The MSA is also finalising an Introduction to Coaching Motor Sport Award, which will precede the L2 accreditation to create a coaching pathway.

“There's a big difference between coaches and instructors but for anyone wanting to take coaching seriously this will be an essential tool for them to have in their toolbox.”

Pat Blakeney, chairman of the Association of Racing Drivers Schools (ARDS)



Qualified coaches by November

31



2,808
passenger
rides

86
school
activities

438
club
development
activities

4,620
pupils
reached



GO MOTORSPO

An MSA initiative designed to encourage grassroots participation, help develop local clubs and take motor sports to the people.

Website

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

Regional Development Officers (RDOs)

Go Motorsport is underpinned by a nationwide network of RDOs, tasked with helping to develop motor clubs in their areas while also promoting the sport in schools and colleges. In 2015 the MSA doubled the RDOs' working hours from one day per week to two.

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

INSIGHT

Events

What: Taster AutoSOLO
Where & when: Autosport International, Birmingham; January

Go Motorsport introduced 1,300 people to club motor sports by organising a special AutoSOLO at Europe's largest motor sports expo. The event offered free passenger rides for visitors, and was supported by 62 drivers and 10 marshals from 15 motor clubs.

"The aim was to show people attracted by the glitz and glamour of Autosport International that motor sport is actually really accessible, thanks to the hundreds of local motor clubs running affordable grassroots events all over the country"
Richard Egger, RDO



What: Go Motorsport Live!
Where & when: Knockhill, Fife; August

Scotland RDO Alison Clark teamed up with Scottish Motor Sports (SMS) and 10 local motor clubs to run an event showcasing grassroots motor sports. The event took place alongside a Scottish Motor Racing Championship meeting, and encouraged visitors to get involved as competitors, volunteers or club members. There was also a chance for people to try karting or take passenger rides in an AutoSOLO demonstration.

"It was an excellent event – hats off to Go Motorsport and all the motorsport associations and clubs for banding together to promote the sport collectively"
Stuart Gray, Knockhill

Club Support



RDO: Kevin Moore
Club: Exeter Motor Club

Exeter Motor Club was approached to run a live Production Car Autotest (PCA) at a non-MSA event. Wishing to promote itself and its activities, the club wanted to proceed but was keen to so do without falling foul of MSA regulations. Therefore it turned to its local RDO for guidance and support.

"I explained all the requirements and considerations in full and offered my ongoing support. The club then felt equipped and confident enough to work with the show organiser. The PCA went ahead as a non-timed demonstration and proved popular, leading to many enquiries about joining the club"
Kevin Moore

The MSA recognises the vital role that volunteers and officials training plays in the risk management of motor sports.

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. Each year the MSA runs over 180 free seminars and training days for volunteer officials, either directly or through its network of Training Instructors. Around 7,500 people take part annually.

British Motor Sports Training Trust

The BMSTT – a registered charity – approved a record level of grants totalling around £320,000 during the year to support training projects including marshals' training, Advanced Trauma Life Support, medical training for doctors and paramedics, and venue safety improvement.

MSA Club Development Fund

During 2015 the Fund received around 20 applications from MSA clubs to assist the purchase of safety-related equipment such as radios and fire extinguishers. This resulted in grants of around £10,000. Over the last 20 years since the Fund started, the MSA has provided grant aid of £1.6m to assist projects worth a total of almost £7m.

Rescue Development Fund

The BMSTT-supported Rescue Development Fund contributes to the replacement and renewal of MSA-specification rescue and recovery equipment, and can even assist the purchase of new or replacement units. Awards of £158,000 were made in 2015, supporting projects with a total value of over £387,000.

Motorsport Safety Fund

The MSA works closely with the Motorsport Safety Fund, a UK-registered charity, in developing a range of booklets, DVDs and other training resources. A number of these have been adopted by the FIA Institute for Motor Sport Safety & Sustainability and translated into other languages. One particular project in 2015 involved producing pull-out pens and short film clips about rally spectator safety and first-on-scene (first aid) protocols.

Grants

Since 2014 all MSA-licensed rescue units have been required to carry a vacuum mattress and upgraded defibrillators. As a result the Rescue Development Fund has grant aided the purchase of 31 new vacuum mattresses and 44 defibrillators.

During 2015 the MSA launched its second exclusive radio frequency and provided financial support towards the upgrading of – in some cases the replacement of – existing radio equipment. Grants totalling £39,200 supported the purchase of 120 new safety radios and the re-programming of a further 635 safety radios.

TRAINING

International Training

As one of the world's most respected motor sports governing bodies, the MSA is accredited as a Gold Standard Training Provider by the FIA Institute for Motor Sport Safety and Sustainability. In this capacity the MSA is tasked with helping to increase the safety and training standards of motor sports officials across the world.

In liaison with the FIA, the MSA and its dedicated team of International Trainers work continuously with a number of foreign National Sporting Authorities (ASNs) to create bespoke training programmes that help raise standards and develop the sport in their countries. Since 2010 the MSA has performed this role in over 25 countries across Europe, the Middle East and North Africa, Central and South Africa and the Indian Ocean, Asia-Pacific, the Caribbean, and Central Asia.

Training Instructors

The MSA currently has over 200 Training Instructors, Lead Trainers, International Trainers and Training Coordinators delivering marshals and officials training. These numbers continue to increase yearly – 10 new Training Instructors were appointed in 2015, with a further 26 undertaking follow-up work. The MSA continues to develop and deliver courses for its licenced instructors as part of a commitment to Continuing Professional Development (CPD).

Training Courses

As part of the annual seminar series, the MSA Seminar Team delivered training to almost 700 licensed senior officials at 14 venues nationwide in 2015. Ninety-six per cent of all attendees rated the training as being either 'good' or 'excellent'.

Online Training

A new venture in 2015 was the development of an online training package for introduction in 2016. The MSA believes that it will greatly enhance the accessibility of training for all, while supplementing the high quality face-to-face training that is currently being delivered.



COMMUNICATIONS



58 PUBLIC AFFAIRS
60 PUBLIC RELATIONS

PUBLIC AFFAIRS

Primary legislation facilitating closed-road motor sport was passed after a long MSA campaign.



Closed roads

The Deregulation Bill achieved Royal Assent on 26 March, the final day of the last Parliament before May's General Election. It contained new primary legislation providing a framework for running motor sports on closed public roads, without needing a costly Act of Parliament to suspend the Road Traffic Act for each event.

This development was the culmination of a long campaign by the MSA that began before the previous General Election in 2010. MPs were targeted with information to demonstrate the potential value of motor sport events to local communities, resulting in cross-party support for the campaign and the required legislation.

Before the primary legislation can become available to event organisers, secondary legislation – in the form of a statutory instrument detailing the enabling powers – is required. The MSA continues to work closely the Department for Transport to achieve this.



We must recognise the invaluable contributions of both the Rt Hon Ken Clarke, the Minister responsible for driving the legislation, and Ben Wallace MP, who have relentlessly championed the cause of motor sport within Westminster.

Rob Jones, MSA Chief Executive



British Grand Prix

The British Grand Prix represents the best platform from which to champion domestic motor sports and the associated high performance engineering industry, which contributes £9 billion* to the UK economy.

Each year the MSA hosts a number of parliamentarians and other dignitaries, taking the opportunity to discuss issues surrounding UK motor sports. Guests in 2015 included:

Richard Burden MP

MP for Birmingham Northfield
Shadow Minister for Transport
Chairman, All-Party Parliamentary Motor Group

The Rt Hon Kenneth Clarke CH QC MP
MP for Rushcliffe

The Rt Hon Stephen Crabb MP
Secretary of State for Wales
MP for Preseli Pembrokeshire

The Rt Hon Michael Fallon MP
Secretary of State for Defence
MP for Sevenoaks

The Rt Hon Peter Hain
Former MP for Neath

Kris Hopkins MP
Vice Chamberlain of HM Household
MP for Keighley

The Rt Hon the Lord Rooker
Chairman of the British Motor Sports Training Trust

Ben Wallace MP
Parliamentary Under Secretary of State for Northern Ireland MP for Wyre and Preston North

The Rt Hon John Whittingdale OBE MP
Secretary of State for Culture, Media and Sport
MP for Maldon

*Source: Motorsport Industry Association (MIA)

PUBLIC RELATIONS

The MSA made the most of an award-winning website and other channels to manage communication with stakeholders.

Website

Having been relaunched in late 2014, the new MSA website – designed by mso.net – proved to be a success throughout 2015. It was named 'Best in Class' in the 85-strong Automobile category at the New York-based Interactive Media Awards, scoring 484 points out of a possible 500, with full marks for both content and feature functionality. The site's most popular month was March, reaching 28,789 users. On average roughly half the site's monthly visitors are new, with the other half returning.

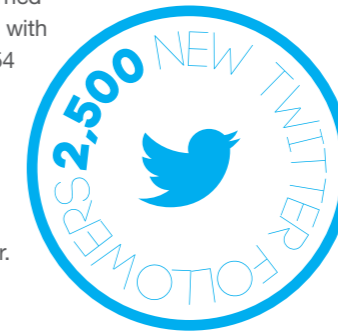
Visitor engagement on a website is so crucial and working in close collaboration with the MSA has enabled us to achieve that

Sarah Pooley, mso.net

Social media

Facebook: Motor Sports Association (MSA)
Twitter: @MSAUK
Instagram: @msa_motorsport

Social media plays a key role in the MSA's communications suite by facilitating two-way exchanges, expanding reach and yielding insight. The MSA's Twitter account gained more than 2,500 followers during the year, bringing the total to 10,000. The most far-reaching single tweet of the year earned 76,400 impressions, with 70 'retweets' and 154 'favourites'. The @MSAUK account averaged 2,793 profile visits per month, up to and including September.



Quarterly magazine

MSA Magazine is the MSA's flagship offline communications channel and an important brand-building tool. It is produced quarterly by *MotorSport Magazine* on a contract publishing basis and mailed to all MSA Competition Licence Holders, Licensed Officials and Registered Volunteers, plus media and other contacts. A survey conducted in 2015 showed that 84 per cent of recipients open and read some of every issue and 98 per cent read at least one of every four issues.

Monthly newsletter

MSA News is emailed to everybody on the MSA database, including competitors, volunteers, officials, committee members, media and others. It provides updates on the governing body's initiatives and activities, as well as event reports and news from across the UK motor sports community.

Media relations

The MSA issued almost 50 press releases throughout the year, covering a wide range of topics from safety initiatives and competitor successes to regulatory matters and more. The governing body also called upon its retained PR agency to enhance relationships with key media.

5,000 RISE IN FACEBOOK LIKES
6,600

Meanwhile Facebook likes rose from 5,000 to over 6,600. The year's most popular post, regarding the MSA's closed roads campaign, reached a total of 52,144 people, with 1,341 resulting likes, comments and shares. The MSA also added an Instagram account to its social suite.



Agency support

In 2015 the MSA retained MPA Creative for PR consultancy. The agency continues to play an important role in maintaining the governing body's excellent relationships with key media, such as BBC F1, Sky Sports F1 and the Haymarket Media Group which boasts a portfolio of motoring and motor sport titles including *Autosport*, *autosport.com*, *Autocar*, *pistonheads.com* and *Motorsport News*.

Among a series of notable successes, MPA Creative worked closely with the MSA and IMG, promoter of the FIA World Rallycross Championship, to run an 'RX Talent Search' initiative. Open to all MSA Competition Licence Holders aged 18-30, it attracted 122 applications. A dozen finalists were selected and assessed both on and off the track at Lydden Hill in Kent. The winner, Tom Onslow-Cole, was awarded a prize drive in the RX Lites class of October's World RX of Turkey.

Building on what was achieved in 2014, MPA Creative also ran the second MSA Road Safety Film Competition (see page 12). MPA Creative secured support from F1 world champion Lewis Hamilton, the Mercedes AMG Petronas team, Allianz and Sky Sports F1.

The award-winning agency was also responsible for national, regional and specialist PR for Wales Rally GB and has been appointed to provide PR support for the relaunched MSA British Rally Championship in 2016.



REPORTS

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BRITISH CHAMPIONS

Dunlop MSA British Touring Car Championship
Gordon Shedden
 Scot Shedden fended off four title rivals to win his second BTCC title in a close season finale at Brands Hatch.



MSA British Historic Rally Championship
Jason Pritchard & Phil Clarke
 Pritchard and Clarke claimed their maiden BHRC title after a consistently impressive campaign.



Avon Tyres British GT Championship
Jonny Adam & Andrew Howard
 Adam and Howard scored four pole positions and three race wins en route to the British GT Championship title.



Britpart MSA British Cross Country Championship
Mike Moran & Tony Coid
 Mike Moran and navigator Tony Coid claimed their second consecutive MSA British title with a round to spare.



MSA Formula – Certified by FIA, Powered by Ford EcoBoost
Lando Norris
 Former karting world champion Norris became the inaugural MSA Formula Champion after a strong first season in cars.



The Shannon Group MSA British Rallycross Championship
Julian Godfrey
 Godfrey earned a record-equalling fifth consecutive rallycross title after yet another highly impressive season.



MSA British Dunlop Endurance Championship
Calum Lockie & David Mason OBE
 Lockie and Mason claimed their second British Endurance title in the final round of the season at Donington.



MSA British Drag Racing Championship
Kevin Slyfield
 Slyfield led the title race from start to finish, scoring a brace of race victories at Santa Pod along the way.



Here are the winners of the 2015 MSA British Championships, the most prestigious titles in UK motor sports.

Avon Tyres/TTC Group MSA British Hill Climb Championship
Alex Summers
 Summers was crowned champion with two rounds to spare after dominating the championship for most of the year.



SSM MSA British Cadet Kart Championship
Dexter Patterson
 Patterson entered the final round of the season comfortably ahead in the points, meaning all he had to do was finish.



SBD Motorsport MSA British Sprint Championship
Colin Calder
 Calder became champion for the third year in a row after another successful season in his 3.5 Gould-NME GR55.



Link Up Ltd MSA British Autotest Championship
Alastair Moffatt
 After a two year absence from the sport, Moffatt returned to dominate the season and claim his fourth title.



MSA British Long Circuit Kart Championship
Gavin Bennett
 Multiple European champion Bennett sealed the MSA British at Brands Hatch with one round in hand.



MSA British Sporting Trials Championship
Roland Uglow
 Uglow finally claimed his first British title with several rounds to spare, having led the standings since April.



SSM MSA British Short Circuit Kart Championship
Henry Easthope
 Easthope retained his MSA British title after an impressive campaign and a dramatic final race of the season at Sherington.



MSA British Car Trial Championship
Mark Hoppe
 Hoppe successfully defended his title, becoming a two-time champion after a season of consistently high finishes.



GROUP STRATEGIC REPORT

ACTIVITIES

The principal activities of the Parent Company, The Royal Automobile Club Motor Sports Association Limited trading as 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 implementing initiatives which increase greater motor sport participation and the training of our staff & volunteer officials.

FINANCIAL PERFORMANCE

The MSA's largest sources of income are from licence fees, event permits and promotional rights for MSA British Championships. At operating level, we aim to break even. Investment income is reinvested into motor sport, particularly into the grassroots.

IMS, our wholly owned commercial subsidiary, organises events such as the F1 British Grand Prix and Wales Rally GB. The British Grand Prix celebrated its 50th appearance at Silverstone Circuits with Lewis Hamilton taking the chequered flag in his second home victory. 2014 Wales Rally GB, UK's round of the FIA World Rally Championship, was another success on the sporting side with more than 80,000 visitors across the rally. IMS's loss before tax was £430,783, including redundancy and compensation for loss of office for the previous Chief Executive. Measures are being taken to increase revenue, stem costs and identifying new sources of sponsorship including the renegotiation of the contract with the Welsh Government. (2013: loss £175,520)

BGPL, our other wholly owned commercial entity holds the organising contract for F1 British Grand Prix, which it sub contracts to IMS. BGPL's profit before tax and dividend was £31,166. (2013: £31,120) We have agreed terms with Silverstone Circuits Ltd for the organisation of 2015 F1 British Grand Prix.

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

We continued our development programme to nurture young talent. Two initiatives are in place. Go Motorsport – to develop club motor sport and make more people of all ages and backgrounds involved at grassroots level. MSA Academy – a talent development pathway that equips our most promising young drivers with the knowledge, skills and attitude to maximise their performance.

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

In the year 2014, we delivered another solid performance in a challenging market environment with good cash flow generation. The surplus before tax and gift-aid donation was £384,773

(2013:£685,915), after making an additional pension contribution of £165,000 (2013:£358,000) and remitting a sum of £257,272 back to the MSA affiliated clubs being 50% rebate on permits paid in 2014. (2013:£nil)

Our Group operations are required to maintain a sound 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 70.

PRINCIPAL 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 significant risks faced by the Group which could impact on the success of delivering against the Group's long term strategic objectives are:-

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, title and other sponsorship in respect of Wales Rally GB, the level & management of safety and of motor accident claims.

Key mitigating actions include: - keeping sufficient and liquid reserves, robust credit processes and controls, a diversified investment portfolio managed by experienced managers. In 2014, our public liability cover for any motor incident was £60m, rising to £65m in 2015. Reviewing the MSA safety management system and appraising IT system architecture to ensure that systems are resilient, readily available for our customers and secure from cyber-attack.

Overall, the Group's risk profile has been maintained 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 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.

The Board has established the following Sub-Committees to oversee certain important areas.

Nominations Committee – To evaluate and review the balance of skills, knowledge and experience of the Board taking into account our risk appetite and strategy. Monitor succession plans. Identify and nominate suitable candidates for the appointment to the Board.

Remuneration Committee – Make recommendations to the Board regarding the Group's remuneration policy of the Chairman, executive directors and members of the senior management.

Investment Committee – To monitor and review our investment performance, policy and strategy.

OUTLOOK

Broadly, we expect the growth in UK this year to outperform the rest of Europe but there are significant challenges stemming from our fiscal situation and the need to improve productivity. Rising incomes and lower oil prices are major pluses that will drive growth in 2015. Risks include non-satisfactory outcome in the May general election, financial uncertainties in the Eurozone and political issues in the Middle East, Russia and Ukraine.

The Board is cautiously optimistic that we can deliver comparable results in 2015 whilst keeping a healthy & fluid balance sheet.

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

A J Gow – Chairman
4th March 2015

DIRECTORS' REPORT

The Directors present their annual report and the audited group financial statements for the year ended 31 December 2014.

DIRECTORS

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

A J Gow - Chairman
S R Jones - Chief Executive
S N Blunt – General Secretary (appointed 11.6.2014)
D K Gangahar - Finance Director
D T Jackson - Senior Independent Director
D I Carter
B P Cussons (resigned 5.3.2014)
C A Gaskell (appointed 5.3.2014)
N E H Moffitt
R K Parkin
T F G Purves
P Read (appointed 1.1.2014)
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 (2013 - 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. (2013: £100,000). The Company also arranged for the donation of £10,000 to Motorsport Safety Fund, £10,000 to BEN – Motor and Allied Trades Benevolent Fund, £10,000 to Henry Surtees Foundation and £4,000 to Motorsport Endeavour Trust from the Motor Sports Council's Special Fines Fund. (2013: £15,000 MSF, £7,000 BEN, £3,000 Henry Surtees Foundation and £nil Motorsport Endeavour Trust)

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 2014 were as follows:-

Broad M J	Moffitt N E H
Campbell H	Norbury J R
Carter D I	Parkin R K
Cottrell B	Pollitt N P
Durling W S	Purves T F G
Edwards N	Rayner P
Gaskell C A	Read P
Gow A J	Redfern D
Hill R T	Rees D G
Jones S R	Scott Andrews A
Kellitt A	Sones M
Lapworth D	Stringwell S M
Loveridge P J	Tomley C
Lyle I B M	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

On behalf of the Board, I would like to thank our committed staff and the many thousands of volunteers for providing excellent service and commitment, which has enabled us to deliver another successful year.

We would like to thank Ben Cussons for his dedicated service and lively debates.

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

A J Gow – Chairman
4th March 2015

Cover: Andre Lavadinho @World / inside-front-p1: Adam Pigott / p6-7: Jakob Ebrey Photography / p8: Chris Walker, Kartpix.net; Steve Wilkinson; Nic Ayre; David DJ Jones; RallySportMedia / p9: Eddie Walder; FIA WorldRX; Dave Barker; Nic Ayre; Steve Kilvington; MSVR / p16-17: Kartpix.net / p18: Jakob Ebrey Photography / p19: Kartpix.net / p22-23: Rich Dandy, zipp.co.uk / p26-27: Ruaidhri Nash / p28-29: btcc.net/Ebrey / p30-31: Kartpix.net / p32-33: David DJ Jones / p34: FIA WorldRX / p35: FIA Formula E; FIA WEC; Adam Pigott / p36-37: @World / p38: Adam Pigott / p39: Kartpix.net / p50: Adam Pigott / p52: Power Images / p54-55: Adam Pigott; Jakob Ebrey Photography / p56-57: Adam Pigott / p58: William Neill/NeillPics / p62-63: btcc.net/Ebrey / p64: Jakob Ebrey Photography; Paul Lawrence; British Rallycross; Britcar; David DJ Jones / p65: Eddie Walder; Kartpix.net; Steve Wilkinson; Nic Ayre; Glen Bennett; Duncan Stephens.

Designed by Doubletake Design Ltd.

'MSA' and the MSA logo are registered trademarks of The Royal Automobile Club Motor Sports Association Limited.

GROUP INCOME AND EXPENDITURE ACCOUNT

FOR THE YEAR ENDED 31 DECEMBER 2014

	2014	2013
Group Income	£	£
Governance of motor sports	4,475,186	4,704,055
Event promotion and commercial activities	2,842,933	3,102,991
	7,318,119	7,807,046
Expenditure		
Staff costs	2,479,948	2,207,528
Event promotion and commercial activities	2,633,097	2,857,730
Club support	55,584	98,176
Development, marketing & communications	340,213	451,805
Publishing & printing	199,694	226,120
Insurance, legal, professional & consultancy	395,641	408,651
Committees & officials	375,511	335,236
IT	138,073	109,005
Postage, stationary & carriage	153,133	98,983
Championships & events	60,891	37,665
Travel & subsistence	145,911	158,753
Miscellaneous	87,836	89,510
Depreciation	173,048	190,900
Motor Sports House running costs	191,270	116,965
Surplus on disposal of investments	-187,665	-6,080
Gift-aid charitable donation	100,000	100,000
	7,342,185	7,480,947
Operating (deficit)/surplus	(24,066)	326,099
Other finance charge	11,000	(34,000)
Interest receivable and similar income	297,839	293,816
Surplus on ordinary activities for the year before taxation	284,773	585,915
Tax charge on the surplus for the year	(38,926)	(132,246)
Retained surplus on ordinary activities after taxation for the financial year	245,847	453,669

All above amounts are in respect of continuing activities.

GROUP BALANCE SHEET

AS AT 31 DECEMBER 2014

	2014	2013
FIXED ASSETS	£	£
Tangible assets	1,896,723	1,925,437
CURRENT ASSETS		
Stocks	9,321	5,075
Debtors	930,717	839,290
Investments	11,416,719	10,994,692
Cash at bank and in hand	974,386	956,528
	13,331,143	12,795,585
CREDITORS: amounts falling due within one year	(5,909,907)	(5,488,806)
NET CURRENT ASSETS	7,421,236	7,306,779
TOTAL ASSETS LESS CURRENT LIABILITIES	9,317,959	9,232,216
Creditors due in more than one year	(10,428)	(15,922)
	9,307,531	9,216,294
Net Pension (liability)/asset	(77,715)	487,362
NET ASSETS INCLUDING PENSION LIABILITY	9,229,816	9,703,656
RESERVES		
Income and expenditure account	9,109,327	9,574,567
Property revaluation reserve	120,489	129,089
	9,229,816	9,703,656

FIVE YEAR GROUP RESULTS

	2010	2011	2012	2013	2014
Group Income	7,775,326	7,853,844	6,828,542	7,807,046	7,318,119
Operating surplus before gift-aid donation & deficit on impairment in current asset investment	267,662	363,460	561,907	426,099	75,934
Gift-aid charitable donation	-	(200,000)	(100,000)	(100,000)	(100,000)
Operating surplus/ (deficit) for the year	267,662	163,460	461,907	326,099	(24,066)
Write back/ (Deficit) on impairment in current asset investment and loss on disposal	25,446	-	-	-	-
Other finance charge	(7,000)	16,000	(28,000)	(34,000)	11,000
Interest receivable	191,974	257,587	322,516	293,816	297,839
Surplus for the year before taxation	478,082	437,047	756,423	585,915	284,773
Tax charge on the surplus for the year	(123,323)	(98,441)	(154,402)	(132,246)	(38,926)
Surplus for the year after taxation	354,759	338,606	602,021	453,669	245,847
Recognised in the STRGL	187,340	(424,145)	(84,539)	(72,193)	(719,687)
Movement in the year	542,099	(85,539)	517,482	381,476	(473,840)
Net Group assets brought forward	8,348,138	8,890,237	8,804,698	9,322,180	9,703,656
Net Group assets carried forward	8,890,237	8,804,698	9,322,180	9,703,656	9,299,816

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 SL3 0HG and have been filed at Companies House.

LICENCE AND EVENT STATISTICS

Licence figures by discipline 2010-2014

RACE	2010	2011	2012	2013	2014
International	1,391	1,360	1,393	1,388	1,429
National A	3,924	4,122	4,180	4,186	4,357
National B	4,485	4,464	4,529	4,494	4,358
International Historic	394	357	366	309	298
Truck	34	40	31	30	37
Total Race	10,228	10,343	10,499	10,407	10,479

KART	2010	2011	2012	2013	2014
International	219	204	221	232	245
National A	2,026	1,922	1,760	1,571	1,433
National B and Clubman	2,364	2,394	2,272	2,183	2,152
Total Kart	4,609	4,520	4,253	3,986	3,830

RALLY	2010	2011	2012	2013	2014
International	350	301	273	226	230
National A	2,119	2,059	2,027	1,954	1,875
National B	4,202	4,005	3,981	3,956	3,982
Navigator	1,229	1,081	1,039	1,042	963
International Historic	19	15	11	11	15
Total Rally	7,919	7,461	7,331	7,189	7,065

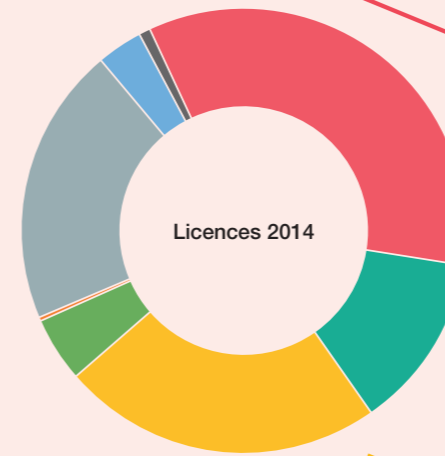
SPEED	2010	2011	2012	2013	2014
International	31	34	36	32	31
National A	1,533	1,502	1,487	1,476	1,498
Total Speed	1,564	1,536	1,523	1,508	1,529

Off-Road	2010	2011	2012	2013	2014
Non-Race Nat B	6,054	6,436	6,335	6,190	6,102
Clubman	1,208	1,193	1,094	1,111	1,000
Entrant	229	242	257	249	234

Total Competitor Licences	2010	2011	2012	2013	2014
	31,913	31,827	31,378	30,723	30,325

Number of events by discipline

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Autotest	527	529	561	614	664	684	743	728	782	866
Auto/Rallycross	48	58	54	47	72	70	63	55	69	63
Cross Country	1,211	1,267	1,263	1,223	1,298	1,211	1,268	1,171	1,158	1,126
Race	321	308	302	310	307	313	333	329	334	336
Rallies	991	984	982	922	912	868	887	882	809	745
Speed	347	338	329	338	328	340	335	316	330	344
Trials	211	219	204	243	242	262	217	221	218	233
Kart	466	497	460	456	465	439	448	454	415	460
Exempt	916	793	778	729	766	801	826	766	765	702
TOTAL EVENTS	5,038	4,993	4,933	4,882	5,054	4,988	5,120	4,922	4,880	4,875
TOTAL ENTRIES	158,815	153,533	153,808	155,729	147,384	143,899	143,899	138,533	134,795	138,279



RACE

Truck:	37
International D (Historic):	298
National B:	4,358
National A:	4,357
International:	1,429
Total:	10,479

KART

National B and Clubman:	2,152
National A:	1,433
International:	245
Total:	3,830

RALLY

International Historic:	15
Navigator:	963
National B:	3,982
National A:	1,875
International:	230
Total:	7,065

SPEED

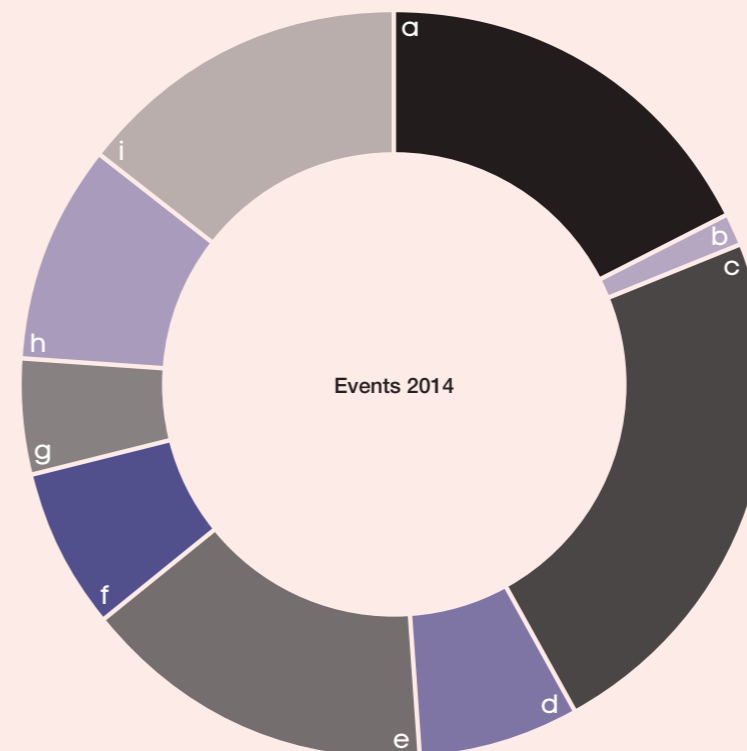
National A:	1,498
International:	31
Total:	1,529

OFF-ROAD: 86

NON-RACE NAT B: 6,102

CLUBMAN: 1,000

ENTRANT: 234



Total Events: 4,875

a. Autotest:	866
b. Auto/Rallycross:	63
c. Cross Country:	1,126
d. Race:	336
e. Rallies:	745
f. Speed:	344
g. Trials:	233
h. Kart:	460
i. Exempt:	702

TWITTER

Allan McNish

@allanmcnish • Jan 10
Great initiative by @MSAUK to help keep racing respect into junior karting and keep it a family sport. #futuretalent



Nigel Mansell CBE

@nigelmansell • Aug 20
Great visit at the MSA today. Would like to thank Rob Jones and his team for a wonderful welcome. Brilliant job they do for all Motorsport.

MAX Chilton

@maxchilton • Sep 16
Found this wedged down the side of my seat on my flight from San Francisco. I wonder who's it was. Not many printed.



Colin Turkington

@ColinTurkington • Jan 26
What an honour to receive the BTCC trophy again @MSAUK Night of Champions by FIA president Jean Todt

Richard Foggo

@RichardFoggo • Mar 31
Heard extent of personal commitment of @MSAUK CEO Rob Jones to improving safety at rallies. We have the chance to lead the world.

Derek G

@Dereksport • Nov 18
Great meeting of the Motorsport event safety review group today. Huge progress been made on multi stage rallies @MSAUK

Paul Hollywood

@PaulHollywood • Jan 25
Well I did my race licence today and passed thanks @JonnyAdam @BeechdeanAH @MSAUK @Brands_Hatch



Motor Sports Association (MSA)

25 October at 21:14

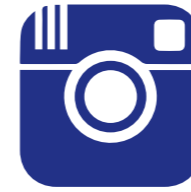
"Lewis's third F1 world title is an incredible achievement that confirms his status as one of the greatest racing drivers in history.

"That he won it in such dominant fashion is testament not only to Lewis's ability but also to the world-leading expertise of hundreds of British engineers and designers at Mercedes AMG's Brackley and Brixworth factories.

"On behalf of the entire UK motor sports community, I wish to congratulate them all on this incredible run of success."

Rob Jones, MSA Chief Executive.

258 Likes 16 Comments 25 Shares



INSTAGRAM



@msa_motorsport