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 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
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, Alan 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
**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. 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.

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

**8. 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.

**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.

**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.

**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.
Education and careers
The MSA’s Regional Development Officers 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 spilled 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.

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/MSAU Kingdom
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.

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.

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

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Rob Jones

MSA Chief Executive

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.
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.

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.

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.

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 26 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.
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.
24 ENGLAND
26 NORTHERN IRELAND
28 SCOTLAND
30 WALES
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

**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
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.
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 Dorrington 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 Jr and co-driver Kirsty Riddick won the BTROA 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.
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.

**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).

**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.
INTERNATIONAL EVENTS
WALES RALLY GB
INTERNATIONAL SUCCESS
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 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.

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 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 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, Benoit 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 Brinton George Russell a race winner.

FIA World Rallycross Championship
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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
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.

**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.

**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 Janes at Audi; Mike Conway and Anthony Davidson at Toyota; and Jann Mardenborough and Harry Tincknell at Nissan. Britons Matthew Hobson and Richard Bradley shared victory in LMP2 with their French co-driver Nicolas Lapierre.

**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 Benoît 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)
- Ian Davis (MSA Regional, Rally & Cross Country Executive)
- John Symes (International Tribunal)

The MSA has now been represented on the FIA’s major Commissions and judicial bodies for 45 years:

- Colin Hilton (Global Institute for Motorsport Safety)
- Dr Philip Bayner (Motor Sports Council Medical Commission)
- Ian Davis (MSA Regional, Rally & Cross Country Executive)
- John Symes (International Tribunal)

The MSA’s Chairman, Alan Gow, and MSA Technical Director, John Symes, have also been elected to serve on the FIA’s World Motor Sport Council:

- Terry Cox (Chairman)
- Richard Bradley (MSA Director)
- John Ryan (MSA Technical Executive)

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**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.
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.

4. The new MSA Formula 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.

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

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

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

13 Team Gell and Team Kindsbane enjoyed a prize trip to the Italian Grand Prix for winning the MSA’s Road Safety Film Competition.

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

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.
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 in Sport
• BTEC L3 Subsidiary Diploma in Sport
• BTEC L3 Diploma 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 PMC’s 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.

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.
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

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

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

**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: Suzie 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.

**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.

**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 do so 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 £156,000 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 £38,200 supported the purchase of 120 new safety radios and the re-programming of a further 635 safety radios.

**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 (NASAs) 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.
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
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, 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.

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.

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.

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.

RISE IN FACEBOOK LIKES

5,000
6,600

5,000
6,600

60
61
BRITISH CHAMPIONS

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

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.

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

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

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

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.

The Shannon 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.

Link Up LH 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.

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 Shenington.

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

MSA British 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 Sfyield
Sfyield led the title race from start to finish, scoring a brace of race victories at Santa Pod along the way.

SSM MSA British Drag Racing Championship
Colin Calder
Calder became champion for the third year in a row after another successful season in his 3.5 Gould-NME GR6.

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.
The Royal Automobile Club Motor Sports Association Limited

DIRECTIONS & RESPONSIBILITIES STATEMENT

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

Company law requires the directors to prepare financial statements for each financial year. Under that law the directors have elected to prepare financial statements in accordance with United Kingdom Generally Accepted Accounting Practice (United Kingdom Accounting Standards). Our company law requires the directors to state that they are satisfied that they give a true and fair view of the state of affairs of the Company and of the profit and loss account for the Company and the Group for that period. In preparing these audited financial statements, the directors are required to:
1. select suitable accounting policies and apply them consistently;
2. make judgements and estimates that are reasonable and prudent;
3. disclose details of any material related party transactions and interests and the reasons for their existence;
4. choose appropriate accounting policies and apply them consistently and disclose significant aspects of an entity’s financial performance and position;
5. make a going concern assessment.

All persons signed on behalf of the Company and the Group are directors and consent to the inclusion of their names in the Directors’ Report.

The Company is limited by guarantee, does not distribute its surplus after meeting its liabilities 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:

A. J Gow – Chairman

4th March 2015

The Royal Automobile Club Motor Sports Association Limited

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

DIRECTORS

The directors served throughout the year (except as noted below)

A J Gow – Chairman

R E Jones – Chief Executive

S N Blunt – General Secretary (appointed 11.6.2014)

D K Gangdhari – Finance Director

D T Yang – Senior Independent Director

D Carter

P B Clouston (resigned 5.3.2014)

C A Gankel (appointed 5.3.2014)

N E H Moffett

R K Pariks

T F G Price

P Read (appointed 1.1.2014)

A Scott Andrews

M J Jones

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. This will drive growth in 2015. Risks include non-satisfactory outcome in the May general elections and the trade balance with the EU.

The Company’s and Group’s auditors in connection with preparing their

As a Director in order to be aware of any information needed by the Company and the Group and hence for taking reasonable steps for the

The Company and the Group and hence for taking reasonable steps for the

Each of the persons who are directors at the time when this Directors’ Report is being delivered takes a responsibility to ensure that:

The Company’s and Group’s auditors in connection with preparing their

About the Board of the Company and the Group and hence for taking reasonable steps for the

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

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### GROUP INCOME AND EXPENDITURE ACCOUNT

**FOR THE YEAR ENDED 31 DECEMBER 2014**

<table>
<thead>
<tr>
<th>Income/Expenditure</th>
<th>2014</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Group Income</strong></td>
<td>£</td>
<td>£</td>
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<tr>
<td>Governance of motor sports</td>
<td>4,475,186</td>
<td>4,704,056</td>
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<tr>
<td>Event promotion and commercial activities</td>
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<td>3,190,097</td>
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<tr>
<td><strong>Total Income</strong></td>
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<td>£7,894,153</td>
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<tr>
<td><strong>Expenditure</strong></td>
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<td>£</td>
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<tr>
<td>Staff costs</td>
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<td>Club support</td>
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<tr>
<td>Development, marketing &amp; communications</td>
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<td>Publishing &amp; printing</td>
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<td>226,120</td>
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<tr>
<td>Insurance, legal, professional &amp; consultancy</td>
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<tr>
<td>Committees &amp; officials</td>
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<td>IT</td>
<td>138,073</td>
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<tr>
<td>Postage, stationery &amp; carriage</td>
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<tr>
<td>Travel &amp; subsistence</td>
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<tr>
<td>Miscellaneous</td>
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<td>89,510</td>
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<tr>
<td>Depreciation</td>
<td>173,048</td>
<td>130,000</td>
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<td>Motor Sports House running costs</td>
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<td>116,965</td>
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<tr>
<td>Surplus on disposal of investments</td>
<td>197,665</td>
<td>6,080</td>
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<tr>
<td>Gift-aid charitable donation</td>
<td>100,000</td>
<td>100,000</td>
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<tr>
<td><strong>Total Expenditure</strong></td>
<td>£7,342,185</td>
<td>£7,480,947</td>
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<tr>
<td><strong>Operating surplus/deficit</strong></td>
<td>£267,662</td>
<td>£163,460</td>
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<td>Gift-aid charitable donation</td>
<td>- (200,000)</td>
<td>(100,000)</td>
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<tr>
<td><strong>Operating surplus before gift-aid donation &amp; deficit on impairment in current asset investment</strong></td>
<td>£267,662</td>
<td>£163,460</td>
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<tr>
<td>Gift-aid charitable donation</td>
<td>- (200,000)</td>
<td>(100,000)</td>
</tr>
<tr>
<td><strong>Operating surplus/deficit for the year</strong></td>
<td>£267,662</td>
<td>£163,460</td>
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<tr>
<td>Write back/ (Deficit) on impairment in current asset investment and loss on disposal</td>
<td>25,446</td>
<td>-</td>
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<td>Other finance charge</td>
<td>(7,000)</td>
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<td>Interest receivable</td>
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<tr>
<td>Surplus for the year before taxation</td>
<td>478,082</td>
<td>437,047</td>
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<tr>
<td>Tax charge on the surplus for the year</td>
<td>(38,926)</td>
<td>(132,246)</td>
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<tr>
<td><strong>Retained surplus on ordinary activities for the year after taxation</strong></td>
<td>£354,759</td>
<td>£338,801</td>
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<tr>
<td><strong>Net Group assets brought forward</strong></td>
<td>£8,348,138</td>
<td>£8,890,237</td>
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<tr>
<td><strong>Net Group assets carried forward</strong></td>
<td>£8,890,237</td>
<td>£9,322,180</td>
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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

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#### Number of events by discipline

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#### Number of Competitor Licences 2014

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<td>c. Cross Country</td>
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<td>d. Race</td>
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<td>e. Rallies</td>
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<td>f. Speed</td>
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<td>g. Trials</td>
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<td>i. Exempt</td>
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**Social Media**

**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.

- **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

**Instagram**

- **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.

**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