

# 2016 COMPANY REPORT

& 2015 GROUP  
FINANCIAL  
STATEMENTS

**MSA**  
MOTOR SPORTS  
ASSOCIATION  
UNITED KINGDOM





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# CHAIRMAN'S MESSAGE

This past year was a pivotal moment in the MSA's long history, as we embarked upon a comprehensive strategic review while also making key appointments to better serve the sport and ensure it continues to enjoy a bright future.

The MSA is widely respected globally as a leading FIA National Sporting Authority, overseeing arguably the strongest domestic motorsport landscape of any country. However we have never been complacent and have always striven to be the best organisation possible, not only to serve the needs of an ever-changing sport into the future, but also to help drive the sport forward and be prepared to meet any challenges or opportunities we may face.

The strategic review began at the start of the year, when we appointed an external facilitator to audit our wide-ranging functions and remit, including a review of our governance to ensure that we comply with best practice. This important work helped to present a series of recommendations across ten strategic 'pillars' to the MSA Board in November.

Senior personnel were also appointed to broaden the MSA's skillset as a national governing body. We were pleased to welcome Jonathan Day to Motor Sports House from British Cycling as our new Director of Development, responsible for our GoMotorsport club development programme, MSA Academy talent development pathway and the training and education of our volunteer marshals and officials.

Joining us shortly afterwards from McLaren was Kate Adamson as our new Safety Director, working closely with newly promoted Technical Director John Ryan and his team. Safety has always been the overriding concern for the MSA and so to employ a full-time

senior member of staff who is exclusively responsible for our safety management systems was an important and natural progression.

These significant new appointments are further evidence of our commitment to the development of UK motorsport and ensuring we continue to lead the way both at home and on the international stage.

Meanwhile the wider team at Motor Sports House continues to play a fundamental role in regulating and administering UK motorsport to provide a fair and – so far as reasonably possible – safe environment for all participants. They go about their daily work quietly and efficiently but with underlying passion and dedication, and I thank them all for their efforts in 2016.

As always I wish to extend my gratitude to all of the UK motorsport community, whether competitors, organisers, teams, media or fans. In particular, the thousands of dedicated volunteers deserve our collective praise for continuing to make the sport happen at all levels.

I remain very proud of the MSA's many achievements across all types of motorsport in the UK. The following report provides an overview of all that we do in service to the sport and I trust you find it an informative and enlightening read.

Best wishes for 2017.

**Alan Gow**

“We have always striven to be the best organisation possible to serve the needs of an ever-changing sport into the future”





“We have taken on another major project – one that is perhaps the most significant in our recent history”

## CHIEF EXECUTIVE'S MESSAGE

If I were to distil 2016 into a single theme for the MSA it would be, 'Progress'. We have taken a significant step forward in our campaign to further enhance stage rally safety, relaunched the British Rally Championship to great acclaim, augmented our team at Motor Sports House and created outline strategic plans to take almost every aspect of our organisation to the next level.

The RallyFuture campaign, which entails implementing the recommendations of the Scottish Government's Motorsport Event Safety Review (MESR), has continued to soak up a significant amount of resource, both human and monetary.

Shortly after the MESR published its recommendations in January 2015, I committed the MSA to their implementation in full, over 'approximately two years until early 2017'. There remains a lot of work to do but I am delighted to report that as we near the end of 2016 the sport has implemented 27 of the 29 recommendations. I am extremely proud of the way in which every department of the MSA has helped to deliver a huge amount of work in a relatively short space of time.

This work has benefitted greatly from the appointment of Kate Adamson and Jonathan Day as Safety Director and Director of Development respectively. Moreover, the way in which event organisers – almost exclusively volunteers – have responded to the changes brought about by RallyFuture has been inspiring and gives us great confidence for the future of our sport.

Despite the demands of RallyFuture, we took on another major project in 2016 – one that is perhaps the most significant in our recent history. The MSA's strategic review, Driving for Growth, has left no stone unturned in evaluating our operations and making recommendations for improvement in almost every area. That is not to say we were not already a very efficient and effective governing body, but we are

determined to remain the very best we can be across all areas well into the future.

Back to the present and I am delighted that UK motorsport has once again enjoyed a very successful year both at home and abroad. In headline news, Kris Meeke became the first UK driver ever to win Rally Finland, one of the jewels in world rallying's crown. Meanwhile Lewis Hamilton set new records in F1, and at the other end of the spectrum Callum Bradshaw won the CIK-FIA Karting Academy Trophy after being nominated by the MSA to represent the UK. There are too many other successes to mention here, but please read on to find further highlights later in this report.

The range of world and international championship events on UK soil also showcased the best of British motorsport. Whether it was the F1 British Grand Prix, Wales Rally GB or another blue riband event, we showed the world that the UK is second to none when it comes to the breadth and depth of its venues, the expertise of its organisers, and the hard work and dedication of its officials and marshals.

Yet those successes and events are merely the tip of an iceberg comprising 30,000 competitors, 10,000 volunteers, 5000 events, 750 clubs and countless enthusiastic supporters. On behalf of the MSA I would like to thank them all for a wonderful year of motorsport and wish them a safe and successful 2017 season.

**Rob Jones**



# THE SPORT



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# TYPES OF MOTOR SPORTS



01

## 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 between 800 and 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.



02

## 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 markers. AutoSOLOs are similar but don't require any reversing, generally use simpler course layouts and are only open to standard road cars.



03

## 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.



04

## 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, winch recovery and other tests of skill such as trailer reversing. The vehicles are as diverse as the events.



05

## DRAG RACING

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

06



## 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 racers.

07



## 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.

08



## RALLYCROSS

Rallycross combines circuit racing and rallying, taking place on a circuit that is part-sealed and part-unsealed. 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.

09



## RALLYING

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

10



## SPRINT

Sprint is a high-speed discipline in which drivers take turns to set a time around a lap of a race circuit or a point-to-point course, with the fastest time 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.

11



## TRIALS

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



# LICENSED UK VENUES

## SPRINT

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

## RACE

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

## RALLYCROSS

- 06 Croft Circuit
- 10 Knockhill
- 11 Lydden
- 14 Pembrey Circuit
- 62 Blyton
- 108 Nutts Corner

## HILL CLIMB

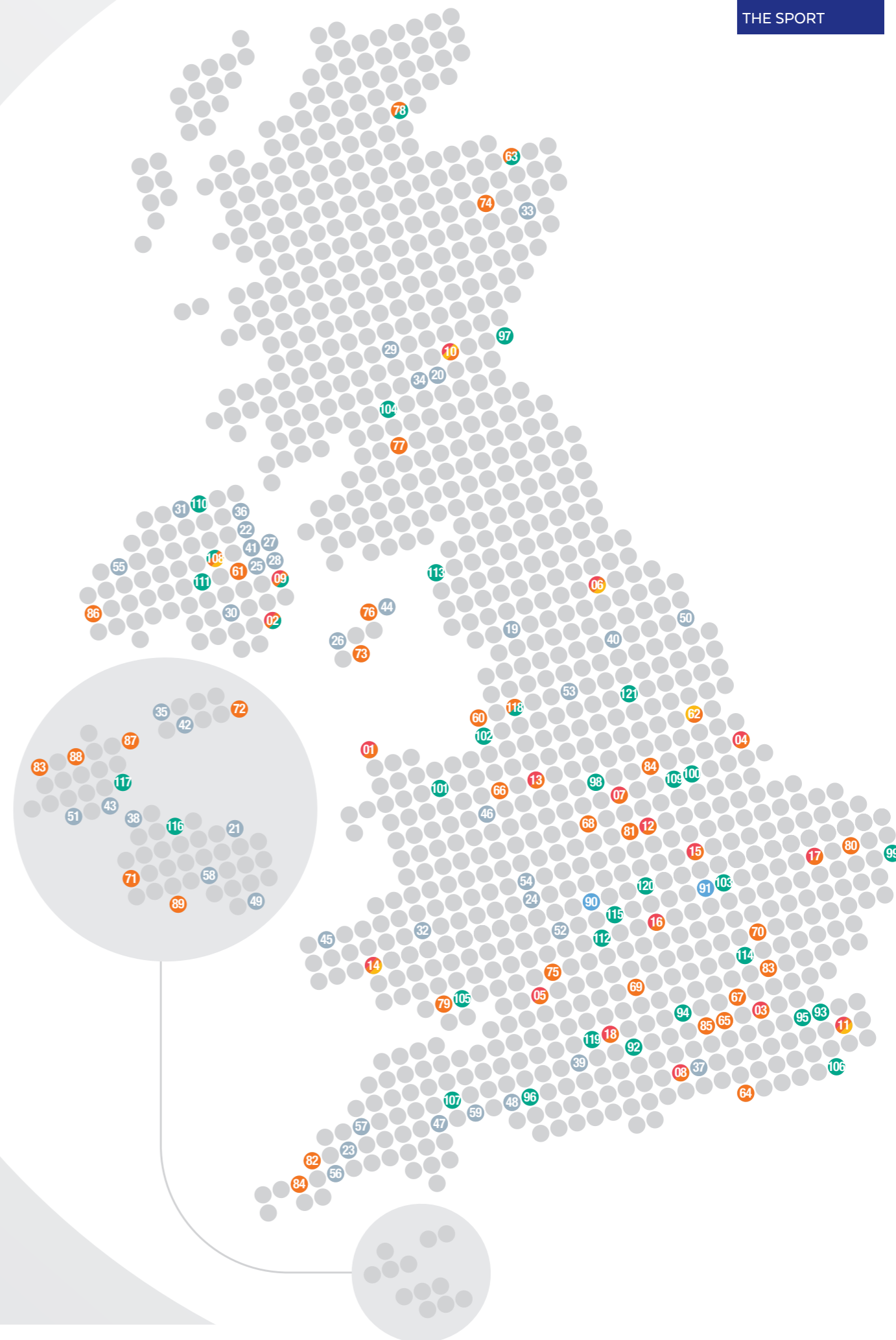
- 19 Barbon Manor
- 20 Bo'ness
- 21 Bouley Bay
- 22 Cairncastle
- 23 Castle Hill
- 24 Chateau Impney
- 25 Craigtantlet
- 26 Creg Willey's
- 27 Croft
- 28 Cultra
- 29 Doune
- 30 Drumhorc Hills
- 31 Eagles Rock
- 32 Epynt
- 33 Fintray House
- 34 Forrestburn
- 35 Fort Tourgis
- 36 Garron Point
- 37 Goodwood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

## KART

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

## DRAG RACING

- 90 Shakespeare County Raceway
- 91 Santa Pod





# SOCIAL RESPONSIBILITY

The MSA believes that motorsport can and does play an important role in society, impacting positively in a number of areas ranging from road safety to education



## Charitable donations

In 2015 the MSA pledged up to £10,000 to every UK Air Ambulance service over the following five years, drawing the money from fines collected under UK motorsport's judicial process. The first in a subsequent series of £2000 cheques was presented to Air Ambulance Northern Ireland in November 2016.



## Education and careers

The MSA's Regional Development Officers (page 54) have built links with schools and colleges, using motorsport to engage students in a variety of subjects including science, technology, engineering and mathematics (STEM). An exhibition at Dayinsure Wales Rally GB gave hundreds of pupils and their families an opportunity to interact with a wide variety of STEM activities.

To assist schools teaching risk management the MSA has 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](http://www.thegridmsa.org).

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 (left). 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 motorsport has 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. For example, the company's technology is being used in a study with the GP Surgery StowHealth and academics at University Campus Suffolk, assessing the benefits of adding objective information to a programme preventing the onset of type 2 diabetes.

## 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 spilt 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.

The MSA has created an Environmental Award to recognise outstanding contributions towards environmental responsibility and sustainability within motorsport. The latest winner is Anglesey Circuit, a busy track within an Area of Outstanding Natural Beauty that takes steps to balance its activities against environmental considerations.



# RALLY FUTURE

The MSA continued to invest significant resources in the project to further enhance safety in stage rallying

RallyFuture is the MSA's response to the Scottish Governments' Motorsport Event Safety Review (MESR), which was established following the tragic events of the Jim Clark Rally in 2014 when three people lost their lives. Primarily RallyFuture entails implementing the MESR's 29 recommendations, published in January 2015.

To date the MSA has committed over £300,000 (including safety radio grants) towards its stated goal of full implementation. The British Motor Sports Training Trust (BMSTT), the FIA and the Motorsport Safety Fund have also provided significant financial support.

## Progress report

Key developments in 2016 included:

### Online rally marshals' training and accreditation

Modules were launched to ensure that all rally marshals have a common understanding of their roles and responsibilities. Almost 6000 people engaged with the training, with over 1,700 becoming MSA-registered marshals for the first time.

### Media accreditation

The MSA implemented a robust new media accreditation scheme for stage rallying, developed in collaboration with notable rally journalists, photographers and videographers.

### Volunteer recognition scheme

The MSA created a new marshal's welcome pack, comprising a tabard, flask, torch, hand warmer, pens, first-on-scene information and a 'thank you' card.

### Safety Delegates

The MSA selected and trained 11 Safety Delegates across the UK. They were appointed to 44 stage rallies in 2016, with overriding authority in matters of safety.

### Vehicle tracking

Following a rigorous selection process, the MSA entered into negotiations with specialist UK company Kwiktrak (UK) Ltd regarding a live vehicle tracking system for UK stage rallying.

### Safety Car training

Six Safety Car workshops were held, with 316 delegates completing the mandatory element of the training programme. Of those, 246 were issued with licences.

### Radio equipment

The MSA continued to offer grants towards the upgrading or replacement of safety radios to accommodate an additional exclusive frequency that was introduced in 2015. These grants totalled over £100,000 by the end of 2016.

### Stage Rally Safety Requirements

This comprehensive safety manual was updated in the spring to reflect feedback from events. A further update for 2017 is due to be released.

### Summary

By the end of 2016 the MSA had implemented 27 of the MESR's 29 recommendations. In 2017 the governing body intends to progress the remaining recommendations while also developing new initiatives emphasising the competitors' role in event safety.





# GOVERNANCE



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# MSA 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 sport. These regulations are evaluated and amended throughout the year by a number of Specialist Committees and Advisory Panels 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 its 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 areas of jurisdiction, including: appeals, disciplinary, investigatory, eligibility, arbitration and anti-doping. National Court reports are usually published on the MSA website and in *MSA Magazine*.

## Event permitting

The MSA issues permits for thousands of motor sport events – organised by MSA-registered clubs – each year. Permitted events must be run in accordance with MSA General Regulations and are covered by the MSA's Master Policy of insurance. There are around 5,000 MSA-permitted events each year, requiring well over 1,000 MSA Steward appointments.

## Competitor licensing

Depending on the event level and motor sport discipline, competitors are usually required to hold a valid MSA Competition Licence, of which there are various types and grades with different eligibility requirements. The MSA 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 MSA is empowered by the Department for Transport to act as agent for the authorisation of the use of public highways for motor sport in England and Wales. The MSA provides a team of regional route liaison officers who work with clubs, police authorities and National Parks on every road event using the public highway to minimise disruption and to ensure adherence to the Road Traffic Act. The MSA undertakes over 200 route authorisations per year.

## Risk Management

Motor sport venues must be granted an MSA Track Licence in order to host MSA-permitted events; there are currently well over 120 licensed venues. Every year the MSA undertakes around 50 venue safety inspections; race circuits are inspected at least once every two years and all other venues are inspected on a rolling schedule of once every three to five years.

## Insurance

In 2008 JLT became the MSA's insurance broker and has since been 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. The MSA Board froze per capita insurance fees for the eighth consecutive year, meaning that they will remain at the same level in 2017. The MSA's safety and risk management system is an important factor in controlling claims, both in terms of number and value. The positive effect on premiums allows for the per capita fee freeze.

## FIA Historic Technical Passports (HTPs)

In order to compete in international historic motor sport, 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.

## Safeguarding

The MSA takes its duty of care to young competitors very seriously. In response to changes in legislation regarding child safeguarding, the MSA has launched its own Club Child Safeguarding Policy, which 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

The MSA believes that competitors have the right to compete in a fair and – so far as possible – safe environment. The MSA operates an anti-doping programme in conjunction with UK Anti-Doping (UKAD). UKAD collaborates with National Governing Bodies (NGBs) such as the MSA to shield them from doping and ensure that they are compliant with the World Anti-Doping Agency (WADA) Code. Anti-doping education has been delivered to competitors on the governing body's talent development scheme, the MSA Academy. Through the MSA Academy, anti-doping education was delivered to all junior championships over the past year. The MSA – in conjunction with UK Anti-Doping (UKAD) – carried out 42 anti-doping tests over nine different championships this year.





# BOARD & STAFF

The MSA and its wholly owned subsidiary, International Motor Sports (IMS), maintain a staff of around 45 full-time employees and operate within the confines of budgetary control overseen by its Board of Directors. The MSA Board consists of a maximum of 15 members, of whom six are appointed by the Motor Sports Council (including the Chairman) and three by the Royal Automobile Club, with three more being senior MSA Executives. There is a maximum of three further positions for external Directors.

## MSA BOARD 2016

### Alan Gow

MSA Chairman

### Rob Jones

MSA Chief Executive

### Simon Blunt

MSA General Secretary

### Dennis Carter

Motor Sports Council

### Danesh Gangahar

MSA Finance Director

### Christine Gaskell MBE

Royal Automobile Club

### Tim Jackson

Senior Independent Director

### Nicky Moffitt

Vice Chairman,  
Motor Sports Council  
Chairman,  
Regional Committee

### Rod Parkin

Motor Sports Council

### Tom Purves

Royal Automobile Club

### Peter Read

Royal Automobile Club

### Tony Scott Andrews

Motor Sports Council Chairman

### Mike Sones

Motor Sports Council

## IMS BOARD 2016

### Alan Gow

Chairman

### Ben Taylor

Managing Director

### Simon Blunt

MSA General Secretary

### Ian Coomber

Non-Executive Director  
(Resigned February 2016)

### Tim Jackson

Non-Executive Director

### Rob Jones

MSA Chief Executive

### Steve Perez

Non-Executive Director



**Rob Jones**  
MSA Chief Executive



**Ben Taylor**  
IMS Managing Director



**Kate Adamson**  
Safety Director



**Sheila Barter**  
Executive Office  
Services Manager



**Simon Blunt**  
General Secretary



**Jennifer Carty**  
Safeguarding and  
Anti-Doping Officer



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



**Jonathan Day**  
Development  
Director



**Jess Fack**  
Development  
Manager



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



**Simon Fowler**  
Competitions &  
Clubs Manager



**Danesh Gangahar**  
Finance Director



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



**Alan Page**  
Training Executive



**Andrea Richards**  
Executive  
Administrator



**John Ryan**  
Technical Director



**Tim Swietochowski**  
Head of  
Communications



**Greg Symes**  
MSA Academy  
Manager



**Michael Wentworth**  
Licensing Manager



# STRATEGIC REVIEW

The MSA embarked upon a wide-ranging strategic review, **Driving for Growth**, which sought to audit the organisation's functions and remit before proposing a new five-year strategy

The MSA Board appointed Nicholas Watkins of Q4 Management Ltd to facilitate the strategic review. His starting point was confidential discussions with the MSA Board members, followed by one-on-one meetings with MSA staff and key individuals from within UK motorsport.

Subsequently a Strategy Working Group was formed, comprising MSA Directors. This group met several times to develop the strategy in accordance with the audit, culminating in the presentation of *Driving for Growth*.

## Ten Pillars of Strategy

*Driving for Growth* is upheld by ten strategic pillars, each of which was assigned an internal owner within the MSA. Expert external facilitators were also appointed to some pillars to offer an objective, outside perspective.

The ten pillar owners – and external facilitators where appointed – presented outline strategic plans to the MSA Board in November. These broad proposals were approved in principle, with the first phase of implementation due to begin in 2017.

## Mission and vision

A key outcome of *Driving for Growth* to date has been the creation of new mission and vision statements for the MSA:

- **Our Mission:**  
To lead, develop and govern motor sports in the United Kingdom.
- **Our vision:**  
To deliver high quality motor sports in a modern, progressive and efficient manner throughout the United Kingdom for the enjoyment of everyone involved.

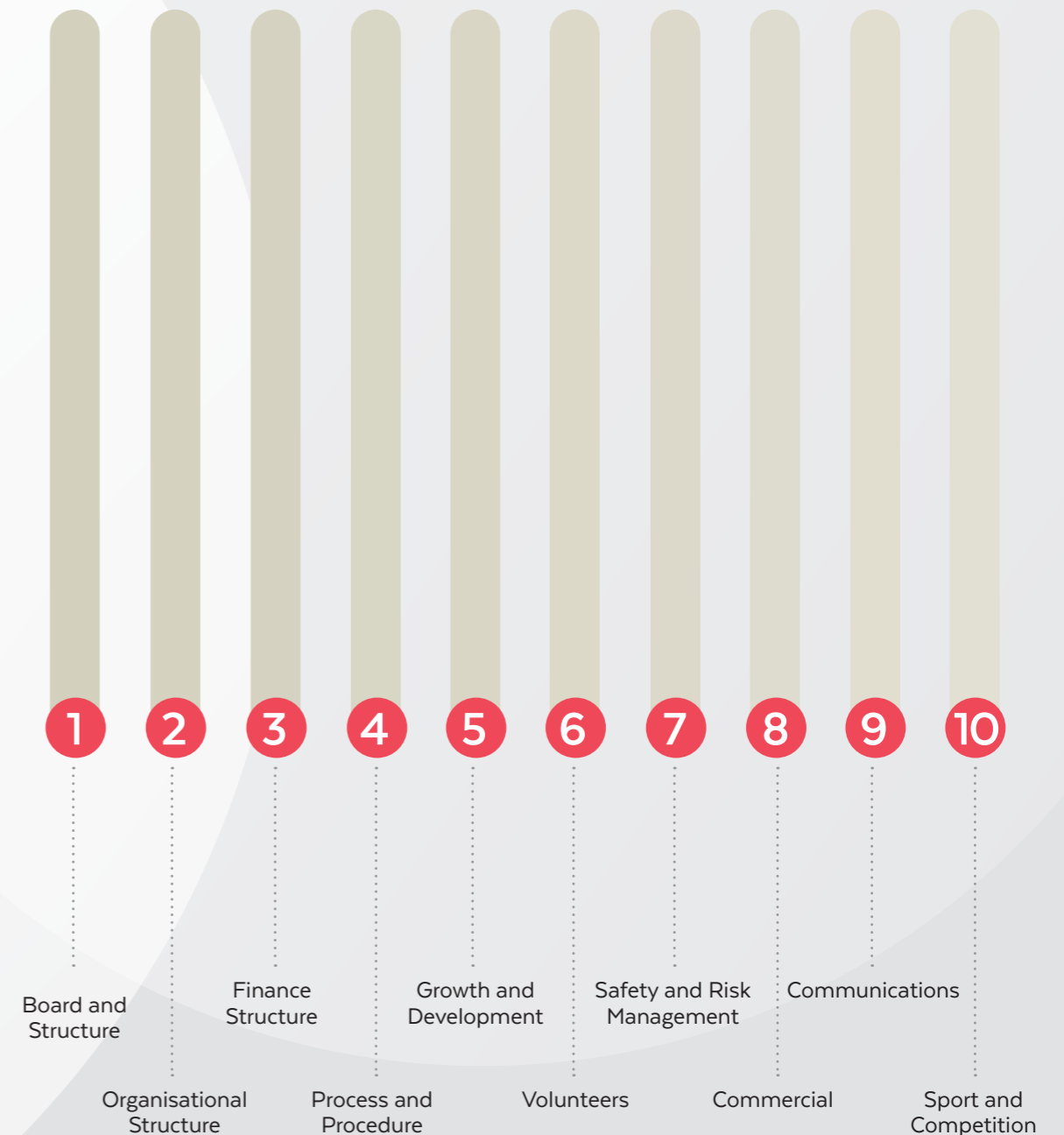
## Core values

The MSA has also formalised a new set of core values:

- **Knowledge:**  
To proactively and positively, deploy our extensive knowledge for the benefit of everyone involved in motor sport.
- **Fairness:**  
To ensure that our actions and decision making processes are at all times governed by fairness.
- **Integrity:**  
To always act with integrity and to display respect for all.
- **Enthusiasm:**  
To operate in a high octane environment, where enthusiasm for our sport is clearly in evidence.
- **Transparency:**  
To promote all that we do in a climate of transparency, openness, attentive listening and approachability.



# STRATEGIC PILLARS





# DOMESTIC



- 26 ENGLAND
- 28 NORTHERN IRELAND
- 30 SCOTLAND
- 32 WALES



# ENGLAND

Since England is home to a large proportion of the UK's competitors, volunteers and clubs, it is represented by a number of different Regional Associations.

The Association of North East and Cumbria Car Clubs (ANECCC) reported healthy competition in the 2016 SG Petch ANECCC Stage Rally Championship. The North East of England Asphalt Rally series also goes from strength to strength, as does the association's autocross series.

Meanwhile the Association of North Western Car Clubs (ANWCC) noticed a trend among competitors towards more cost-effective types of motorsport, such as autoSOLOs, autotests and some road rallies. There were also more registrations for speed events, and a slight increase in under-25s, over 55s and female competitors.

It was also a positive year for the Association for Northern Car Clubs (ANCC), which reaped the benefits of recruitment initiatives such as taster events. The association also noted resurgence in the popularity of single-venue stage rallies. A new championship, the Northern Forest Challenge, offered free prize entries to next year's championship rounds, resulting in 10 more entries for each event in 2016.

Membership of the Association of West Midland Motor Clubs (AWMMC) increased to 100 clubs in 2016, while the Heart of England Stage Rally Championship attracted a twofold increase in competitors. Meanwhile the association's Road Rally Championship and speed events held strong.

Although venue availability proved challenging, speed championships, stage rallying and grassroots events all enjoyed a buoyant year in the central southern region. Members of the Association of Central Southern Motor Clubs (ASCMC) capitalised by collaborating with GoMotorsport and taking the sport to the public via taster events and presences at non-motorsport shows.

AutoSOLO events returned to the South East, with the first at Brands Hatch proving popular, according to the Association of South Eastern Motor Clubs (ASEMC). The venue's annual stage rally was also successful, forming part of the Motorsport News Circuit Rally Championship. Meanwhile a trio of well supported grass autotests catered to the region's clubman competitors.

The Association of South Western Motor Clubs (ASWMC) began its year on a high, with South Hams Motor Club being crowned the JLT MSA Club of the Year for its efforts in 2015. The season ended equally well, with Torbay Motor Club reintroducing the Mamhead Hill Climb after a five-year hiatus. The Somerset Stages used more closed roads in its 2016 route and aims to extend this to competition use when legislation allows (see page 63).

Clubs  
**569**

**7,121**

Volunteers

**3,789**

Events

**22,584**  
Competitors

Statistics include the Channel Islands



# NORTHERN IRELAND

Motorsport in **Northern Ireland** is co-ordinated by the 52-year-old Association of Northern Ireland Car Clubs (ANICC), an MSA-affiliated regional association. The sport remained robust in 2016, with over 1,500 competitors taking part in almost 250 events across the province.

In 2016 Northern Ireland clubs organised international events including the Circuit of Ireland rally, a round of the FIA European Rally Championship, the Ulster Rally, which was part of both the FIA Celtic Cup and the relaunched MSA British Rally Championship.

Other headline events included rounds of the MSA British Sprint and Hill Climb Championships, at Kirkistown and Craigtlet respectively. Meanwhile the MSA Northern Ireland Rally Championship enjoyed another strong year, culminating in a record seventh title for Derek McGarrity.

Circuit racing activity is led by 500 Motor Racing Club of Ireland, which organises seven race meetings and four sprints at Kirkistown.

# 236

Events

The ANICC, along with the North of Ireland Karting Association, is a member of the 2 & 4 Wheels Motorsport Steering Group, an umbrella body representing the interests of all forms of motorsport in Northern Ireland. The group continues to lobby government on all matters relating to both two- and four-wheel motorsport and also negotiates with Sport NI to seek funding when appropriate to assist development within the province.

The Motorsport Marshalling Partnership (MMP) continues to support clubs and competitors by providing experienced marshals across all disciplines. Via the MMP, MSA Trainers assist clubs with dedicated training in all areas. The British Motor Sport Training Trust (BMSTT) provides support for training initiatives that support the development of young and inexperienced marshals. In 2016 the MMP promoted the new MSA online rally marshals' training scheme.

Competitors entries rose across most disciplines in 2016. The ANICC continues to work closely with Motorsport Ireland on reciprocal arrangements allowing competitors to take part in both territories. MSA competition licence holders in western England and Wales are also afforded this opportunity.

On the world stage, Kris Meeke won two rounds of the FIA World Rally Championship, in Portugal and Finland. His victory in the latter was the first ever for a UK driver.

# 1582

Competitors



# 34

Clubs

# 424

Volunteers



# SCOTLAND

# 700

Volunteers



# 490

Events

# 64

Clubs

A major development for **Scottish motorsport** was confirmation that Scottish Motor Sports (SMS), an umbrella body representing both two- and four-wheel disciplines, had secured a four-year investment from sportscotland.

This funding supports two full-time staff dedicated to developing the sport in Scotland. Working closely with the MSA's own development team, their work will focus on: increasing participation; promoting performance at all levels; protecting and increasing venues and events; and strengthening the club structure.

Meanwhile the Scottish Association of Car Clubs (SACC) made a particular effort throughout 2016 to develop volunteer marshals, with an emphasis on training. Approximately 500 person-days of face-to-face training were delivered and the association intends to match or better this in 2017.

Another key objective was competitor recruitment. Both local motor clubs and GoMotorsport's Regional Development Officer (RDO) in Scotland attended a range of non-motorsport events with static displays or live autotest passenger rides. These proved to be successful in attracting newcomers, whether as competitors or volunteers.

Circuit racing was once again underpinned by a series of events at Knockhill, which also hosted the increasingly popular Time Attack discipline. Competition was equally strong at the nation's various hill climb and sprint events.

Asphalt stage rallies continued to attract competitors, with championship rounds securing full entries. The season was augmented by two new events at previously unused military bases; the SACC commended the clubs involved for bringing these new venues on stream.

Forest rallying enjoyed an excellent year, with average event entries at their highest levels since 2010. Successful negotiations between the MSA and Forestry Enterprise Scotland secured continued access to the forestry estate for the next three years, providing a secure platform for the sport's continued success.

At grassroots level, local clubs continued to offer MSA-authorized events on the public highway, including targa, navigational and 12-car rallies, plus autotests and the increasingly popular autoSOLOs.

Among notable competitor successes was Gordon Shedden's third MSA British Touring Car Championship title victory, secured in the final round of the season at Brands Hatch.

# 2,168

Competitors



# WALES



807  
Volunteers

349  
Events

Motorsport in Wales continued to thrive during 2016, despite a period of uncertainty regarding the future of events on the Natural Resources Wales (NRW) forestry estate.

The uncertainty stemmed from protracted negotiations between the MSA and NRW over the future charging structure for use of the forest roads, following the expiration of the previous Master Agreement at the end of 2015.

This led to the formulation of a totally new concept whereby Rally4Wales (R4W), a not-for-profit organisation, proposed that a 'self-repair' team would attend to the forest roads after each rallying activity, resulting in organising clubs working directly with R4W to enable repairs to be made. The MSA, NRW and R4W remained in detailed negotiations at the time of writing.

Dayinsure Wales Rally GB, the UK's round of the FIA World Rally Championship (WRC), went ahead as planned in late October, three weeks earlier than in recent years. The Welsh Government acts as principal funding partner for the event, which generates an estimated £10m for the Welsh economy and drew to a close the country's Year of Adventure 2016.

In terms of domestic motorsport activity, the Welsh Association of Motor Clubs (WAMC) reported another successful season, during which it reintroduced a number of championships that had not been run for several years. The regional association also secured the services of new championship secretaries, whose positive contributions were quickly felt.

WAMC was delighted with the success of its competitors within Sport Wales' Elite Cymru funding and support initiative, including MSA Team UK members Osian Pryce and Seb Morris. Pryce won the Drive DMACK Fiesta Trophy, a WRC support series, while Morris made a successful switch from single-seater to GT racing, earning an entry for the 2017 Daytona 24 Hours after finishing third in the 2016 British GT Championship.

Meanwhile Elfyn Evans, a former MSA Team UK member, won the relaunched MSA British Rally Championship and scored further international success in WRC2, taking three victories and rearing in contention for the title as this report went to press.

68  
Clubs

2,413  
Competitors



DUNLOP

DUNLOP

DUNLOP

SOCIAL SEASON

MSA British Touring Car Championship

MSA British Touring Car Championship



# SOCIAL SEASON

P

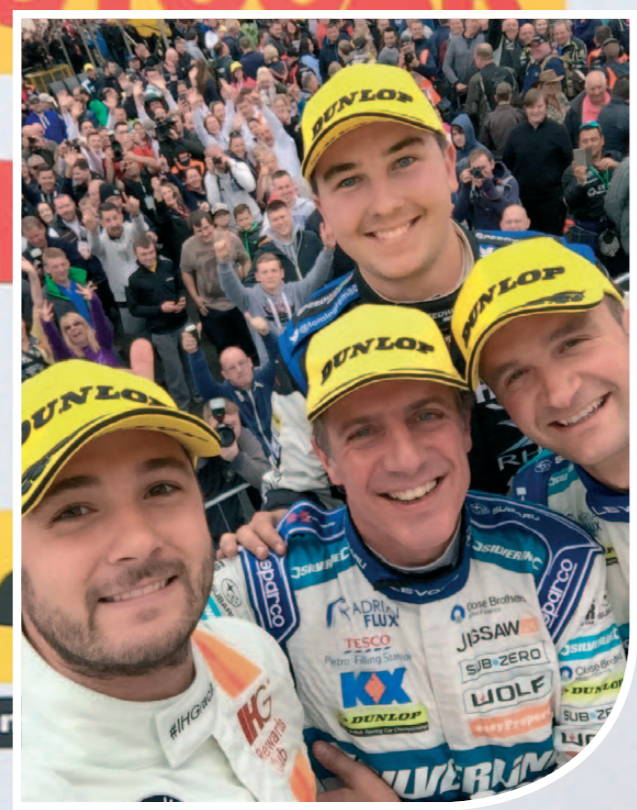


# DUNLOP

ship


MSA British Touring Car Championship

AUTOCAR



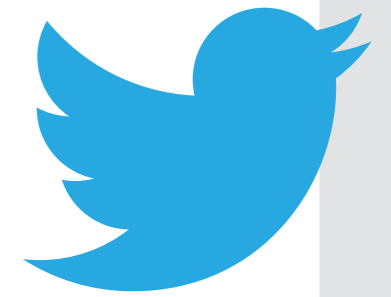
THE CAL SUP

IHG Rewards

 Facebook.com/msauk  
 @MSAUK  
 @msa\_motorsport



# SOCIAL SEASON



**f** 5 March  
**Motor Sports Association (MSA)**  
 Today's the day! The revamped MSA British Rally Championship gets underway this evening with the Mid Wales Stages! The event kicks off at 6:15 this evening in Newtown.



**t** 14 Jan 2016  
**MERCEDES AMG F1**  
 @MercedesAMGF1  
 Exciting day for motorsport as @Susie\_Wolff and @MSAUK launch the @D2BDofficial initiative! #D2BD #F1  
 Retweets 56 / Likes 155



**i** 31 January  
 @msa\_motorsport  
 Here they are, the 2015 MSA British Champions!  
 #NightofChampions #RAC #PalMall #MSA

1 Jun 2016  
 Ross Whittock  
 @RossWhittock  
 Great 2 days with the @MSAAcademy. Massive thanks to @StevenJGPerez for my 1st ride in WRC car! Thanks @nickygrist



**i** 13 April  
 @natalie\_pinkham  
 Daytona Motorsport Sandown Park  
 100 school girls at Sandown Park for the first Dare To Be Different event. The brilliant initiative of @susie\_wolff #sandownpark #daytonamotorsport #d2bd  
 549 likes



16 January  
**Motor Sports Association (MSA)**  
 MSA launches online rally and cross country marshals' training and accreditation. #RallyFuture  
 54 Likes / 1 Comment / 62 Shares



**t** 15 Jan 2016  
**MSA @MSAUK**  
 Rob Jones was pleased to welcome @fia President Jean Todt & Deputy President (Sport) Graham Stoker @Autosport\_Show.  
 Retweets 17  
 Likes 20



10 Jun 2016  
**MSA @MSAUK** Our very own Cheryl Lynch is leading an all-female Stewards Panel at @FIAWorldRX this weekend!  
 @D2BDofficial #D2BD  
 Retweets 11 / Likes 30

Jan

Feb

Mar

Apr

May

Jun





7 July  
 @msa\_motorsport  
 MSA boss Rob Jones presented the Hawthorn Memorial Trophy to @lewishamilton at #Silverstone this evening! Pics by @danbathie. #LH44 #LewisHamilton  
 42 likes



4 September  
 Motor Sports Association (MSA) Britain's Callum Bradshaw has won the CIK-FIA Karting Academy Trophy! Fellow CIK-FIA nominee Oliver Clarke finished P7 in the championship. Massive congratulations to both Callum and Oliver on their achievements against a 51-strong field of karters from around the world.  
 16 Likes / 1 Comment



30 Oct 2016  
 Sébastien Ogier @SebOgier  
 Fantastic to win again #WalesRallyGB! #WRGB #WRC @VolkswagenRally  
 Retweets 109 / Likes 281



8 July  
 @msa\_motorsport Almost 150 female marshals and officials are working behind-the-scenes at this weekend's F1 British Grand Prix, helping to ensure the safe and successful running of UK motorsport's headline event at Silverstone.  
 38 likes



26 Oct 2016  
 Susie Wolff @Susie\_Wolff  
 Today @WalesRallyGB with @D2BDofficial - 100 school girls getting introduced to the world of @OfficialWRC rallying!  
 Retweets 90 / Likes 359



25 October  
 Motor Sports Association (MSA)  
 Going to Dayinsure Wales Rally GB? We want you to enjoy spectating but not at any cost. No view is worth risking your life for. Please stay at the designated spectator areas. Your safety - your life!  
 #DontBeLikeBill  
 115 Likes / 17 Comments / 201 Shares



31 July  
 Motor Sports Association (MSA)  
 An awesome day for UK rallying. Congratulations to Kris Meeke - the first ever UK winner of Neste Rally Finland! Rob Jones, MSA Chief Executive, said: "Kris has made history with this great victory - the first ever for a UK driver on Rally Finland. With Scott Martin joining him on the podium, this is a very special day for British rallying. Congratulations also to our friends at Motorsport Ireland, who will no doubt be celebrating Paul Nagle and Craig Breen's fantastic achievements."  
 26 Likes / 4 Shares

30 October  
 Amy Williams @AmyWilliamsMBE  
 Thanks to @MSAUK and all the marshals keeping us safe on the stages #WRGB  
 Retweets 11 / Likes 55



Aug 5  
 MSA @MSAUK  
 1995 World Rally Champion Colin McRae would have been 48 today. Gone but never forgotten. #RallyLegend  
 Retweets 210 / Likes 495



18 November  
 @msa\_motorsport This time last week Lewis Brown was named RSF MSA Young Driver of the Year 2016 at iZone Performance, Silverstone.  
 48 likes



Jul

Aug

Sep

Oct

Nov

Dec





# INTERNATIONAL



42 EVENTS  
44 WALES RALLY GB  
46 SUCCESS



# INTERNATIONAL EVENTS

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

## FIA World Endurance Championship

A 45,000-strong crowd witnessed the opening round of the FIA World Endurance Championship at Silverstone in April. The No.2 Porsche 919 Hybrid driven by Romain Dumas, Neel Jani and Marc Lieb, claimed the famous Royal Automobile Club Tourist Trophy with overall victory.



## FIA Formula One World Championship

The 2016 British Grand Prix took place at Silverstone on 10 July, with Lewis Hamilton taking his fourth – and third successive – home victory. The Rt Hon Michael Fallon MP, Secretary of State for Defence, 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 its sporting side is organised by International Motor Sports (IMS), the MSA's wholly owned subsidiary.



## FIA World Rallycross Championship

Round four of the increasingly popular FIA World Rallycross Championship ran at Kent's Lydden Hill, the Home of Rallycross, in May. Sweden's Mattias Ekström took victory, while MSA Academy member and 2016 MSA British Rallycross Champion Dan Rooke reached the semi-final of the RX-Lites support race.



## CIK-FIA European Superkart Championship

Donington Park hosted round two of the CIK-FIA European Superkart Championship in June. The event was contested by 24 drivers from around the world; Czech driver Adam Kout won both races, with Britain's Liam Morley finishing second overall.



## FIA Formula E Championship

Battersea Park became a racetrack in July when the FIA Formula E Championship headed to London for its season finale. Frenchman Nicolas Prost won the race, while Swiss driver Sebastien Buemi claimed the title. The all-electric championship is based at Leicestershire's Donington – the events themselves take place in city centres across the globe.



## FIA European Rally Championship

The Circuit of Ireland Rally is among the oldest in the world, having been run by the Ulster Automobile Club almost every year since 1931. The 2016 event was held in April as round two of the FIA European Rally Championship – Irishman Craig Breen claimed victory for the second year alongside British co-driver Scott Martin.



## FIA European Drag Racing Championship

Santa Pod Raceway in Northamptonshire hosts two FIA European Drag Racing Championship events, each attracting over 250 entries from around 14 European countries. Denmark's Stig Neergaard and Sweden's Micke Kagered won the headline Top Fuel Dragster class in May and September respectively.



# DAYINSURE WALES RALLY GB

The UK's round of the FIA World Rally Championship (WRC) welcomed 164 competitors from 23 nations



"It's always a huge challenge to win in Wales. The stages are beautiful and you're always on the limit and close to the edge"  
Sébastien Ogier,  
World Rally Champion

Dayinsure Wales Rally GB moved from its traditional season-closing date to become the penultimate round of the championship in late October.

The event began with a ceremonial start at Eirias Park in Colwyn Bay and finished three days later in Llandudno. In between there were 22 special stages totalling 208 miles, making it the longest competitive route in the rally's recent history.

Almost all of the stages were run on the Natural Resource Wales (NRW) forestry estate in North and Mid Wales. However the event also visited Chester for the first time in 20 years for a time control, and there was a new family-friendly RallyFest spectator stage at Cholmondeley Castle.

The HQ and service park remained at the Toyota Engine Plant in Deeside, North Wales. The Deeside Rally Village was free to attend and welcomed 20,000 fans across the weekend.

World champions Sébastien Ogier and Julien Ingrassia (FRA) won for the fourth consecutive year, ahead of Ott Tänak and Raigo Molder (EST). Thierry Neuville and Nicolas Gilsoul (BEL) completed the podium.

## Organisation

The event is organised and promoted by the MSA's commercial subsidiary, International Motor Sports (IMS), with Ben Taylor as Managing Director. The 2016 event was Iain Campbell's first as Clerk of the Course, taking over from Fred Gallagher after 20 years. He was ably supported by over 100 fellow officials and nearly 2,000 volunteer marshals.

## Title sponsor

One of the UK's leading short-term car insurance providers, Dayinsure, was announced as the title sponsor for the event, which was branded as the Dayinsure Wales Rally GB. The online company is based in Tarporley, Cheshire, close to the Deeside Rally Village.

## Partners

In recognition of Wales Rally GB's estimated £10 million contribution to the Welsh economy, the Welsh Government acts as principal funding partner in an association that is confirmed until 2018. The event also received invaluable support from Conwy County Borough Council and other commercial partners including Hyundai as the official car supplier and Network Q as the preparation partner. Lawn care provider GreenThumb partnered the Cholmondeley Castle RallyFest, which attracted almost 10,000 visitors.





## Formula One

Triple world champion Lewis Hamilton scored ten race victories to take second place on the list of F1 grand prix winners with 53, ahead of Frenchman Alain Prost (51) and behind only Germany's Michael Schumacher (91). Hamilton also became the first driver in the sport's history to win at 24 different circuits. Ultimately he finished second in the 2016 championship behind German team-mate Nico Rosberg.

Jenson Button completed his seventeenth season and became one of only three drivers to reach 300 grand prix starts. The 2009 world champion announced that he will not compete in 2017 but will remain as the third driver at McLaren.

Jolyon Palmer completed in his first season with Renault Sport F1 and announced that he will return for a second year with the Oxfordshire-based team in 2017.



# INTERNATIONAL SUCCESS

Highlights from another incredible year for British talent on the world stage



## Other racing

Lando Norris (17) won the Formula Renault 2.0 Northern European Cup and Eurocup Formula Renault 2.0 in his rookie season.

The Banbury-based Prodrive ran Aston Martin Racing to the FIA Endurance Trophy for LMGTE Pro Teams.

## World Rallying

Northern Ireland's Kris Meeke won two rounds of the FIA World Rally Championship (WRC): Rally de Portugal and Rally Finland. His victory in the latter was the first ever for a UK driver. It was the first time that a British driver had won multiple WRC events in a single season since Colin McRae in 2002.

Meanwhile Welshman Elfyn Evans and co-driver Craig Parry scored three victories in the WRC 2 championship in Monaco, Sweden and France. His fellow Welshman and MSA Team UK member Osian Pryce won the Drive DMACK Fiesta Trophy, a WRC support series.

## Karting

Callum Bradshaw (15) dominated the CIK-FIA Karting Academy Trophy after being nominated by the MSA to represent the UK in the three-round world championship for competitors aged 13 to 15.



Fourteen-year-old Finlay Kenneally won the CIK-FIA Karting European Junior Championship title, beating Denmark's Noah Watts to the title by just two points. Tom Joyner finished second in the senior CIK-FIA Karting European Championship for the third consecutive year.

## 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 2016 FIA Commissions and judicial bodies:

- **Russell Anderson**  
International Karting Commission
- **Michael Beloff QC**  
International Court of Appeal
- **Mike Broad**  
(Motor Sports Council) Rally Commission
- **Dennis Carter**  
(MSA Director) GT Commission
- **Terry Cox**  
Truck Racing Commission
- **Ian Davis**  
(MSA Regional, Rallies & Cross Country Executive) Closed Road Commission
- **Allan Dean-Lewis**  
MBE Volunteers and Officials Commission (Vice President); FIA Institute Audit, Finance & Governance Committee
- **David Lapworth**  
(Motor Sports Council) Electric & New Energy Championships Commission
- **Philip Evans**  
Drag Racing Commission
- **Fred Gallagher**  
Cross-Country Rally Commission (Vice President)
- **Edwin Glasgow QC**  
International Tribunal (President)
- **Alan Gow**  
(MSA Chairman) Touring Car Commission (President); FIA Foundation Trustee; FIA Institute Audit, Finance & Governance Committee
- **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 Director) Homologation Regulations Commission; Single-Seater Commission (Vice President)
- **Sue Sanders**  
Women in Motorsport Commission
- **Tony Scott Andrews**  
(Motor Sport Council Chairman) International Court of Appeal
- **John Symes**  
Circuits Commission
- **David Tremayne**  
Land Speed Records Commission



# DEVELOPMENT



50 MSA ACADEMY  
54 GO MOTORSPORT  
58 TRAINING



# MSA ACADEMY

The MSA's talent development pathway helps the UK's most promising young drivers to maximise their potential



## 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 2016 was:

- Ben Barnicoat (FIA F3 European Championship)
- Jake Dennis (GP3 Series)
- Chris Ingram (FIA European Rally Championship)
- Jordan King (GP2 Series, Manor F1 Development Driver)
- Dan Lloyd (BTCC, Porsche Carrera Cup GB)
- Alex Lynn (GP2 Series, Williams F1 Development Driver, selected WEC rounds)
- Seb Morris (British GT)
- Matt Parry (GP3 Series)
- Osian Pryce (Drive DMACK Fiesta Trophy)
- Nick Yelloly (Porsche Carrera Cup Germany, Porsche Supercup, Force India F1 Simulation Driver)

## 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 (PMC) are designed to introduce junior competitors 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 providing 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 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.

## 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, developing members within their sport whilst providing them with an accredited qualification equivalent to a minimum of three A-Levels. 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 Sport
- 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.

## CO-DRIVER PROGRAMME

The newly expanded co-driver programme aims to support the next generation of UK rally 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 2016 the programme supported nine co-drivers aged 18 to 26.

## RACING STEPS FOUNDATION

The MSA Academy received 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.



**50** Team UK development days

**141** AASE delivery days

**46** AASE delivery events

**13** Anti-doping education delivery days

**76** Performance Master Class deliveries over 13 championships

**10** Squad events

**9** Co-driver programme days

**4** Co-driver programme events





“Working with Andy for the past three years, I have found that he is very adept at conveying his thoughts to a young driver. He is very good at thinking outside the box, even the smallest details that combine to create the complete package that a racing driver must be”  
**Jordan King**

## PERFORMANCE MANAGEMENT

The driver: **Jordan King, GP2 racer and Manor F1 development driver**

The Performance Manager: **Andy Meyrick, MSA L4 Qualified coach**

Andy Meyrick continued as Jordan King's MSA Performance Manager for the 2016 season. Meyrick's wide-ranging support included race preparation and debrief, as well as supporting more bespoke levels of development such as technical driving and fitness. Meyrick also worked with King as he prepared for his F1 practice debut at the United States Grand Prix weekend.

“Meyrick says: “Jordan has been on Team UK for a number of years now and is one of our most established drivers. As his Performance Manager during that period I have witnessed his development as a driver and it has been remarkable. Jordan is excellent at focusing on the process of his preparation not just simply the results. He has learnt to leave no stone unturned and therefore has become an excellent racing driver. This level of preparation has been a pivotal part in Jordan graduating to a F1 test role alongside his GP2 commitments in 2016.”

# INSIGHT

## RSF MSA YOUNG DRIVER OF THE YEAR 2016 SHOOTOUT

Who: **Lewis Brown**

Where: **iZone, Silverstone**

When: **November 2016**

MSA Academy AASE Student Lewis Brown was named the RSF MSA Young Driver of the Year 2016 after a five-way shootout at iZone Driver Performance Centre, Silverstone.

The accolade is awarded each year to a member of the MSA Academy's AASE programme, a three-year course delivered in conjunction with Loughborough College.

The five finalists this year were: Brown, 17 from Lincolnshire; Zach Anderton, 17 from Chester; Nathan Edwards, 18 from Kent; Ben Green, 18 from Essex; and Emily Rogers, 17 from Essex.

The day consisted of seven sessions including physical and mental assessments, a simulation evaluation (including eye tracking and on board analysis) and interviews with members of the judging panel.

The panel comprised: Derek Walters, RSF; Jonathan Day, MSA Director of Development; James Wozencroft, MSA Coach; Anna Kemp, Loughborough College; and Jack Benyon, *Motorsport News*.

# COACHING

The MSA Coaching Qualification continued its roll out of the MSA's pioneering development designed to bring motor sport in line with other major sports.

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. In 2016 there have been a further four intakes of delivery that have taken place.

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 has also finalised and piloted an Introduction to Coaching Motor Sport Award, which precedes the L2 accreditation to create a coaching pathway. The Introduction to Coaching Motor Sport Award is designed for numerous target audiences in mind:

- Coaches who wish to embark on the MSA Coaching Pathway
- For motor clubs to have an understanding of the coaching process to assist them with their development and working with new members to enhance their participation in the sport
- For parents, guardians, championships who have an interest in coaching practice

The Award does not qualify individuals as Coaches however it provides an understanding of what coaching is, what good coaching looks like, what bad coaching looks like and where to go should you have further interest in the coaching structure.

# 33

Qualified MSA Coaches by November

“The course has helped me take a more structured approach to my coaching through session plans and goal setting, as well as helping me to understand the theories behind how performers learn”  
**Craig Brunton, L2 Motorsport Coach**



# GO MOTORSPORT

An MSA initiative to develop club motorsport and encourage new people to get involved

## 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 partnership with clubs to provide opportunities to participate in the sport. In 2016 they were:

- Central Southern: Andrew Bisping
- East Midlands: Tania Brown
- West Midlands: Bryn Pound
- 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

## WEBSITE

The [www.GoMotorsport.net](http://www.GoMotorsport.net) website highlights the ways in which people can get involved in the sport, whether as competitors or volunteers. 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.

# INSIGHT

## TAKING THE SPORT TO THE PEOPLE

**Who:**

Glenrothes MSC and Saltire Rally Club

Go Motorsport reached over 20,000 visitors at the Scottish Car Show, where it arranged for two motor clubs to give almost 150 passenger rides. Data capture from those rides yielded ten new competitors for a follow-up event run by Glenrothes Motor Sports Club at Knockhill.

“The organisers were delighted with the added attraction that GoMotorpsort brought to the show, where so many people were able to try grassroots club motorsport for the first time. They have invited us back”

**Alison Clark,**  
Scotland RDO

## VOLUNTEER RECRUITMENT AND RETENTION

**Where:**

South West College Omagh

Having received a request from the Ulster Rally, Go Motorsport joined event organisers on a visit to South West College in Omagh. This led to students attending the Motorsport Marshalling Partnership (MMP) Ulster Rally Training Day in July, with one going on to marshal for the first time at an autotest.

“We had a really good session with the students, who were excited to hear that marshals can have passenger runs in rally cars at the end of the year through the MMP rewards scheme”

**Jonathan MacDonald,**  
Northern Ireland RDO

## EDUCATIONAL LINKS

**Who:**

Harper Adams University - Whitchurch Motor Club

Go Motorsport helped to forge links between the university and the club in order to create a mutually beneficial relationship. For example they arranged a pair of autotests for students in the university car parks. The university itself now has two MSA-registered clubs - one for 4x4s and another for general motor sports.

“We supported the two clubs at the Freshers' Fair and helped them sign up almost 50 new members. We even got new recruits marshalling at the Dayinsure Wales Rally GB”

**Bryn Pound,**  
West Midlands RDO





# CLUB DEVELOPMENT

Wider MSA development initiatives aim to recruit, retain and recognise clubs and volunteers

## MSA JLT CLUB AND VOLUNTEER OF THE YEAR AWARDS

The MSA JLT Club and Volunteer of the Year Awards are designed to recognise excellence among the UK's 750 MSA-registered clubs and 10,000 volunteer marshals and officials. In 2016 there were four times more nominations than in 2015.

Farnborough District Motor Club won the club award. The club works with three others (Sutton & Cheam, Dolphin and Craven) to organise the annual Abingdon CAR-nival, which has raised more than £275,000 for charity over the last 20 years.

James McKeefry won the volunteer award. He has been part of Magherafelt & District Motor Club for over 30 years and was praised for his 'conviction focused on making motorsport safer and more accessible to all'.

# 2000+

Passenger rides at Autosport International 2016

# INSIGHT

**Who:** East Hampshire District Council, Southsea Motor Club and South East RDO Andrew Bisping...

In 2014 East Hampshire District Council contacted Go Motorsport to discuss opportunities for young people to learn about road safety and interact with motorsport in a positive and controlled environment. This resulted in an event that gave 18 youths their first behind-the-wheel experience of competitive motorsport, while also joining Southsea Motor Club. The relationship between the council and the club flourished and in 2016 the event ran for the third consecutive year.



**101** School activities

**818** Club development activities

**5248** People reached



# TRAINING

High quality training supports the invaluable role played by UK motorsport's 10,000 volunteer marshals and officials

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 2016 the Fund received around 11 applications from MSA clubs to assist the purchase of safety-related equipment such as radios and fire extinguishers. This resulted in grants of around £16,000. Over the last 21 years since the Fund started, the MSA has provided grant aid of £1.62m to assist projects worth a total of almost £7.1m.

## Safety 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. During 2016 over 70 awards of £164,000 were made, supporting projects with a total value of over £409,000.

## 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.

## 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.

Since its inception in 2015, the MSA has provided financial support towards the upgrading of – in some cases the replacement of – existing radio equipment. Grants totalling £92,000 supported the purchase of 302 new safety radios and the re-programming of a further 1076 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 (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 180 Training Instructors, Lead Trainers, International Trainers and Training Coordinators delivering marshals and officials training. These numbers continue to increase yearly – 14 new Training Instructors were appointed in 2016, with a further 9 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 over 500 club officials at 14 venues nationwide in 2016. Ninety-five per cent of all attendees rated the training as being either 'good' or 'excellent'.

## Online Training

As part of the RallyFuture programme (pages 14-15), the MSA launched online training modules for rally marshals. Almost 6000 people engaged with the online training in 2016, with over 1700 going on to become MSA-registered marshals for the first time.







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# PUBLIC AFFAIRS

The MSA worked closely with the DfT to progress closed-road motorsport



**£9 billion**

Estimated value of the British Grand Prix and the associated high performance engineering industry to the British economy\*



## Closed roads

After a long campaign that achieved cross-party support, the MSA secured primary legislation in the Deregulation Act 2015 to facilitate closed road motorsport in Great Britain.

Before the primary legislation can become available to event organisers, secondary legislation is required in the form a statutory instrument detailing the enabling powers and implementation date.

Since midsummer 2016 the MSA has been working with the Department for Transport to complete this process, which has involved updating the accompanying impact assessment and drafting various detailed definitions. To date this has concerned the secondary legislation for England, with Wales and Scotland to follow at a later date due to devolution.

It is anticipated that the secondary legislation will be subject to the negative resolution process, which means that it will not be debated in the House of Commons.

The MSA continues to work closely with the Auto-Cycle Union (ACU) as the campaign reaches its conclusion.

## Vnuk

Throughout 2016 the MSA worked closely with other motorsport governing bodies (both two- and four-wheels) across Europe to limit the impact on motorsport of changes to European motor insurance rules.

Together with the motorsport and insurance industries, the MSA has lobbied in Westminster and Brussels, reaching out to MPs, MEPs, government departments, the European Commission and European Parliament.

The MSA will continue this important public affairs activity in 2017 in order to protect the interests of all participants in UK motorsport.

\*Source: Motorsport Industry Association (MIA)

## F1 British Grand Prix

The British Grand Prix represents the best platform from which to champion domestic UK motorsport and the associated high performance engineering industry, which contributes £9bn\* to the British economy. In 2016 the MSA hosted a number of parliamentarians and other dignitaries, with guests including:

- **Richard Burden MP**  
MP for Birmingham Northfield  
Shadow Minister for Transport  
Chairman, All-Party Parliamentary Motor Group
- **Rt Hon Alun Cairns MP**  
Secretary of State for Wales  
MP for the Vale of Glamorgan
- **Rt Hon Kenneth Clarke CH QC MP**  
MP for Rushcliffe
- **Rt Hon Michael Fallon MP**  
Secretary of State for Defence  
MP for Sevenoaks
- **Rt Hon the Lord Hain**  
Former MP for Neath
- **Kris Hopkins MP**  
Vice Chamberlain of HM Household  
MP for Keighley
- **Rt Hon David Mundell MP**  
Secretary of State for Scotland  
MP for Dumfriesshire, Clydesdale and Tweeddale
- **Nick Pontefract**  
Deputy Director, Head of Sport, DCMS
- **Rt Hon the Lord Robertson of Port Ellen KT**  
Chairman, FIA Foundation
- **Rt Hon the Lord Rooker**  
Chairman, British Motor Sports Training Trust
- **Ken Skates AM**  
Welsh Government: Cabinet Secretary for Economy and Infrastructure  
AM for Clwyd South
- **Rt Hon John Whittingdale MP**  
Secretary of State for Culture, Media and Sport  
MP for Maldon



# PUBLIC RELATIONS

Publications were redesigned, social media was boosted and a high-profile new campaign was launched in 2016



MSA Magazine was shortlisted for Membership Magazine of the Year 2016

## Website

The [www.msauk.org](http://www.msauk.org) website is the governing body's online shop window and resource centre, proving equally popular among both new and returning visitors at an approximate fifty-fifty split. User experience upgrades in 2016 included auto-play video on page headers and interactive widgets. The site's most popular month was January, with 34,778 users and 241,525 pageviews.

## Social Media

Social media plays a key role in the MSA's communications by facilitating two-way exchanges, expanding reach and yielding insight. By the end of the year 12,000 people were following the MSA on Twitter. The most far-reaching tweet of the year earned 173,695 impressions, 4397 engagements, 212 retweets and 494 likes. On Facebook the MSA reached 8,500 page likes – the largest organic reach of any post was 38,000, with a further paid reach of 18,000, plus 626 comments, reactions and shares. The governing body is much newer to Instagram but surpassed 2000 followers.



## Quarterly Magazine

*MSA Magazine* is the MSA's flagship offline communications channel. It is produced quarterly by *MotorSport Magazine* on a contract publishing basis and mailed to all MSA members, totalling approximately 40,000. In 2016 the magazine was redesigned for the first time in five years. It was also shortlisted for Membership Magazine of the Year at the PPA Independent Publisher Awards; the winner was set to be announced after this report went to press.



12,000 followers



8,500 page likes



2,000 followers



## Monthly Newsletter

The MSA relaunched its newsletter as *MSA Extra*, with a new design reflecting that of the magazine. It is emailed to everybody on the MSA database, including competitors, volunteers, officials, committee members, media and others. The publication 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 continues to foster excellent working relationships with motorsport journalists and key industry titles such as *Autosport*, *Motorsport News* and *Motor Sport*. The Communications Department also responded to a wide range of media enquires throughout the year, including from national newspapers such as *The Sunday Times* and broadcasters including BBC Wales. During 2016 more than 30 media releases were issued, covering a wide range of topics from safety and technical to sporting and development.

## Agency Support

The MSA and its commercial subsidiary, IMS, retained MPA Creative for PR support. The award-winning agency was responsible for national, regional and specialist PR for Wales Rally GB and the relaunched MSA British Rally Championship. It also worked with the MSA and former F1 development driver Susie Wolff to launch Dare to be Different, a campaign to encourage female engagement and participation in motorsport (see over).



# DARE TO BE DIFFERENT

The MSA teamed up with star driver Susie Wolff to launch a high-profile new campaign seeking to inspire, connect and celebrate women in motorsport



DARE TO BE DIFFERENT



## Overview

Women remain under-represented in UK motorsport, comprising approximately five per cent of competitors, and fifteen per cent of marshals and officials. Launched at Autorsport International in January, the 'D2BD' campaign aims to raise awareness of opportunities for women in the sport and ultimately increase female participation in the long-term.



## Events

Central to the first year of D2BD was a series of five headline events across the UK, attended by Wolff and D2BD Ambassadors including Claire Williams. Each gave 100 local schoolgirls aged eight to eleven a money-cannot-buy experience featuring karting, media training, engineering exercises, fitness workshops and a pit-stop challenge. Mercedes AMG Petronas, Williams Racing and Scuderia Ferrari provided F1 display cars. Two further events were created ahead of the British Grand Prix for daughters of F1 team personnel and at Wales Rally GB for daughters of employees at the Toyota Engine Plant. In total 700 girls were introduced to various aspects of motorsport for the first time.

## Community

An online community was created to help connect women and girls in motorsport. Many are already successful in the sport and enjoy sharing their experiences and advice with newcomers looking to get started. The D2BD team ran two networking events for community members at Silverstone in June and Mercedes-Benz World in October.

## Website and social media

The [www.daretobedifferent.org](http://www.daretobedifferent.org) website acts as an online hub for the campaign, detailing its mission, ambassadors, partners and membership offering. Meanwhile @D2BDofficial accounts across Facebook, Instagram and Twitter are used to celebrate female achievement and showcase talent.

## Partners

The instant success of D2BD attracted a series of supporting partners, including valuable sponsorship from Formula One Management, JMI, Pirelli, Willow Water (Hailwood) and Sure (Unilever). Further resources and support came from Daytona Motorsport, Alpinestars, Sky Sports F1, STEM Ambassadors, Eisberg and WISE.





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# 2016 BRITISH CHAMPIONS

The winners of the 2016 MSA British Championships

**Dunlop MSA British Touring Car Championship**  
*Gordon Shedden*

Shedden beat a record eight rivals to the title – his third – in a close season finale at Brands Hatch.



**BRDC British F3 Championship**  
*Matheus Leist*

Leist entered the final weekend with a points deficit but sealed the championship nonetheless.



**F4 British Championship – Certified by FIA, Powered by EcoBoost**  
*Max Fewtrell*

Fewtrell was consistency personified throughout the season, with a total of 16 podium finishes.



**British GT Championship**  
*Jonny Adam and Derek Johnston*

Adam and Johnston came from behind to take the title in the final round at Donington Park.



**MSA British Rally Championship**  
*Elfyn Evans (driver) & Craig Parry (co-driver)*

Evans and co-driver Craig Parry dominated the revamped championship, winning five rounds.



**Mintex MSA British Historic Rally Championship**  
*Jason Pritchard and Phil Clarke*

Pritchard and Clarke won their second successive title on the season-closing Trackrod Historic Cup.



**MSA British Rallycross Championship in association with ODYSSEY Battery**  
*Dan Rooke*

Twenty-year-old Rooke ended his maiden campaign as the championship's youngest ever winner.



**Britpart MSA British Cross Country Championship**  
*Martin Gould and Simon Kerfoot*

Gould and Kerfoot won four out of the six challenging rounds to claim their first championship title.



**Avon Tyres/TTC Group MSA British Hill Climb Championship**  
*Scott Moran*

Moran won half of the rounds this season to equal the late Tony Marsh's record of six titles.



**MSA British Drag Racing Championship**  
*Andy Robinson*

A brace of victories at the famous Santa Pod Raceway gave Robinson his fifth championship title.



**MSA British Sprint Championship**  
*Colin Calder*

Calder earned his fourth consecutive title after another winning season in his Gould-NME GR55.



**Link Up Ltd MSA British Autotest Championship**  
*Alistair Moffatt*

Moffatt made history by claiming his fifth title after another dominant campaign in his Mini Special.



**MSA British Sporting Trials Championship**  
*Roland Uglow*

Uglow took an early lead and wrapped up his second consecutive title with four rounds to spare.



**MSA British Car Trial Championship**  
*Henry Kitching*

Kitching fought back from fourth in the title race to claim the title at the final weekend of the year.



**The Awning Company MSA British Kart Championship**  
*Oliver Hodgson*

Hodgson won the revamped championship with one win and a consistent series of podium finishes.



**The Awning Company MSA British Junior Kart Championship**  
*Jonathan Hoggard*

Hoggard only needed to finish the final round to secure the title after an impressive campaign.



**The Awning Company MSA British Cadet Kart Championship**  
*Harry Thompson*

Thompson won more than half of the year's 'finals' to finish 57 points clear of his nearest rival.



**The Awning Company MSA British Gearbox Kart Championship**  
*Scott Allen*

Allen was crowned in the last round at Sherington after a consistently impressive campaign.



**MSA British Long Circuit Kart Championship**  
*Jack Layton*

Layton only had to finish the penultimate race in the top twelve to seal his maiden title.



# 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.

We are currently undergoing an operational strategic review to ensure we remain an effective and efficient organisation going forward.

## 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. IMS reported a small profit delivered at the back of increased commercial revenues and tighter cost control.

IMS's profit before tax was £7,222. (2014: loss £430,783)

BGPL, our other wholly owned commercial entity holds the organising contract for F1 British Grand Prix, which it sub-contracts to IMS. We have negotiated a heads of agreement with Silverstone Circuits Ltd for the organisation of F1 British Grand Prix from 2016 to 2020.

BGPL's profit before tax and dividend was £31,132. (2014: £31,166)

We continued our development programme to nurture young talent. Two initiatives are in place. Go Motorsport - to encourage grassroots participation, help develop local clubs and take motor sports to the public. MSA Academy - a talent development pathway aiming to develop drivers and co-drivers to a world-class standard through education, support, guidance and coaching. The MSA Academy works with over 80 athletes. In 2015, Team UK comprised 10 drivers, the squad comprised 35 young drivers, 9 co-drivers and 29 AASE young competitors, who have demonstrated potential excellence in motor sports. Additionally, the MSA Academy engaged with 11 Junior Championships, whereby over 200 athletes were engaged with.

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

As part of our social responsibility, MSA have built strong links with schools and colleges, using motor sports to engage students in a variety of ways from road safety, environment and technology.

We undertook a major safety project in the year - RallyFuture, which looked to enhance safety in stage rallying by implementing the 29 recommendations arising from the Scottish Government's Motorsport Event Safety Review (MESR) following the tragedies that occurred during the running of the 2014 Jim Clark Memorial Rally. We are determined to adopt and implement those recommendations and apply them across all stage rallies in the UK. With the launch of the Rally Marshals Accreditation Scheme on 16th January 2016, we have completed 21 of those recommendations and are on track to complete the introduction of all the MESR

recommendations by January 2017. However, safety education and awareness will remain an ongoing programme.

We are working in conjunction with Synergy Learning of Belfast and iFinity, our CRM supplier and have implemented an

online learning package for Rally and Cross Country marshals, which not only exceed the recommendations but upskills both current and newly registering marshals to become a greater resource for event organisers.

Based on three core modules, The Roles and Responsibilities of the Marshal, Spectator Management and Incident Management, the whole course should take no longer than 45 minutes for the learner to complete, at which point they will become an accredited marshal with the MSA. Their MSA record is automatically updated to reflect this change in status.

The online learning is mandatory for all new registrations in 2016, and for those already registered with the MSA the learning must be completed prior to their 2017 registration card being issued.

We are partnering Susie Wolff's 'Dare to Be Different' Initiative, which is aimed at bringing more women into motorsport. The campaign was launched at the 2016 Autosport International Show.

Our investment strategy is a total return approach to the investments. We have two investment managers - Investec and Julius Baer. Both managers are instructed to invest to maximise the total return on investments under their control within the constraints of a medium risk investment portfolio. The objectives of the policy are to ensure the creation of sufficient income and capital growth to enable the company to carry out its purposes consistently year by year. The investment income receivable is reinvested.

## 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 ongoing process in place of identifying, evaluating and managing the material risks facing the Group. This process is reviewed regularly by the Executive on behalf of the Board. We have a well-established system of internal controls including strategic, compliance, financial, operational and risk management to safeguard our assets and reputation. The Group recognises the risks 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 2015, our public liability cover for any motor incident was £65m and this cover has been maintained for 2016. Reviewing the MSA safety management systems 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.

Audit & Risk Committee - This was set up towards the end of the year to monitor and discuss with management and the external auditors the integrity of the financial statements including quarterly and annual reports, reviewing and reporting to the Board on material financial reporting judgements, quality and appropriateness of accounting policies & practices and disclosures. Material adjustments resulting from audit and analytical review. Possible impairment of the Company's assets. The basis for the going concern assumption, significant uncertainties faced by the Company. Compliance with financial reporting standards and governance reporting requirements. Monitor the Company's risk management systems and at least bi-annually carry out a review of its effectiveness.

We are currently undertaking a Corporate Governance review in order to ensure our governance meets or exceeds the standards required amongst national governing bodies.

## OUTLOOK

The volatility at the start of 2016 has shown two major concerns - the rebalancing of the Chinese economy and the change in the US monetary cycle.

The biggest challenge ahead for UK will be the referendum on the membership of the EU. The UK runs a large current account deficit, which is sustainable, as long as companies and individuals consider the UK to be an attractive area of investment. These could easily disappear, exposing the UK's recovery to date.

The Board is cautiously optimistic that we can deliver comparable results in 2016 whilst keeping a strong & liquid balance sheet.

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

**A J Gow - Chairman**

2<sup>nd</sup> March 2016

# DIRECTORS' REPORT

The Directors present their annual report and the audited group financial statements for the year ended 31 December 2015.

## 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  
**D K Gangahar** - Finance Director  
**D T Jackson** - Senior Independent Director  
**D I Carter**  
**C A Gaskell** MBE  
**N E H Moffitt**  
**R K Parkin**  
**T F G Purves**  
**P Read**  
**A Scott Andrews**  
**M J Sones**

## GOING CONCERN

After reviewing the group's forecasts and projections, the Board has 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 group therefore continues to adopt the going concern basis in preparing its consolidated financial statements.

## 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 (2014 - 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. (2014: £100,000). The Company also arranged for the donations of £78,955 to various charities, principal being -

£10,000 to Motorsport Safety Fund, £5,000 to BEN - Motor and Allied Trades Benevolent Fund, £5,000 to Henry Surtees Foundation, £5,000 to Torch Trophy Trust, £5,000 RoadSafe, £5,000 to UK Youth, £14,000 FIA Nepal Solidarity Fund and £26,000 UK Air Ambulances from the Motor Sports Councils Special Fines Fund.

## LIMITED BY GUARANTEE

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

The Members as at 31 December 2015 were as follows:-

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

## 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 sporting year.

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

**A J Gow** - Chairman  
2nd March 2016

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# GROUP INCOME AND EXPENDITURE ACCOUNT

## FOR THE YEAR ENDED 31 DECEMBER 2015

	(revised) 2014	2015
	£	£
<b>Group Income</b>		
Governance of motor sports	4,475,186	4,743,301
Event promotion and commercial activities	2,842,933	3,006,932
<b>Total</b>	<b>7,318,119</b>	<b>7,750,233</b>
<b>Expenditure</b>		
Staff costs	2,479,948	2,426,482
Event promotion and commercial activities	2,633,097	2,572,453
Club support	55,584	60,534
Rally & Safety Management Systems	0	150,382
Development	192,778	276,905
Marketing & communications	147,435	181,830
Publishing & printing	199,694	212,079
Insurance, legal, professional & consultancy	395,641	454,873
Committees & officials	375,511	480,406
IT	138,073	138,691
Postage, stationary & carriage	153,133	151,411
Championships & events	60,891	56,293
Fair value movements	(66,684)	98,547
Travel & subsistence	145,911	142,880
Miscellaneous	87,836	28,637
Depreciation	173,048	241,514
Motor Sports House running costs (ACCOMODATION)	191,270	154,006
Surplus on disposal of investments	-187,665	49,868
Gift-aid charitable donation	100,000	100,000
<b>Total</b>	<b>7,275,501</b>	<b>7,977,791</b>
<b>Operating Profit</b>	<b>42,618</b>	<b>(227,558)</b>
Other finance charge	11,000	-
Interest receivable and similar income	297,839	300,288
<b>Surplus on ordinary activities for the year before taxation</b>	<b>351,457</b>	<b>72,730</b>
<b>Tax charge on the surplus for the year</b>	<b>(103,598)</b>	<b>(12,469)</b>
<b>Retained surplus on ordinary activities after taxation for the financial year</b>	<b>247,859</b>	<b>60,261</b>

# GROUP BALANCE SHEET

## AS AT 31 DECEMBER 2015

	(revised) 2014	2015
	£	£
<b>FIXED ASSETS</b>		
Tangible assets	1,896,723	1,599,839
Investments	6,741,899	6,955,103
<b>CURRENT ASSETS</b>		
Stocks	9,321	20,941
Debtors	930,717	1,164,739
Cash at bank and in hand	6,728,036	6,450,451
<b>CREDITORS: amounts falling due within one year</b>	<b>(5,909,907)</b>	<b>(6,096,005)</b>
<b>TOTAL ASSETS LESS CURRENT LIABILITIES</b>	<b>10,396,789</b>	<b>10,095,068</b>
<b>Creditors due in more than one year</b>	<b>(242,919)</b>	<b>(150,576)</b>
Net Pension (liability)/asset	(77,715)	332,055
<b>NET ASSETS</b>	<b>10,076,155</b>	<b>10,276,547</b>
<b>RESERVES</b>		
Income and expenditure account	9,955,666	10,276,547
Property revaluation reserve	120,489	-
<b>TOTAL</b>	<b>10,076,155</b>	<b>10,276,547</b>

# FIVE YEAR GROUP RESULTS

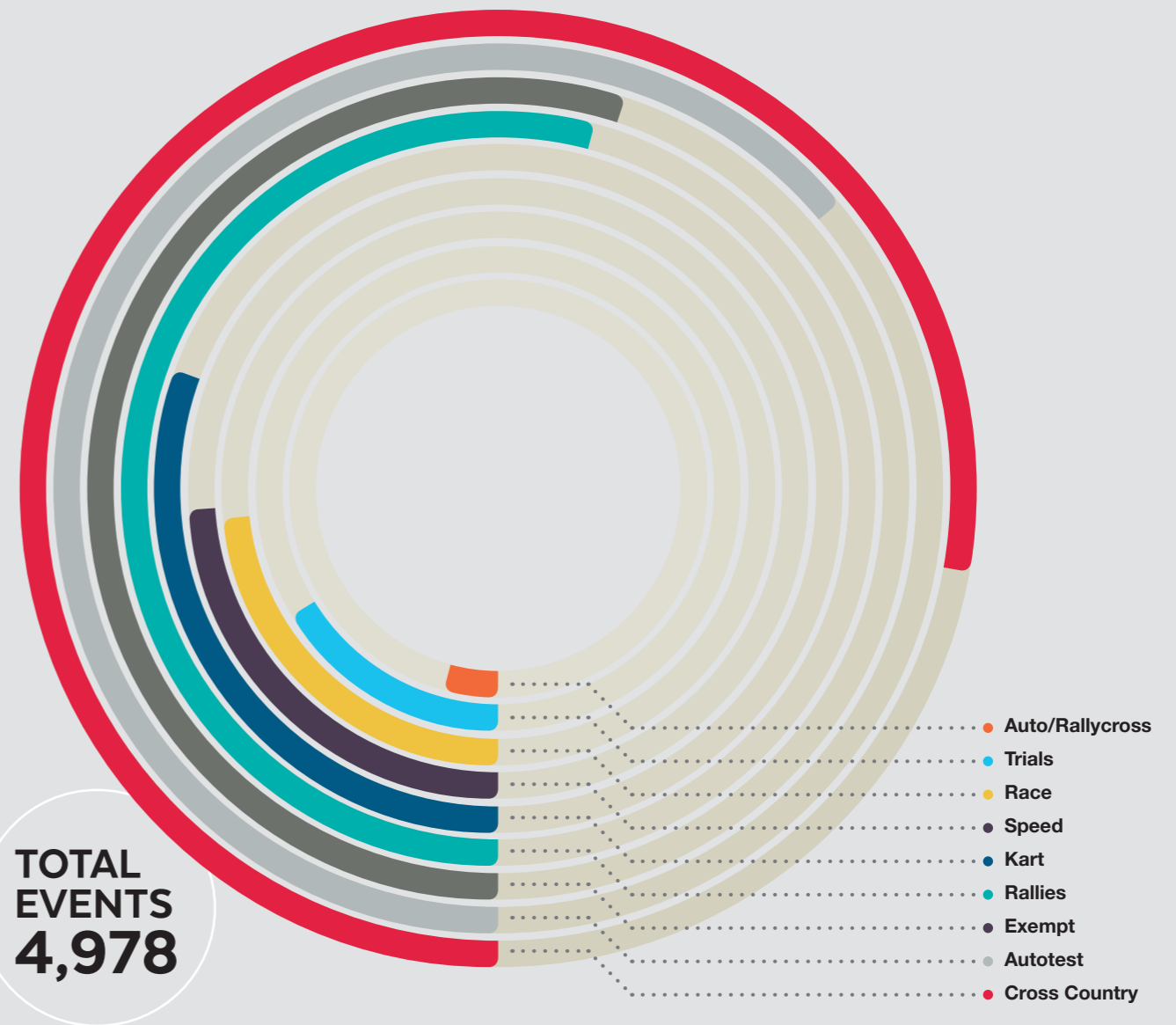
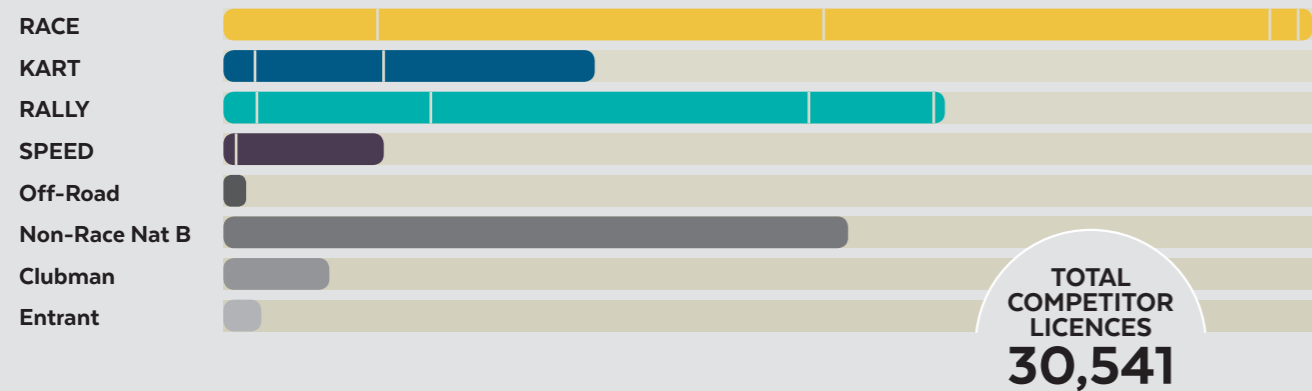
	2011	2012	2013	(revised) 2014	2015
<b>GROUP INCOME</b>	7,853,844	6,826,542	7,807,046	7,318,119	7,750,233
Operating surplus before gift-aid donation & (deficit) on impairment in current asset investment	363,540	561,907	426,099	142,618	(127,558)
Gift-aid charitable donation	(200,000)	(100,000)	(100,000)	(100,000)	(100,000)
Operating surplus/ (deficit) for the year	163,460	461,907	326,099	42,618	(227,558)
Other finance charge	16,000	(28,000)	(34,000)	11,000	-
Interest receivable	257,587	322,516	293,616	297,839	300,288
Surplus for the year before taxation	437,047	756,423	585,915	351,457	72,730
Tax charge on the surplus for the year	(98,441)	(154,402)	(132,246)	(103,598)	(12,469)
Surplus for the year after taxation	336,606	602,021	453,689	247,859	60,261
Recognised in the STRGL	(424,145)	(84,539)	(72,193)	(719,687)	140,131
Movement in the year	(85,539)	(517,482)	381,476	(471,828)	200,392
Net prior year adjustments	-	-	844,327	-	-
Net Group assets brought forward	8,890,237	8,804,698	9,322,180	10,547,983	10,076,155
Net Group assets carried forward	£8,804,698	£9,322,180	£10,547,983	£10,076,155	£10,276,547



# LICENCE & EVENT STATISTICS

## LICENCE FIGURES BY DISCIPLINE 2011-2015

	2011	2012	2013	2014	2015
<b>RACE</b>					
International	1,360	1,393	1,388	1,429	1,503
National A	4,122	4,180	4,186	4,357	4,453
National B	4,464	4,529	4,494	4,358	4,474
International Historic	357	366	309	298	247
Truck	40	31	30	37	36
<b>Total Race</b>	<b>10,343</b>	<b>10,499</b>	<b>10,407</b>	<b>10,479</b>	<b>10,713</b>
<b>KART</b>					
International	204	221	232	245	242
National A	1,922	1,760	1,571	1,433	1,298
National B and Clubman	2,394	2,272	2,183	2,152	2,116
<b>Total Kart</b>	<b>4,520</b>	<b>4,253</b>	<b>3,986</b>	<b>3,830</b>	<b>3,656</b>
<b>RALLY</b>					
International	301	273	226	230	229
National A	2,059	2,027	1,954	1,875	1,823
National B	4,005	3,981	3,956	3,982	4,054
Navigator	1,081	1,039	1,042	963	978
International Historic	15	11	11	15	13
<b>Total Rally</b>	<b>7,461</b>	<b>7,331</b>	<b>7,189</b>	<b>7,065</b>	<b>7,097</b>
<b>SPEED</b>					
International	34	36	32	31	31
National A	1,502	1,487	1,476	1,498	1,545
<b>Total Speed</b>	<b>1,536</b>	<b>1,523</b>	<b>1,508</b>	<b>1,529</b>	<b>1,576</b>
<b>Off-Road</b>	<b>96</b>	<b>86</b>	<b>83</b>	<b>86</b>	<b>84</b>
<b>Non-Race Nat B</b>	<b>6,436</b>	<b>6,335</b>	<b>6,190</b>	<b>6,102</b>	<b>6,150</b>
<b>Clubman</b>	<b>1,193</b>	<b>1,094</b>	<b>1,111</b>	<b>1,000</b>	<b>1,017</b>
<b>Entrant</b>	<b>242</b>	<b>257</b>	<b>249</b>	<b>234</b>	<b>248</b>
<b>Total Competitor Licences</b>	<b>31,827</b>	<b>31,378</b>	<b>30,723</b>	<b>30,325</b>	<b>30,541</b>



## NUMBER OF EVENTS BY DISCIPLINE 2006-2015

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
<b>AUTOTEST</b>	529	561	614	664	684	743	728	782	866	921
<b>AUTO/RALLYCROSS</b>	58	54	47	72	70	63	55	69	63	57
<b>CROSS COUNTRY</b>	1,267	1,263	1,223	1,298	1,211	1,268	1,171	1,158	1,126	1,119
<b>RACE</b>	308	302	310	307	313	333	329	334	336	334
<b>RALLIES</b>	984	982	922	912	868	887	882	809	745	749
<b>SPEED</b>	338	329	338	328	340	335	316	330	344	339
<b>TRIALS</b>	219	204	242	242	262	217	221	218	233	232
<b>KART</b>	497	460	456	465	439	448	454	415	460	438
<b>EXEMPT</b>	793	778	729	766	801	826	766	765	702	789
<b>TOTAL EVENTS</b>	<b>4,993</b>	<b>4,933</b>	<b>4,882</b>	<b>5,054</b>	<b>4,988</b>	<b>5,120</b>	<b>4,922</b>	<b>4,880</b>	<b>4,875</b>	<b>4,978</b>
<b>TOTAL ENTRIES</b>	<b>153,533</b>	<b>153,808</b>	<b>155,729</b>	<b>147,384</b>	<b>143,899</b>	<b>143,899</b>	<b>138,533</b>	<b>134,795</b>	<b>138,279</b>	<b>137,590</b>





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