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**THE MSA**

The Motor Sports Association (MSA) is the sole national governing body for four-wheel motor sport in the UK, as recognised by the world governing body, the Fédération Internationale de l’Automobile (FIA).

The MSA is a not-for-profit organisation (limited by guarantee) comprising around 720 affiliated motor clubs, which are represented by 13 Regional Associations nationwide.

The MSA represents approximately 30,000 competition licence holders nearly 11,000 volunteer marshals and officials, and issues around 5,000 event permits every year.

---

**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.

**OUR MISSION**

To lead, develop and govern motor sports in the United Kingdom.

**OUR 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.

---

The top three celebrate at the Nicky Grist Stages, a round of the Prestone MSA British Rally Championship.
The main objective of any Chairman is to leave the organisation in better shape than when they first arrived. Clearly the MSA is now a much healthier and stronger company, given that our net group assets have increased by some 43 per cent since 2006.

During my tenure, the MSA’s overall strategic direction has purposefully shifted towards the long-term growth and development of UK motor sport. We have been a success story for decades, with tens of thousands of competitors and volunteers taking part in a vast range of events across many different disciplines. However, it was vital that we took new and proactive steps to ensure that the sport continues to flourish.

That ethos resulted in a new ‘Whole Sport Plan’ and the launch of various initiatives, including Go Motorsport, which was primarily designed to promote the sport and ultimately encourage more people to get involved at grassroots level. This evolved over the years to become the club support programme that it is today. As you will read later in this report, in 2017 alone we directly assisted 132 local motor clubs, who are the very backbone of the sport.

We also recognised that the governing body should play a key role, through the establishment of the MSA Academy, in ensuring that the UK continues to produce the best talent in the world in order to inspire the next generation. It is hugely satisfying to see the real value of this programme through the great successes that so many of our MSA Academy drivers are achieving at the highest level.

Of course, recent years have not been without their challenges. Hardly any business was immune from the financial crisis, which began in 2008; in fact, the sport and leisure sector such as ours are particularly vulnerable to such shocks. Yet the fact that our business fell by less than five per cent during that period is testament not only to the commitment of our participants, but also to the underlying strength of our sport and industry.

The MSA, almost constantly, faces new and hugely challenging issues relating to the sport. I am extremely proud to say that we navigated through every difficult period in a wholly committed and determined way, while continuing to offer an ever-expanding range of services to a large and highly complex set of sports with efficiency and professionalism. For the MSA to achieve everything it does, particularly without any government sports funding, is evidence of both the robust financial position and the unwavering commitment of this organisation.

None of this would have been possible without the efforts of our relatively small but dedicated team at the MSA, or the thousands of volunteer marshals and officials who keep the sport’s wheels turning every weekend and I thank them all for their invaluable commitment to our great sport.

The wide-ranging Strategic Review of our entire business and sporting operations was concluded this year which has instigated a raft of changes, many of which many will come into effect from January 2018. I’ve no doubt that these changes will further increase the efficiencies and effectiveness of the MSA, the Motor Sports Council, the Board and our various Committees going forward.

But now it is time for the next chapter to begin at the MSA. I’m delighted that David Richards has been selected as my successor from 2018 and would like to take this opportunity to convey, to every person and stakeholder involved in our sport, my best wishes for a very safe and successful future.

Alan J Gow
For many, 2017 will be remembered as another year of incredible achievements by British competitors on the world stage, with Lewis Hamilton quite rightly drawing most of the plaudits. Those of us who followed Lewis’s path from cadet karting through the junior racing formulae were never in doubt that we were witnessing the start of something special. However, nobody could have predicted that the young lad from Stevenage would become a four-time F1 champion, the pole position record holder and number two in the list of grand prix winners, behind only Michael Schumacher.

The future looks equally bright, with young Lando Norris and George Russell continuing their inexorable rises towards F1. And a personal highlight for me was watching Danny Keirle and Dexter Patterson become the CIK-FIA OK and OK-Junior World Champions at the UK’s state-of-the-art PF International kart circuit.

Not only that, but Kris Meeke continued his winning ways in the FIA World Rally Championship (WRC), and Elfyn Evans and Dan Barritt took their first victory on home soil at a brilliant Dayinsure Wales Rally GB. At last, we have two active winners competing at the pinnacle of rallying, echoing the days of Richard Burns and Colin McRae. And if MSA Team UK’s Chris Ingram continues his rise, it may not be long before we have three.

For the MSA, however, the abiding memory of 2017 will be of the organisation’s involvement in the Fatal Accident Inquiry (FAI) into the tragic events of the 2013 Snowman and 2014 Jim Clark Rallies. The proceedings lasted for two months in Edinburgh; our General Secretary, Simon Blunt, was present throughout, and I gave evidence on behalf of the governing body.

The Sheriff delivered his determination shortly before this report went to press, and our immediate task was to take the time to carefully read and fully understand his findings. In the meantime, we wish to pay tribute to the Sheriff’s thoroughness throughout the inquiry, and to the speed with which he produced his detailed report. Our full response will be published on the MSA website.

An unprecedented development was the success of the MSA’s campaign to achieve new legislation facilitating closed-road motor sport on mainland Britain. Having secured primary legislation in the Deregulation Act 2015, we worked with the Department for Transport on the secondary legislation required to make it available to event organisers. This came into effect in England on 10 April – a historic moment for the sport that resulted in national media excitement.

This year also marked the end of Alan Gow’s 12-year tenure as MSA Chairman. When Colin Hilton retired as Chief Executive in 2013, he paid tribute to Alan for being, ‘a great guiding hand, providing an assured conscience to call on when I have faced difficult decisions’. Certainly, I can add testimony to Colin’s words, and I wish to thank Alan personally for his excellent service to the company and to the sport.

At the end of another memorable year I would like to thank the MSA staff for their continued commitment to the effective governance of UK motor sport. I must also convey the MSA’s thanks to the thousands of volunteer marshals and officials who make the sport happen every weekend. This year we sent recognition packs to all our registered marshals – more than 10,000 – and we were delighted with the feedback.

We must always aim to do more for those who give up their time for the sport and we look forward to developing new ideas in this and other areas in 2018, alongside our new Chairman, David Richards CBE. It is certain to be the start of an exciting new chapter.

Rob Jones
## MSA FUNCTIONS & REMIT

### 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 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 chairman. The Council is led by the Chairman, who is joined by the MSA Chairman, MSA Chief Executive, and representatives of the Home Countries. Council decisions are passed to the MSA, Chief Executive, and representatives of the Home Countries Committee chairmen. The Council is led by the Chairman, who is joined by the MSA Chairman, MSA Chief Executive, and representatives of the Home Countries. Council decisions are passed to the MSA, Chief Executive, and representatives of the Home Countries Committee chairmen. The Council is led by the Chairman, who is joined by the MSA Chairman, MSA Chief Executive, and representatives of the Home Countries.

### MSA Yearbook
All MSA General Regulations are published annually in the MSA Yearbook, often referred to as the Blue Book. Any regulation changes affecting future editions of the Blue Book are published in advance on the MSA website.

### Event permitting
The MSA issues approximately 5,000 Event Organising Permits each year. Permitted events must be run by MSA-registered clubs in accordance with MSA General Regulations, and are covered by the MSA’s Master Policy of insurance. Well over 1,000 MSA Steward appointments are made to these events every year.

### Competitor licensing
Depending on the event level and motor sport discipline, competitors are usually required to hold a valid MSA Competition Licence – there are various types and grades with different eligibility requirements. The MSA also issues international licences on behalf of the FIA. Each year the MSA issues approximately 30,000 Competition Licences.

### Risk Management
Motor sport venues must be granted an MSA Track Licence in order to host MSA-permitted events; there are currently 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
The MSA’s insurance broker, JLT, helps to ensure that the governing body’s insurance arrangements remain appropriate and up-to-date. As part of this process the scope of insurance is reviewed on a regular basis. In 2017, the MSA Board froze per capita insurance fees for the sixth consecutive year, meaning that they will remain at the same level in 2018. 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 the board to freeze per capita insurance fees again. 

### 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 (RLOs) who work with clubs, police authorities and National Parks on every road event using the public highway to minimise disruption and ensure adherence to the Road Traffic Act. The MSA undertakes over 200 route authorisations per year.

### 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 people and vulnerable adults extremely seriously. The MSA’s current safeguarding policies, guidance documents and regulations can be found on the MSA website and in the MSA Yearbook. Safeguarding and child protection is always evolving and government guidance imposes continual change and challenges. To keep vulnerable groups as safe as possible, the MSA and the sport must evaluate and learn in this area.

### Anti-doping
The MSA believes that competitors have the right to compete in a fair and – so far as possible – safe environment. As such, the MSA operates an anti-doping programme in conjunction with UK Anti-Doping (UKAD). UKAD works in collaboration with NGBs to protect against doping and help ensure that they are compliant with the World Anti-Doping Agency (WADA) Code. In 2017 anti-doping education was delivered to competitors on the MSA Academy.

| 30,000 | Competition Licences issued |
| 5,000  | Event Permits issued        |
| 720    | Registered Clubs            |
| 9      | Years of frozen insurance fees |
Governing

BOARD & STAFF

The MSA and its commercial subsidiary, International Motor Sports (IMS), maintain a staff of around 52 full-time employees and operate within the confines of budgetary control overseen by their Boards of Directors.

The MSA Board consists of a maximum of 15 members, of whom six are appointed by the Motor Sports Council 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 2017

ALAN GOW
MSA Chairman

ROB JONES
MSA Chief Executive

TONY SCOTT ANDREWS
Motor Sports Council Chairman

SIMON BLUNT
MSA General Secretary

DANESH GANGAHAR
MSA Finance Director

CHRISTINE GASKELL MBE
Royal Automobile Club

TIM JACKSON
Senior Independent Director

TOM PURVES
Royal Automobile Club

NICKY MOFFITT
Vice Chairman, Motor Sports Council

TONY SCOTT ANDREWS
Motor Sports Council Chairman

DENNIS CARTER
Motor Sports Council

ROD PARKIN
Motor Sports Council

PETER READ
Royal Automobile Club

MIKE SONES
Motor Sports Council

JIM BARTLEY
Training Officer/MSA Stewards Coordinator

SHEILA BARTER
HR & Facilities Manager

KATE ADAMSON
Safety Director

JAMES BETHEL
Technical Manager

SUZE ENDEAN
Development Manager

JENNIFER CARTY
Compliance Officer

IAN DAVIS
Regional, Rallies & Cross Country Executive

MICHAEL DUNCAN
Technical Manager

MARGARET FORREST
Assistant to the Chairman & Chief Executive

SIMON FOWLER
Competitions & Clubs Manager

DANESH GANGAHAR
Finance Director

JOE HICKERTON
Technical Manager

MARGARET FORREST
Assistant to the Chairman & Chief Executive

BOARDS & STAFF

ROB JONES
MSA Chief Executive

Jones joined the MSA as General Secretary in 2006 after practising as a solicitor in Cardiff and West Wales. He was appointed Acting Chief Executive in 2013 and confirmed in the role the following year. At various times since taking out his first MSA Competition Licence in 1984, Jones has been a clubman rally and race competitor and a ‘karting dad’.

IMS BOARD 2017

ALAN GOW
Chairman

BEN TAYLOR
Managing Director

SIMON BLUNT
MSA General Secretary

ROB JONES
MSA Chief Executive

TIM JACKSON
Non-Executive Director

STEVE PEREZ
Non-Executive Director

BEN TAYLOR
IMS Managing Director

Taylor joined the MSA in 2011 as Director of Development & Communications, leading the MSA Academy, Go Motorsport and corporate communications. In 2014, Taylor moved across to the MSA’s wholly owned subsidiary, IMS, as Managing Director. In this role, Taylor has responsibility for organising the UK’s flagship motor sport events.

IM 2017 ANNUAL REPORT
16 TYPES OF MOTOR SPORT
18 VENUES
20 WOMEN IN MOTOR SPORT
22 RALLYFUTURE
24 WIDER SOCIETY
11 TYPES OF MOTOR SPORT

Autocross
Autocross is an ideal first discipline for novices looking to get their first taste of competitive motorsport. 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.

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.

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.

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.

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

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.

Hill Climb
Competitors take turns up 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.

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.

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 places on short circuits but more powerful superkarts race on full-length tracks.

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 features a great variety of cars catering for a range of budgets and skill levels.

Rallying
Stoga Rollies manny take place in forests, on private or military land and now on closed roads, and comprise a series of stages, with the winning crew (driver and co-driver) finishing in the lowest aggregate time. Road Rollies on the public highway involve maintaining a time schedule, with greater emphasis on navigation than driving skill.
121 PERMANENT VENUES

RACE
01 Anglesey Circuit / Trac Môn
02 Bishopscourt
03 Brands Hatch
04 Cadwell Park
05 Castle Combe
06 Croft
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 / Stonehenge
17 "Smaltby Circuit"
18 Thruxton Circuit

HILL CLIMB
19 Barbon Manor
20 Blyth
21 Bollington
22 Castle Combe
23 Castle Hill
24 Chateau Impney
25 "Chicane" Reigret
26 Croft Hill
27 Curborough
28 Donington
29 "Donjon"
30 "Drumhor Hills"
31 Eagles Rock
32 Egypt
33 Fintry House
34 Forrestburn
35 Fort Tourgis
36 Garson Point
37 Goodwood Hill
38 Greve de L’Eca
39 Gurston Down
40 Haywood
41 Imperial
42 Knockrady
43 Le Grand Val
44 Le Val des Terres
45 L’Hogny Fisselat
46 Lyne
47 Loton Park
48 Manor Farm
49 Mount Bingham
50 "Oliver’s Mount"
51 Petétiot
52 "Prescott"
53 "Scoopsden Barn"
54 Shirley Walsh
55 Spaicombe
56 "Spa Race"
57 "Tragahan"
58 "Warrington Park"
59 Weston Park
60 "Wiscombe Park"

KART
02 Bishopscourt
09 Kirkistown
61 "Ludlow Circuit"
108 "Lydd Raceway"
106 "Mullins Corner"
109 PFI International
110 Portimao
111 Railway Kart Centre
112 Rissington
113 Riverside
114 Roe House
115 Sheringham
116 Sorel
117 St Sampson
118 Three Sisters
119 "Thruxton Kart Centre"
120 Whilton Mill

SPRINT
01 Anglesey Circuit / Trac Môn
02 Bishopscourt
03 Brands Hatch
04 Cadwell Park
05 Castle Combe
06 Croft
07 Donington Park
08 Goodwood
09 Kirkistown

RALLYCROSS
05 Croft
10 "Knickhil"
11 Lydden
12 Pembrey Circuit
62 "Blyton"
108 Nutts Corner

DRAG RACING
90 Shakespeare County Raceway
91 Santa Pod
WOMEN IN MOTOR SPORT

THE MSA CONTINUED TO SUPPORT THE DARE TO BE DIFFERENT CAMPAIGN TO INSPIRE, CONNECT AND SHOWCASE WOMEN IN ALL AREAS OF MOTOR SPORT

Motor sport is one of few sports in which men and women can compete against each other on a level playing field, yet women remain underrepresented, making up five per cent of competitors and eight per cent of volunteers.

To help redress this balance, the MSA teamed up with former F1 development driver Susie Wolff to establish Dare To Be Different (D2BD) in early 2016. In its first year the campaign achieved worldwide media coverage and put hundreds of girls behind the wheel of a kart for the first time. The MSA subsequently committed a significant investment to the campaign’s continued success in 2017.

The community
Central to D2BD is an online community designed to connect women in motor sport. People can join the community through the daretobedifferent.org website and then share their knowledge and experiences in an exclusive members’ Facebook group. Members also receive product discounts, the chance to win exclusive prizes and an opportunity to network at real-world events. In 2017, the number of community members passed 650.

The campaign
In 2017 D2BD consisted of 21 events nationwide. These included not only a presence at leading industry events and exhibitions but also a series of dedicated ‘community connect’ and ‘headline’ events.

Community connect events were held exclusively for members of the D2BD community. They gave members an opportunity to network with each other and to meet the D2BD Ambassadors, who include the likes of Williams F1’s Claire Williams, Sky Sports F1’s Rachel Brookes, and Sauber F1 Team engineer Ruth Buscombe. At each event there was a keynote speaker or a panel of speakers, followed by a question and answer session.

Headline events were held at motor sport venues for school girls aged eight to eleven. They gave the girls an opportunity to try karting for the first time and to learn about various aspects of the sport. There were engineering tasks, fitness and nutrition workshops, a wheel-change challenge and the chance to present to camera with Sky Sports F1. There was also an F1 show car on display.

Partners
Aside from the MSA, D2BD is supported by many partners, who make either financial or value-in-kind contributions. New partners signed in 2017 were: Arnold Clark; Clifford Thames; Integro; and Honda. They joined existing partners such as Alpinestars; Formula 1; and Pirelli.

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<th>People reached by D2BD</th>
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<th>Facebook likes</th>
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<tr>
<th>Instagram followers</th>
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<td>&gt;650</td>
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<tr>
<th>Community members</th>
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<table>
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<tr>
<th>Events</th>
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RallyFuture is the campaign to instil a new culture of safety in UK stage rallying, underpinned by the implementation of recommendations from the Scottish Government’s Motorsport Event Safety Review (MESR).

The MESR was established after four people lost their lives on the 2013 Snowman Rally and 2014 Jim Clark Rally. It made 29 recommendations in January 2015 and the MSA – supported by event organisers – implemented 27 within two years.

These successfully implemented recommendations cover many areas including marshals’ training, safety car crew training and media accreditation, for example. In 2017, work continued on the remaining two recommendations:

+ Vehicle tracking: following a thorough selection process the MSA engaged with UK company Kwiktrak, which is developing a GSM-based system with voice capability and the potential to track up to 150 cars on any one event.
+ Marshals database: a new facility for clubs to recruit marshals is dependent on the development a new MSA customer relationship management (CRM) solution, which is a major project that remains a work-in-progress.

Fatal Accident Inquiry (FAI)

In December 2016, Scotland’s Crown Office announced a joint Fatal Accident Inquiry (FAI) into the tragic events of the 2013 Snowman Rally and 2014 Jim Clark Rally. The FAI began in Edinburgh in July 2017 and continued until October. The MSA was in attendance throughout the proceedings and gave evidence through Rob Jones, Chief Executive, in the latter stages.

The Sheriff delivered his Determination shortly before this report went to press; it is available on the Scottish Courts and Tribunals website. The MSA thanked the Sheriff for his thoroughness throughout the inquiry and for publishing his report within two months of the conclusion of evidence. The MSA acknowledged the Sheriff’s analysis of the circumstances leading up to each accident, arising in the context of events that were organised by experienced volunteers demonstrating the highest levels of dedication and responsibility.

“I NOW COMMEND ALSO THE MSA AND THE VARIOUS CAR CLUBS UK-WIDE WHO HAVE RESPONDED TO THE [MESR] RECOMMENDATIONS IN A POSITIVE MANNER”

SHERIFF MACIVER QC
Education and careers
The MSA’s Go Motorsport Regional Development Officers (page 49) have built links with schools and colleges, using motor sport to engage students in STEM subjects (science, technology, engineering and maths). An exhibition at Dayinsure Wales Rally GB gave over a thousand local pupils the opportunity to interact with a variety of STEM activities.

There are several school-based initiatives challenging students to build and race models or full-size cars, such as F1 in Schools, Formula Student and Greenpower. There is also a British Schools Karting Championship contested by hundreds of establishments and pupils each year, plus a National Schools & Youth Group Karting Association (NatSKA).

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.

Technological innovation
UK motor sport 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 Williams Advanced Engineering. A recent innovation is a device that prevents the cold air of supermarket chiller cabinets from spilling into the aisles. The development was reported to offer one supermarket chain a 15 per cent saving in refrigeration costs, worth approximately £10m per year.

The motor sport technology company Prodrive is helping Wave-tricity turn its wave energy convertor platform into a commercial reality by developing an innovative system that converts the wave motion into energy. The patented device has begun sea trials and is set to become the world’s first commercially viable wave energy convertor.

Environmental responsibility
The MSA remains committed to creating a sustainable and responsible model for UK motor sport. Primarily this is achieved through regulation, for example:
- There is a list of acceptable tyres for stage rallying, with treads that limit the damage caused to road surfaces
- Window film is mandated on stage rally cars to minimise the spread of glass if there is an accident
- Mud flaps are required on stage rally cars to keep displaced gravel on the road surface
- The mandatory use of spill kits at all events limits the potential environmental impact of spill substances

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

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

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

The MSA has created an Environmental Award to recognise outstanding contributions towards environmental responsibility and sustainability within motor sport. The award was last presented in 2017 to Anglesey Circuit, a busy venue within an Area of Outstanding Natural Beauty that takes steps to balance its activities against environmental considerations.

*Source: Motorsport Industry Association
Ahmed won the prestigious F3 title with 13 wins, 18 podiums and three rounds to spare.

MSA British Touring Car Championship
ASHLEY SUTTON
Six race wins and 15 podium finishes earned 23-year-old Sutton his maiden BTCC title.

F4 British Championship
JAMIE CAROLINE
Caroline became the first driver to win three races in one weekend en route to the title.

Toyo Tires MSA British Rallycross Championship
NATHAN HEATHCOTE
Heathcote won the title at his first attempt with victory in the final round at Croft Circuit.

MSA British Drag Racing Championship
ANDY ROBINSON
A strong season meant Robinson only had to pass scrutineering in the finale to win the title.

MSA British Kart Championship
MARK KIMBER
Fifteen-year-old Kimber won his first British title at PFI after a strong season featuring three wins.

MSA British Junior Kart Championship
HARRY THOMPSON
Thompson became champion with a race in hand after wins at Clay Pigeon, Shenington and PFI.

Petitjean MSA British Senior Kart Championship
TAYLOR BARNARD
Barnard dominated the championship, winning all but one round to take the title by 117 points.

Prestone MSA British Historic Rally Championship
HEATHER CALDER
Calder became the first female champion since 1970, with seven wins and five track records.

Link Up Ltd MSA British Autotest Championship
RICHARD PINKNEY
Pinkney regained the title by just five points from both Malcolm Livingston and Dave Mosey.

MSA British Car Trial Championship
RUPERT NORTH
North won the championship by the scant margin of two points after a consistent campaign.

MSA British Cadet Kart Championship
TAYLOR BARNARD
Barnard dominated the championship, winning all but one round to take the title by 117 points.
INTERNATIONAL SUCCESS

WHETHER IT WAS IN RACING, RALLYING OR KARTING, BRITISH TALENT PRODUCED EXCEPTIONAL PERFORMANCES ON THE WORLD STAGE

Formula One

Lewis Hamilton became the most successful British driver in F1 history by winning his fourth world championship title, surpassing Sir Jackie Stewart, who won three times in the 1960s and ’70s.

It was a remarkable season for Hamilton, who broke several F1 records, including: most pole positions; most wins from pole position; and most front row starts. He is second only to Michael Schumacher in the all-time list of F1 grand prix winners.

It was an incredible year for British karting talent, as Glasgow’s Dexter Patterson and Kent’s Danny Keirle were crowned the CIK-FIA OK-Junior and OK World Champions, respectively. Patterson led a British podium lockout in the OK-Junior final, held at UK track PF International (p33).

Karting

It was an incredible year for British karting talent, as Glasgow’s Dexter Patterson and Kent’s Danny Keirle were crowned the CIK-FIA OK-Junior and OK World Champions, respectively. Patterson led a British podium lockout in the OK-Junior final, held at UK track PF International (p33).

Additionally, Jonny Edgar became the first Briton to win a CIK-FIA European Junior title, and Keirle dominated the senior class, despite it being his first event in the category.

Rallying

Northern Ireland’s Kris Meeke consolidated his position as one of the world’s best rally drivers by taking his fourth and fifth FIA World Rally Championship (WRC) event wins in Mexico and Spain.

MSA Team UK graduate Elfyn Evans and co-driver Daniel Barritt scored their maiden WRC victory on home soil at Dayinsure Wales Rally GB. The result means that the UK now has two active WRC rally winners – a situation not seen since 2003 with Burns and Colin McRae.

MSA Team UK’s Chris Ingram was crowned the 2017 FIA European U27 Junior Rally Champion and ERC3 Champion. Ingram and his co-driver Ross Whitlock (also a member of the MSA Academy) sealed the title after three class wins aboard their Opel Adam R2.

Circuit racing

Lando Norris continued his rapid ascent by winning the highly competitive FIA Formula 3 European Championship at just 18 years of age. He was appointed McLaren F1’s test and reserve driver for the 2018 season.

George Russell won four races en route to the GP3 title and was rewarded with a junior driver role en route to the GP3 title and was rewarded with a junior driver role at the world champion Mercedes AMG Petronas team, Mercedes AMG Petronas, which is based in the UK at Brackley and Brixworth, at the epicentre of the motor sport and high-performance engineering industry.

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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 2017 FIA Commissions and judicial bodies.
INTERNATIONAL EVENTS

THE UK HAS A LONG HISTORY OF HOSTING MAJOR INTERNATIONAL EVENTS AND 2017 WAS NO EXCEPTION

FIA Formula One World Championship
The 2017 F1 British Grand Prix took place on 16 July at Silverstone. Lewis Hamilton achieved an F1 ‘grand slam’ by taking pole position, setting the fastest lap and ultimately securing his fifth home victory. Karen Bradley MP, Secretary of State for Digital, Culture, Media and Sport, presented Hamilton with the famous Royal Automobile Club Trophy.

First held in 1926, the British Grand Prix predates the F1 World Championship. Having been the first race of the inaugural F1 season in 1950, it is also the championship’s oldest event. While Silverstone is the event promoter, the sporting activity is organised by International Motor Sport (IMS), the MSA’s subsidiary (see page 45).

FIA World Rally Championship
The penultimate round of the championship was October’s Dayinsure Wales Rally GB (see pages 42-43).

FIA World Endurance Championship
Thousands of people witnessed the opening round of the FIA World Endurance Championship, the 6 Hours of Silverstone in April. Ford Chip Ganassi Racing celebrated victory with the #67 Ford GT driven by British competitors Andy Priaulx and Harry Tincknell, alongside their team-mate Pipo Derani. The winning trio was awarded the Royal Automobile Club International Tourist Trophy, first presented in 1905.

FIA World Rallycross Championship
The 50th anniversary of rallycross was celebrated at the sport’s spiritual home, Lydden Hill, when it hosted the British round of the FIA World Rallycross Championship in May. Thousands of fans descended on the Kent venue to witness Petter Solberg take a popular victory. It was the last World RX of Great Britain to be staged at the Home of Rallycross, with Silverstone set to take over from 2018.

CIK-FIA European Superkart Championship
The CIK-FIA European Superkart Championship season commenced at Leicestershire’s Donington Park in May. Belgium’s Yannick De Brabander took the chequered flag in the opening race, while German competitor Peter Elkman won race two. Elkman went on to win the title, with British drivers Liam Motley and Daniel Clark third and fourth in the standings, respectively.

CIK-FIA Karting World Championships
Lincolnshire’s state-of-the-art PF International kart circuit was selected to host the CIK-FIA OK and OK-Junior World Championships in 2017. First opened in 1994, PFI is recognised as the UK’s premier karting facility and the only short circuit in the country with an International ‘A’ grade track licence. It is the home of Trent Valley Kart Club (TVKC), which organised a successful world championship event in conjunction with the CIK-FIA and WSK Promotions. British competitors won the world titles in both classes (see p31).

FIA European Drag Racing Championship
Santa Pod Raceway in north Bedfordshire hosted the first and last rounds of the FIA European Drag Racing Championship season in May and September, respectively. Each event attracted over 250 entries from more than 15 countries across the various classes. Malta’s Duncan Micallef was crowned FIA Champion in the premier Top Fuel Dragster class for the first time at Santa Pod.

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A YEAR IN SOCIAL MEDIA
A YEAR IN SOCIAL MEDIA

The 2016 MSA British Champions and Special Award winners at the #MSANightOfChampions!

Motor Sports Association (MSA) added 2 new photos. 26 January

Awards season is well underway! In case you missed it Allan McNish helped MSA Chief Exec Rob Jones present awards to MSA Bambino Kart Championship drivers at the NEC Autosport International And The Performance Car Show, including title winner Leo Robson.

Motor Sports Association (MSA) 30 March

The MSA is supporting #3500LIVES, a new campaign from the FIA and outdoor advertising giant JCDecaux promoting simple and universal messages to save lives on roads.

Organising

INTERNATIONAL MOTOR SPORTS

THE MSA’S SUBSIDIARY IS RESPONSIBLE FOR ORGANISING THE UK’S FLAGSHIP MOTOR SPORT EVENTS

Dayinsure Wales Rally GB

IMS organises and promotes the UK’s round of the FIA World Rally Championship (WRC), which attracted a record international entry of 77 crews representing 22 nations in 2017. It was the biggest international field since the event moved to North Wales in 2013.

The rally began with a brand-new stage at Tir Prince Raceway before heading into the Welsh forests for nearly 190 miles of competition. Once again, the itinerary included a time control in Chester to help introduce the event to new audiences, while Cholmondeley Castle hosted a RallyFest spectator stage designed to cater for families as well as rally enthusiasts. The ceremonial finish took place in Llandudno.

The event HQ and service park returned to the Toyota Engine Plant in Deeside. The service park was free to visit, with attractions including a ‘Big Bang’ Industry Awareness initiative to inspire over 2,000 students studying key STEM (Science, Technology, Engineering and Maths) subjects.

Welshman Elfyn Evans and his co-driver Daniel Barritt dominated the event, helping Britain’s M-Sport team to win the FIA Manufacturers’ title. Sébastien Ogier and Julien Ingrassia finished third on the event to secure their fifth consecutive drivers’ and co-drivers’ titles.

Organisation

As Managing Director of IMS, Ben Taylor is ultimately responsible for the organisation of the event. Iain Campbell returned for a second year as Clerk of the Course and was ably supported by around 2,000 volunteer marshals and officials, who contributed approximately 5,000 man-days in that one week alone to ensure the safe and effective running of the event.

Title partner

Dayinsure, one of the UK’s leading short-term car insurance providers, returned for a second year as the event’s title partner. The online company is based in Cheshire, close to the Deeside service park, and will continue to sponsor the event in 2018.

Partners

The Welsh Government is Dayinsure Wales Rally GB’s principal funding partner, in recognition of the rally’s estimated £10m contribution to the Welsh economy. This partnership is confirmed for the 2018 event. Conwy County Borough Council also provides invaluable support, while commercial partners in 2017 included Toyota as the official car supplier and supporter of the RallyFest at Cholmondeley Castle, and Network Q as the preparation partner.

Reach

The event attracted an unprecedented 100,000 visitors to the stages and other areas of the event to see the new generation of World Rally Cars and to witness the conclusion of the 2017 WRC title fight. The action was broadcast on Channel 5, BT Sport, Motorsport TV and S4C, with further news coverage across leading broadcast, online and print outlets. Throughout 2017, the various Dayinsure Wales Rally GB social media accounts reached a combined total of almost 36m people.

“HUGE CROWDS, FABULOUS WEATHER, CLOSE COMPETITION AND THE BEST POSSIBLE RESULT”

BEN TAYLOR, IMS MANAGING DIRECTOR
While Silverstone is the promoter of the British Grand Prix, IMS is responsible for organising the sporting activity. This includes co-ordinating hundreds of volunteer marshals, appointing senior officials, managing race control and organising all national and international media-related activities, including media accreditation.

IMS is responsible for the organisation of all support races over the weekend as well as all podium dignitaries and procedures. It also ensures that the medical and safety teams meet the correct standards.

Notable competitors in 2017 included Oscar Solberg, son of renowned rally and rallycross driver Henning Solberg, Fredrik Ahlin, 2016 championship runner-up, and Keith Cronin, who secured his fourth BRC title by one tenth of a second on the final round of the season.

The championship was followed widely, with a social media reach of almost 12m people. The msabrc.com website recorded 504,627 page views from 88,683 unique users. Television coverage on Channel 4 earned an average of 78,571 viewers per episode, with a total audience of 550,000 across the season.

IMS coordinated:

- Course/Incident Marshals 195
- Fire Tender 18
- JCB Snatch 14
- Breakdown 11
- Sweepers 21
- Flag Marshals 88
- Rescue Personnel 18
- Paddock Marshals 25
- Medical Personnel & KED 102
- Race Admin Officials / Runners 5
- Communications Personnel 9
- Radio Co-ordinators 2
- Incident Officers 34
- Post Chiefs 43
- Pit / Startline Marshals 47
- Scrutineers & Scr. Marshals 49
- Marshals Minibus 25
- Chiefs, Deps and Ass 36
- Track Safety Team 257
- Stewards 4

TOTAL 968

Prestone MSA British Rally Championship

It was the second year for IMS as the organiser and promoter of the UK’s premier rally championship, which featured seven rounds in six territories and a total of 43 registrations, including 17 R5 cars.

IMS had revitalised the BRC in 2016 after the MSA decided to take the organisation of the championship in-house. So successful was the relaunch that coolants brand Prestone signed as the title sponsor for 2017 – a partnership that has also been confirmed for 2018.

F1 British Grand Prix

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Regional Development Officers (RDOs)

Go Motorsport is underpinned by a nationwide network of RDOs, who are tasked with helping to develop and sustain motor sport in their regions. They help clubs to maintain successful events, promote their activities and provide opportunities for new people to take part.

During 2017, the RDO regions were more closely aligned with counties to make it easier for clubs to determine which RDOs support their areas. The RDOs are:

- North West: Steve Johnson
- Yorkshire: Heidi Woodcock
- Northern Ireland: Jonathan MacDonald
- Wales: Howard Davies
- West Midlands: Bryn Pound
- East: John Conboy
- South West: Kevin Moore
- South: Andrew Bisping
- London and South East: Andrew Actman.

Website

The GoMotorsport.net website highlights ways in which people can get involved, with information on the main types of motor sport, a summary of the costs involved, and expert tips on how to get started as a competitor or volunteer. The content was overhauled in 2017 to ensure that it is up-to-date. There is also a search function to help people find events and clubs, as well as contact details and biographies for all the RDOs.

Taking motor sport to the public

What: Passenger rides at Snetterton
Who: Sporting Car Club of Norfolk

Jamie Hopper, circuit manager at Snetterton, approached the Sporting Car Club of Norfolk (SCCON) to run AutoSOLO passenger rides at the track. SCCON was supported by other member clubs of the Anglia Motor Sport Club, an ‘umbrella’ club for East Anglia. More than 150 members of the public aged 14 to 60 years signed on to experience club motor sport for the first time. The event also generated over £250 for charity.

“There was strong teamwork from various clubs to make the event happen and it was fantastic to see so many people introduced to grassroots motor sport and shown how they can take part in their own standard road cars.”

John Conboy, East RDO

Increasing membership

What: Bespoke club support
Who: Wakefield & District Motor Sports Club

Yorkshire RDO Heidi Woodcock visited the club to discuss how it could increase its membership. She encouraged the club to review previous membership lists and re-establish contact with ‘lost’ members to find out why they had left and whether they would be interested in re-joining. Heidi also suggested running more grassroots events and the club subsequently re-introduced grass autotests. Within months of engaging with Heidi, the club’s membership grew by 33 per cent.

“It was great to see a small-scale event have such a substantial impact on the club’s membership. Retaining members is just as important as finding new ones and to see the membership growing steadily after my visit was really satisfying.”

Heidi Woodcock, Yorkshire RDO

Educational links

What: Encouraging student participation
Who: Lame Motor Club

Go Motorsport helped to establish a new link between Ulster University and Lame Motor Club. Until 2017, no motor sport had ever taken place within the university grounds, so a demonstration Production Car Autotest held proved very popular, resulting in over 100 passenger rides. The event was the catalyst for a new project to form a university motor club and introduce even more new people to the sport.

“Fostering a mutually beneficial link between a university motor club and local MSA-registered clubs will help bring new blood into motor sport and ensure that clubs in Northern Ireland – and indeed across the UK – continue to flourish.”

Jonathan MacDonald, Northern Ireland RDO

Volunteer recruitment

What: RallyDay at Castle Combe
Who: Marshal clubs and Southern Rescue Group

The British Motorsport Marshals Club (BMMC), the British Rally Marshals Club (BRMC) and the Southern Rescue Group came together on the Go Motorsport stand at RallyDay, where they could meet fans of the sport and show them how and why to get involved as volunteers. Visitors learned about the training and mentoring opportunities available, while Southern Rescue Group performed a live demonstration of a vehicle extrication.

“By working together, volunteering groups and clubs can open doors to new people and ‘demystify’ the ways in which to get involved. This works equally well at motor sport events as at public shows and Go Motorsport facilitates it to help grow and sustain the sport.”

Andrew Bisping, South RDO
JLT MSA Club and Volunteer of the Year Awards
The JLT MSA Club and Volunteer of the Year Awards are designed to recognise excellence amongst the UK’s 720 MSA-registered motor clubs and 10,000 volunteer marshals and officials. The MSA received just over 100 nominations, matching the previous year’s record interest.

The winners were announced after this report went to press and can be found on the MSA website. They will receive a trophy and cash prize at the MSA Night of Champions ceremony, held each January at the Royal Automobile Club in London.

MSA Motor Sport Development Fund
During 2017, the MSA Club Development Fund was rebranded as the MSA Motor Sport Development Fund, with clearer guidance and support for those looking to make applications.

The fund was designed to support MSA-affiliated clubs and organisations with grant-aid to help grow motor sport and improve the quality of delivery and experiences for new and existing participants.

An application form and accompanying guidance document were made available on the MSA website, and Go Motorsport RDOs were tasked with helping clubs to complete their applications and answer any queries.

During the year the MSA received 20 applications to the fund, with over £20,000 subsequently awarded to support club motor sport.

Torch Trophy Trust Awards
Two motor sport volunteers were recognised at the Torch Trophy Trust awards – the first time that the MSA has successfully nominated winners of these prestigious accolades. Held at the British Olympic Association (BOA) in London, the silverware was presented by HRH The Earl of Wessex.

Gary Nicholls was recognised in his 40th year in the sport, having started as a competitor. He is Chairman of the Association of Eastern Motor Clubs, sits on Chelmsford MC’s committee, and is part of the MSA Timekeeping Advisory Panel.

Robert Harte was nominated primarily for his work on the Circuit of Ireland rally’s marshal videos; he devised the concept, scripted and presented the films. He also created marshals’ cards with useful phrases on them, including in foreign languages, and he volunteers on several events in a variety of roles.

Volunteer recognition
A pair of new initiatives were launched to recognise the dedication of volunteer marshals. First, the MSA established a monthly prize draw, which offered tours of leading teams’ facilities, an event programme signed by FIA World Rally Champions Sébastien Ogier and Julien Ingrassia, subscriptions to motor sport magazines and more. Secondly, the governing body began adding a unique “MSA Marshal” sticker to all marshal registration packs.
A TALENT DEVELOPMENT PATHWAY THAT EQUIPS COMPETITORS WITH THE SKILLS TO COMPETE TO A WORLD CLASS STANDARD

Team UK
The pinnacle of the MSA Academy is Team UK, a national squad of elite drivers who are handpicked to receive bespoke performance management. Each driver works with an MSA Level 4 qualified Performance Manager, who provides individual coaching and guidance.

Team UK 2017 was:
- Jack Aitken (GP3 Series and Renault Sport Academy)
- Ben Barnicoat (McLaren GT Academy and Blancpain GT Series)
- Jake Dennis (Blancpain GT Series)
- Jake Hughes (FIA Formula 3 European Championship)
- Chris Ingram (FIA European Rally Championship)
- Jordan King (FIA Formula 2)
- Seb Morris (McLaren GT Academy and Blancpain GT Series)
- Osian Pryce (British GT Championship)
- Lando Norris (FIA European Rally Championship)
- Lando Norris (McLaren Young Driver Programme)
- Oisin Pryce (British Rally Championship, Drive DMACK Fiesta Trophy).

AASE
The three-year AASE in Motor Sport programme is delivered in conjunction with Loughborough College, ranked outstanding by Ofsted. It is a sports science course that develops competitors aged 16 to 19 while also providing 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 Business
- BTEC L3 Certificate in Motor Vehicle Engineering.

Each year one AASE student is named the iZone MSA Young Driver of the Year. The winner receives a trophy and a prize at the MSA Night of Champions ceremony at the Royal Automobile Club.

Performance Master Classes
The Performance Master Classes (PMCs) 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 events throughout the season. They also provide bespoke championship support, which can include one-to-one coaching and guidance for parents, plus support for driver duties such as data debriefs.

In 2017 MSA Academy coaches also delivered anti-doping sessions to competitors in the F4 British Championship and MSA British Junior Rally Championship. These used UK Anti-Doping’s 100%ME programme to educate athletes on anti-doping topics such as regulations, testing procedures and where to find further information.

Co-driver Programme
The co-driver programme aims to support the next generation of UK rally navigators and help to ensure that they continue to be the best in the world. It is led by renowned co-drivers Nicky Grist and Paul Spooner, combining fixed development sessions with remote and on-event support. In 2017 the programme supported nine co-drivers aged 18 to 26.

Coaching qualification
The MSA Level 2 Certificate in Coaching Motorsport is designed to set the standard for coaching in motor sport and bring it into line with other major sports that have an ingrained coaching ethos. In 2017 there were 33 MSA-qualified coaches. The MSA also runs an Introduction to Coaching Motor Sport Award designed for parents, championships and motor clubs who wish to understand the coaching process.
Notable members

The MSA Academy has supported over 500 young drivers and co-drivers to date, including:

- Daniel Barritt: WRC co-driver
- Sam Bird: WEC driver / Virgin Formula E driver / former Williams F1 test driver and Mercedes F1 reserve driver
- James Calado: 2017 WEC GT Champion with Ferrari / former Force India F1 reserve driver
- Elfyn Evans: WRC driver and Dayinsure Wales Rally GB 2017 winner
- Chris Ingram: 2017 FIA European U27 Junior Rally Champion and ERC3 Champion
- Alex Lynn: Virgin Formula E driver / WEC GT driver with Aston Martin Racing / former Williams F1 test driver
- Jordan King: Manor F1 reserve driver
- Lando Norris: FIA European F3 Champion and McLaren F1 test and reserve driver

Performance management

The driver:
Seb Morris, 2017 British GT Champion

The Performance Manager:
Andy Meyrick, MSA L4 qualified coach

Meyrick continued as Morris’ MSA Performance Manager in 2017. His support included coaching in areas such as race preparation and debrief, the technical aspects of driving and human performance.

“Seb had a fantastic season in British GT and I’m proud to see how much he has accomplished. Team UK offers a bespoke coaching relationship, tailor made to the athlete. Looking back, throughout our journey you can see how my coaching and our relationship has changed as he’s moved from a GP3 driver to becoming British GT Champion.”
Andy Meyrick

“Andy’s coaching has played a pivotal role in my career. Things we worked on three years ago were still relevant to my British GT season in 2017. If I have an idea or I’ve had a thought I need to run through late at night then I know I can call Andy and he will answer. We work together on fitness, mental preparation, how to work with a manufacturer and how to portray my professional image.”
Seb Morris

Team UK training and development camp

When: 18-25 February 2017
Where: Lanzarote

Eight members of Team UK joined the MSA Performance Managers for an intensive week of pre-season training at TriSport in Lanzarote. The athletes underwent sessions on strength and conditioning, circuit training and mobility as well as completing challenging runs, swims and bike rides. Accompanied my MSA Academy Manager, Greg Symes, and former MSA Director of Development, Jonathan Day, the drivers also developed their objectives for 2017.

“Training alongside your fellow drivers on Team UK makes you push yourself that little bit harder and being away from home means escaping from your normal routine. It puts you in a fully-focused mindset with just one goal, which is to get in the best possible physical and mental shape ready for the season ahead.”
Jake Hughes
UK motor sport is renowned for the dedication and expertise of its volunteers, whether they are marshals helping events to run safely and effectively, or officials ensuring that the regulations are respected and upheld.

Marshals who wish to remain at the base grades of Trainee and Accredited are not subject to mandatory face-to-face training but those wishing to progress along the grading schemes are. This training is delivered by MSA Instructors in accordance with the governing body’s requirements.

MSA-licensed officials are required to attend regular training days to maintain or enhance their grades. While not compulsory to attend, a further series of annual training seminars is always well attended, over 6,500 MSA-licensed Clerks of the Course and Stewards took part at 14 venues nationwide in 2017. Ninety-four per cent rated the training as either ‘good’ or ‘excellent’. In total, approximately 8,000 people take part in more than 180 motor sport training events each year.

British Motor Sports Training Trust

The BMSTT – a registered charity – approved a record level of grants totalling around £190,000 during the year to support projects including marshals’ training, advanced trauma life support medical training for doctors and paramedics, rescue and recovery training, and other specialist volunteer officials training.

Safety Development Fund

During 2017, the BMSTT’s Safety Development Fund received 69 applications from MSA-registered clubs to boost safety-related projects in three major categories: rally safety (signage, tape, safety management radios, spectator control items); venue safety and sustainability improvements; and rescue and recovery units and equipment (including replacing MSA-specification rescue and recovery equipment and subsidising the purchase of new or replacement units). The awards granted totalled approximately £146,000, supporting projects with a total value exceeding £570,000.

Motorsport Safety Fund

The MSA continued to work closely with the Motorsport Safety Fund, a UK-registered charity, to develop a range of booklets, DVDs and other training resources. Some have been adopted by other ASNs and translated into different languages.

International Training

As one of the leading FIA National Sporting Authorities (ASNs), the MSA is accredited as an FIA Gold Standard Training Provider. In this capacity, the MSA is tasked with helping to increase the safety and training standards of motor sports officials across the globe.

In liaison with the FIA, the MSA and its dedicated team of International Trainers work continuously with many foreign 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 190 Training Instructors, Lead Trainers, International Trainers and Training Coordinators delivering marshals and officials training. These numbers continue to increase annually – 10 new Training Instructors were appointed in 2017, with a further 10 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).

Online Training

In January 2016, the MSA launched three online training modules for rally and cross country marshals as part of the RallyFuture initiative. Almost 9,000 people had completed this training by the end of 2017. Development work also began on five additional online modules, which are expected to launch in 2018.

Marshals recognition packs

A popular development in 2017 was the creation of a new recognition pack for all MSA-registered marshals. The pack included an MSA-branded tabard, flask, whistle, hand warmer and pens. Almost 10,000 packs were issued free of charge to marshals across the UK, with overwhelmingly positive feedback.
Rescue training

Early season training run by the British Automobile Racing Club (BARC) at Thruxton saw seven Rescue Crews from across the south practice and refine their skills and teamwork in a series of exercises. The scenarios were based on past incidents and potential scenarios.

“The training was designed to push the crews to build on their knowledge, while at the same time increasing their confidence in using the equipment on the Rescue Units. This type of specific face-to-face training helps to ensure that crews operate to the highest standards in the interests of the safety of those competitors who may require their vital services.”

Martin Hunt, BARC

Race marshal training

The Midlands Region of the British Motorsports Marshal Club (BMMC) has organised training sessions at Donington Park since 1977. They cover all grades of track and specialist marshals, and the club has always paid particular attention to its new recruits.

“Helping trainees to appreciate the ways in which they can maintain their own safety while helping competitors is key to our training. For example, fire training – both theoretical and practical – is a major part of what we do. Setting fires in a managed environment helps to equip marshals with the skills and confidence to fight real fires if they occur at a motor sport event.”

Jim Whitaker, MSA Lead Trainer

Radio marshal training

MSA Training Instructors conducted training sessions across the country, based on the requirements of the MSA’s RallyFuture programme to further enhance safety in UK stage rallying.

“We delivered the training through a game played by four teams. Each had a model car that travelled around a rally, with four stages representing the four sections that made up the training day. In between these sections were breakout sessions, where incidents displayed on video were managed by the delegates using handheld radios. This format encouraged interaction between the delegates.”

Joy Hewson, MSA Training Instructor
INTRODUCING
GOVERNING
SUPPORTING
CELEBRATING
SHARING
ORGANISING
DEVELOPING
COMMUNICATING
REPORTING

62 PUBLIC AFFAIRS
64 PUBLIC RELATIONS
PUBLIC AFFAIRS

NEW LAWS FOR CLOSED-ROAD MOTOR SPORT WERE PASSED FOLLOWING A LONG CAMPAIGN BY THE MSA

Closed roads
Following a long campaign by the MSA, new legislation facilitating closed-road motor sport commenced in England on 10 April 2017. Since 2010 the MSA had called for a change in the law to allow local authorities to suspend the Road Traffic Act for authorised motor sport events, without requiring individual Acts of Parliament.

Independent research commissioned by the MSA and conducted by the Sport Research Institute at Sheffield Hallam University showed that local communities across Britain could generate up to £40m of additional revenue by closing roads to host a limited number of motorsport events.

Primary legislation providing the framework for closed-road motor sport was passed in the Deregulation Act 2015 and the MSA subsequently worked with the Department for Transport on the secondary legislation required to make this framework available to event organisers.

This landmark achievement for the MSA and UK motor sport would not have been possible without Ken Clarke MP and Ben Wallace MP, both of whom offered tireless support in Westminster.

In July, the Welsh Government launched a consultation on adopting the legislation passed in England. The MSA responded to the consultation on behalf of UK motor sport and awaits the outcome from the Senedd.

Vnuk
In September 2014, the European Court ruled that the requirement for compulsory insurance should cover any use of a vehicle, so long as that use is consistent with the normal function of the vehicle. This would require all competition vehicles in motorsport to have compulsory third party insurance.

The MSA has lobbied in Westminster, Brussels and across Europe to build support for amending the directive. It has promoted a strong message to the Government, MPs and the Department for Transport (DfT).

The governing body has also worked with a range of groups including the FIA and other ASNs, the Auto-Cycle Union (ACU) and the Motorsport Industry Association (MIA).

In May, the MSA responded to a UK government consultation on Vnuk. The MSA’s preferred solution is for motorsport to be excluded from the EU’s motor insurance directive – this is also the UK government’s preferred option. The MSA also responded to a European Commission consultation in October.

BRITAIN IS A WORLD LEADER IN THE MOTORSPORT INDUSTRY AND THIS WILL FURTHER CEMENT OUR POSITION. NEW ROAD RACES WILL BOOST LOCAL ECONOMIES THROUGH INCREASED TOURISM AND HOSPITALITY, AND OFFER COMMUNITY OPPORTUNITIES SUCH AS VOLUNTEERING”

ANDREW JONES MP
TRANSPORT MINISTER
AN INTEGRATED APPROACH TO COMMUNICATIONS HELPED THE MSA TO MANAGE RELATIONSHIPS WITH ITS KEY AUDIENCES

PUBLIC RELATIONS

PUBLIC RELATIONS

AN INTEGRATED APPROACH TO COMMUNICATIONS HELPED THE MSA TO MANAGE RELATIONSHIPS WITH ITS KEY AUDIENCES

Website
The www.msauk.org website acts not only as a vital resource centre for the UK motor sport community but also as a promotional tool: new and returning users represent approximately 50 per cent of traffic each. In 2017 the MSA began developing a new member services website as part of a major project to overhaul the organisation’s customer relationship management (CRM) system. The objective is to offer members new and better ways to interact with the MSA online, helping them to administer their motor sport activities.

Social media
Social media is a cornerstone of the MSA’s corporate communications, allowing the governing body to engage with existing audiences and reach new ones in real-time. The year’s single most popular Facebook post earned an organic reach of just under 100,000 people, with a total of 2,409 reactions, comments and shares. The MSA’s audience on Facebook reached 12,500 people, while Twitter followers exceeded 13,000 and Instagram followers doubled to 4,000.

Media relations
In 2017 the MSA continued to develop its strongest ever relationships with key industry titles such as Autosport, Motorsport News and Motor Sport. Other media relations activity included assisting The Telegraph with a new series of features on how to get involved in motor sport. The MSA Communications Department also worked closely with the press team at the Department for Transport to break the news of the successful campaign for closed-road motor sport; a media event in central London resulted in broadcast, online and print coverage across leading outlets including the BBC, Sky, The Guardian, The Sun and The Times.

Quarterly magazine
MSA magazine is the governing body’s flagship offline communications channel, produced quarterly by Motor Sport magazine. It is mailed to all Competition Licence Holders, Licensed Officials, Registered Marshals, Registered Clubs and other contacts, totalling approximately 40,000 recipients per issue. The latest insights show that 96 per cent of competitors read the magazine.

Monthly newsletter
Complementing the quarterly MSA magazine, MSA Extra is a monthly newsletter that is emailed to all MSA members and other contacts. As well as general news stories from the MSA and the sport, it features event reports and updates on training, sporting, technical, volunteering and other matters.
In 2017, the Association of North East and Cumbria Car Clubs (ANECCC) ran two rally championships on asphalt and gravel, and established an autotest championship. Autocross proved popular, with several clubs running events with 40-plus entries. Autotests and historic stage rallies grew in the North East, although there was a mild overall decline in championship contenders. The Association of North Western Car Clubs (ANWCC) continued to represent the most clubs of any Regional Association.

The Association of North East Midland Motor Clubs (ANEMMC) reported that its two championships for stage and road rallies flourished in 2017. The club also welcome several new officials and was pleased to support the Inter Association Stage Rally Championship.

It was another excellent year for the Association of Eastern Motor Clubs (AEMC), which runs well-supported stage rally and spring championships. The Association is aligned to Anglia Motor Sport Club, an ‘umbrella’ club for East Anglia that ran successful targa rally, autoSOLO and car trial events.

The AEMC also supported one of its members, Chelmsford Motor Club, in planning the first closed-road rally under new legislation in England, due to take place in April 2018 (see page 62).

The Association of West Midland Motor Clubs (AWMMC) reported that its membership had stabilised at almost 100 clubs. Its stage and road rally championships attracted more competitors in 2017, and it also won the Inter Association AutoSOLO.

The main success story in the South East was the return of sprinting to Lydden Hill. The Ray Heal Memorial Sprint was a joint effort by four members of the Association of South Eastern Motor Clubs (ASEMC).

The Association of Central Southern Motor Clubs (ACSMC) focused on developing the sport by working closely with its Go Motorsport Regional Development Officer (p48) and running taster events. Grassroots motor sport showed signs of growth, with an abundance of 12 Car Rallies and increased entries for autotests and AutoSOLOs.

The Association of South Western Motor Clubs (AWMC) celebrated its 60th anniversary. The Association reviewed its championships – three increased their registrations, with targa rallying particularly popular – and redeveloped its website. More clubs in the region ran ‘touring assembly’ events that cater to enthusiasts of all ages.

England is home to the majority of competitors, volunteers and clubs. As such it is represented by 10 different Regional Associations, in contrast to Northern Ireland, Scotland and Wales, which are served by one each.

<table>
<thead>
<tr>
<th>Competitors</th>
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</thead>
<tbody>
<tr>
<td>Marshals</td>
<td>5,865</td>
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<tr>
<td>Officials</td>
<td>2,361</td>
</tr>
<tr>
<td>Clubs</td>
<td>574</td>
</tr>
</tbody>
</table>
There were six regional ANICC Championships in different disciplines in 2017, ranging from the McGrady Insurance MSA Northern Ireland Rally Championship to the Clubman Autotest Championship. More than 400 competitors were registered for these championships.

In 2017, Northern Ireland also hosted the FIA Celtic Cup and the MSA British Rally Championship on August’s John Mulholland Motors Ulster Rally. The MSA British Hill Climb Championship made its annual visit to the Craigantlet venue running behind the Parliament Buildings at Stormont, while Kirkistown hosted the MSA British Sprint Championship once again. These events continue to bring economic benefit to Northern Ireland, which helps the sport to secure funding from Sport Northern Ireland and Northern Ireland Tourism.

The 2 & 4 Wheels Motorsport Steering Group represents the political interests of all forms of motor sport in the region. The group includes not only the ANICC but also the North of Ireland Karting Association, the Motorcycle Union of Ireland and the Motorcycle Racing Association. 2 & 4 Wheels receives government funding to support safety initiatives and venue improvements; in 2017 it began distributing £325,000 to licensed venues following the latest round of negotiations.

Additionally, a motor sport taskforce, chaired by a local Member of the Legislative Assembly, was established to consider how to align future support and management of the sport with government regulation. The ANICC and almost half of its clubs continued to support Northern Ireland’s Motorsport Marshalling Partnership (MMP), which provides events with experienced and trained marshals. The MMP is also supported by the British Motor Sports Training Trust (BMSST) which provides funding for training events.

Competitors from Northern Ireland continued to deliver exceptional talent at home and on the international stage, with Kris Meeke winning two rounds of the FIA World Rally Championship (WRC) in Mexico and Spain. In circuit racing, Colin Turkington remained in contention for the MSA British Touring Car Championship title until the final round. Meanwhile Daniel Harper finished third in Ginetta Junior and also won a scholarship to contest the Porsche Carrera Cup GB in 2018 with manufacturer support. Other notable competitors included Charlie Eastwood (Porsche Carrera Cup GB), Adam Carroll (Jaguar FIA Formula E) and Steven Kane (British GT and Blancpain GT).

The Association of Northern Ireland Car Clubs (ANICC) and its 33 member clubs and groups work hard to organise over 200 motor sport events in Northern Ireland each year.

| Competitors | 1,493 |
| Marshals    | 409   |
| Officials   | 195   |
| Clubs       | 35    |
Motor sport in Scotland continued to benefit from the work of Scottish Motor Sports (SMS), an umbrella body representing the interests of both two- and four-wheel motor sport.

Now in the second year of a four-year funding programme from sportscotland, SMS has worked with the MSA’s own development team to: increase participation; promote performance at all levels; protect and increase venues and events; and strengthen the club structure.

A highlight was the launch of the SMS Academy, which was established to support riders and drivers aged 14 to 20 with the potential to excel in motor sport. The selection panel for the initial cohort of 23 competitors included sportscar racing legend Allan McNish and former British Superbike Champion Niall Mackenzie. The SMS Academy members will take part in group development workshops and will also be assigned MSA Level 2 accredited coaches to offer individual performance management.

While the SMS Academy was created to develop talent, clubs across Scotland continued to work with the SMS team to increase participation in grassroots club motor sport. This involved taking the sport to the public at both local and national events such as the Ingliston Revival, the Scottish Car Show and the Ignition Festival. The inaugural SMS Club Development Workshop, designed to share best practice among clubs, also took place in 2017 with input from the MSA.

Bringing new people into active motor sport is vital, as event entry levels are a concern in the face of economic pressures. Organising clubs look continually for innovative ways to manage costs and make events more attractive to competitors. Nevertheless, MSA-registered clubs from Shetland to the Borders remain active across all disciplines from circuit racing and stage rallying to road rallying, cross country and autotest.

The Scottish motor sport community paid close attention to the Fatal Accident Inquiry (FAI) into the tragic events of the 2013 Snowman Rally and the 2014 Jim Clark Rally. The Sheriff presiding over the FAI delivered his determination in late November, making a series of recommendations for the future (see page 24).

Scotland is renowned for having produced many of the sport’s most famous and successful names and 2017 continued that proud tradition. In September 13-year-old karter Dexter Patterson was crowned the CIK-FIA OK-Junior World Champion. Meanwhile Heather Calder, 27, succeeded her father, Colin, as MSA British Sprint Champion.
Reporting

Wales

The Welsh Association of Motor Clubs (WAMC) continued to promote championships in various disciplines across the country, including AutoSOLO, Rallying, Sprint and Hill Climb, Trials and Historics.

These included championships on asphalt and in the forests, catering for all competitors including juniors, and the Association was proud that they were well supported.

It was the first full season of an innovative new approach to road repairs following events on the Natural Resources Wales (NRW) forestry estate. When uncertainty arose over the future costs of such repairs following the expiration of a previous agreement, Rally4Wales (R4W) emerged with a new ‘self-repair’ proposition. R4W provided cost-effective repairs to 10 forest-based events in 2017, with positive feedback from the sport.

WAMC values its volunteer base and once again the Association hosted a marshals training session facilitated by the British Rally Marshals Club (BRMC). The Association was pleased with a strong turnout of 41 delegates and subsequently asked the BRMC to arrange the next event in May 2018.

Elite Cymru continued to support young Welsh motor sport talent through Ben Hingeley and MSA Team UK’s Seb Morris (see p54). Hingeley won two races and finished third overall in the BRDC British F3 Championship, while Morris was crowned the British GT Champion. It was the pair’s third year on the scheme – the maximum allowed – meaning that 2017 was their final year of support.

The year ended on a high with Dayinsure Wales Rally GB (see p42-43), the UK round of the FIA World Rally Championship (WRC), which comprised almost 200 miles of forest stages in North and Mid Wales.

It was the second rally under the latest three-year agreement with the Welsh Government, which acts as the principal funding partner. Almost 100,000 people visited the event, while a global audience followed the action online and through their national media. The event also delivered the first WRC victory for Dolgellau’s Elfyn Evans (p30).

Finally, Geoff Field stepped down as General Secretary of the WAMC after more than a decade in the role. The WAMC thanked him for his many years’ service to the Association and to Welsh motor sport. Daniel Harper assumed the position after Field’s retirement.
The MSA Academy is a talent development pathway that supports young drivers to achieve their potential in all motor sport disciplines. The mission of the programme is to take a leading development role in the next generation of UK drivers enabling them to achieve success on the world stage thereby further enhancing the UK’s heritage in motor sport.

The MSA Academy is an inclusive programme that offers governance and support across all levels to ensure the effective development of talent. The programme provides a pathway to build on the existing programme of the MSA Academy and upcoming and current threats.

The MSA’s legacy is the top quality education and training and professional and operational policies and strategies developed and following are included in the education and training and professional and operational policies and strategies developed and the MSA Academy’s mission is to develop a professional and operational policies and strategies and its mission remains focused.

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## GROUP INCOME STATEMENT

**For the year ended 31 December 2016**

<table>
<thead>
<tr>
<th></th>
<th>2015</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GROUP INCOME</strong></td>
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<td>£</td>
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<tr>
<td>Governance of motor sports</td>
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<tr>
<td>Event promotion and commercial activities</td>
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<td>2,969,601</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>7,750,233</td>
<td>7,772,441</td>
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<table>
<thead>
<tr>
<th></th>
<th>2015</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EXPENDITURE</strong></td>
<td>£</td>
<td>£</td>
</tr>
<tr>
<td>Staff costs</td>
<td>2,426,482</td>
<td>2,588,216</td>
</tr>
<tr>
<td>Event promotion and commercial activities</td>
<td>2,624,653</td>
<td>3,012,297</td>
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<tr>
<td>Club support</td>
<td>60,534</td>
<td>34,042</td>
</tr>
<tr>
<td>Rally &amp; Safety Management Systems</td>
<td>150,382</td>
<td>123,081</td>
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<tr>
<td>Development</td>
<td>276,905</td>
<td>348,376</td>
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<tr>
<td>Marketing &amp; communications</td>
<td>181,830</td>
<td>200,568</td>
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<td>Publishing &amp; printing</td>
<td>212,079</td>
<td>221,504</td>
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<tr>
<td>Insurance, legal, professional &amp; consultancy</td>
<td>454,873</td>
<td>473,822</td>
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<tr>
<td>Committees &amp; officials</td>
<td>480,406</td>
<td>440,413</td>
</tr>
<tr>
<td>IT</td>
<td>138,691</td>
<td>218,825</td>
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<tr>
<td>Postage, stationary &amp; carriage</td>
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<td>Championships &amp; events</td>
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<td>Fair value movements</td>
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<td>Miscellaneous</td>
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<td>Accommodation (Motor Sports House running costs)</td>
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<td>146,329</td>
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<td>Loss/(Surplus) on disposal of investments</td>
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<td>Gift-aid charitable donation</td>
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<td><strong>TOTAL</strong></td>
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<td>7,648,886</td>
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<thead>
<tr>
<th></th>
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<td>Operating surplus/(deficit)</td>
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<td>180,555</td>
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<tr>
<td>Other finance charge</td>
<td>–</td>
<td>63,265</td>
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<tr>
<td>Interest receivable and similar income</td>
<td>300,283</td>
<td>296,413</td>
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<td>Surplus on ordinary activities for the year before taxation</td>
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<td>438,968</td>
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<td>Tax charge on the surplus for the year</td>
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<td>102,884</td>
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<td>Surplus on ordinary activities after taxation for the financial year</td>
<td>60,261</td>
<td>336,084</td>
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All above amounts are in respect of continuing activities.

## GROUP STATEMENT OF FINANCIAL POSITION

**As at 31 December 2016**

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<thead>
<tr>
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<th>2015</th>
<th>2016</th>
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<tr>
<td><strong>FIXED ASSETS</strong></td>
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<td>Investments</td>
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<thead>
<tr>
<th></th>
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<th>2016</th>
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<tr>
<td><strong>CURRENT ASSETS</strong></td>
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<tr>
<td>Debtors</td>
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<tr>
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<td><strong>TOTAL</strong></td>
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<td>Championships &amp; events</td>
<td>36,293</td>
<td>63,316</td>
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<tr>
<td>Fair value movements</td>
<td>98,547</td>
<td>-731,777</td>
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<tr>
<td>Travel &amp; subsistence</td>
<td>142,880</td>
<td>154,745</td>
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<tr>
<td>Miscellaneous</td>
<td>28,637</td>
<td>30,300</td>
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<tr>
<td>Depreciation</td>
<td>241,514</td>
<td>179,332</td>
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<tr>
<td>Accommodation (Motor Sports House running costs)</td>
<td>101,806</td>
<td>146,329</td>
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<tr>
<td>Loss/(Surplus) on disposal of investments</td>
<td>49,989</td>
<td>-66,504</td>
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<tr>
<td>Gift-aid charitable donation</td>
<td>100,000</td>
<td>57,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>7,977,791</td>
<td>7,648,886</td>
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<table>
<thead>
<tr>
<th></th>
<th>2015</th>
<th>2016</th>
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<tbody>
<tr>
<td>Operating surplus/deficit</td>
<td>(227,558)</td>
<td>180,555</td>
</tr>
<tr>
<td>Other finance charge</td>
<td>–</td>
<td>63,265</td>
</tr>
<tr>
<td>Interest receivable and similar income</td>
<td>300,283</td>
<td>296,413</td>
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<tr>
<td>Surplus on ordinary activities for the year before taxation</td>
<td>72,730</td>
<td>438,968</td>
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<tr>
<td>Tax charge on the surplus for the year</td>
<td>12,469</td>
<td>102,884</td>
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<tr>
<td>Surplus on ordinary activities after taxation for the financial year</td>
<td>60,261</td>
<td>336,084</td>
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All above amounts are in respect of continuing activities.

## FIVE YEAR GROUP RESULTS

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<td><strong>GROUP INCOME</strong></td>
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<td>£</td>
<td>£</td>
<td>£</td>
<td>£</td>
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<td>Operating surplus before gift-aid donation &amp; deficit on impairment in current asset investment</td>
<td>561,307</td>
<td>426,099</td>
<td>142,618</td>
<td>127,558</td>
<td>180,555</td>
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<tr>
<td>Gift-aid charitable donation</td>
<td>(100,000)</td>
<td>(100,000)</td>
<td>(100,000)</td>
<td>(100,000)</td>
<td>(57,000)</td>
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<tr>
<td>Operating surplus/(deficit) for the year</td>
<td>461,307</td>
<td>326,099</td>
<td>42,618</td>
<td>(227,558)</td>
<td>123,555</td>
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<tr>
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<td>(34,000)</td>
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<td>Interest receivable</td>
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<td>293,616</td>
<td>297,839</td>
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<td>Surplus for the year before taxation</td>
<td>756,423</td>
<td>585,915</td>
<td>351,457</td>
<td>72,730</td>
<td>438,968</td>
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<td>Tax charge on the surplus for the year</td>
<td>(154,402)</td>
<td>(132,246)</td>
<td>(103,598)</td>
<td>(12,469)</td>
<td>(102,884)</td>
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<tr>
<td>Surplus for the year after taxation</td>
<td>602,021</td>
<td>453,689</td>
<td>247,859</td>
<td>60,261</td>
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<td>Recognised in the Comprehensive Income Statement</td>
<td>(84,539)</td>
<td>(72,193)</td>
<td>(719,687)</td>
<td>140,131</td>
<td>(213,459)</td>
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<td>Movement in the year</td>
<td>517,482</td>
<td>381,476</td>
<td>(471,828)</td>
<td>200,392</td>
<td>122,625</td>
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<tr>
<td>Net Prior Year Adjustments</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
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<td>Net Group assets brought forward</td>
<td>8,804,696</td>
<td>9,322,180</td>
<td>10,547,983</td>
<td>10,076,155</td>
<td>10,276,547</td>
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<tr>
<td>Net Group assets carried forward</td>
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<td>10,547,983</td>
<td>10,076,155</td>
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### Competition Licences by discipline

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<tr>
<td><strong>RACE</strong></td>
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<td>International</td>
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<td>100</td>
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<td>Off-Road</td>
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<td>84</td>
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### Event Permits by discipline

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<td>70</td>
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<td>55</td>
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<td>340</td>
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<td>242</td>
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<td>221</td>
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<tr>
<td>Kart</td>
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<td>465</td>
<td>439</td>
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<td>460</td>
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<tr>
<td><strong>TOTAL ENTRIES</strong></td>
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<td>143,899</td>
<td>134,795</td>
<td>138,279</td>
<td>137,590</td>
<td>133,956</td>
</tr>
</tbody>
</table>

### Total licensed officials

**Oldest**: 92

**Average**: 42

**Youngest**: 6

### Total registered marshals

- **2013**: 5,819
- **2014**: 5,782
- **2015**: 6,082
- **2016**: 7,550
Elfyn Evans and Daniel Barritt on the 2017 Dayinsure Wales Rally GB