

2017
Company
Report
& 2016
Group
Financial
Statements

MSA
MOTOR SPORTS
ASSOCIATION
UNITED KINGDOM





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Introducing

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.

Introducing

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.

INTRODUCING

INTRODUCING



The top three celebrate at the Nicky Grist Stages, a round of the Prestone MSA British Rally Championship

“THE MSA’S STRATEGIC DIRECTION HAS SHIFTED TOWARDS THE LONG-TERM GROWTH AND DEVELOPMENT OF UK MOTOR SPORT”

Introducing

CHAIRMAN'S MESSAGE

This annual report concludes my twelfth and final year as Chairman of the MSA. It has been a real privilege to serve my sport from the helm of this governing body, which is now widely recognised as one of the leading and most respected members of the FIA.

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 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

CHIEF EXECUTIVE'S MESSAGE

The pace of motor sport leaves little breathing space, so the annual report provides a welcome opportunity to pause and reflect on what has been another intense period, which has not been without its challenges but has also been very rewarding.

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 formulas 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



“A MAJOR DEVELOPMENT WAS THE SUCCESS OF THE MSA'S CAMPAIGN TO ACHIEVE LEGISLATION FACILITATING CLOSED-ROAD MOTOR SPORT”



INTRODUCING GOVERNING SUPPORTING CELEBRATING SHARING ORGANISING DEVELOPING COMMUNICATING REPORTING

- 10 FUNCTIONS & REMIT
- 12 BOARD & STAFF

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 chairmen. The Council is led by the Chairman, who is joined by the MSA Chairman, MSA Chief Executive, and representatives of the Home Countries. Council decisions are passed to the MSA, as the Executive Body, for implementation and enforcement.

MSA Yearbook

All MSA General Regulations are published annually in the MSA Yearbook, often referred to as the Blue Book. Any regulation changes affecting future editions of the Blue Book are published in advance on the MSA website. A similar publication containing karting regulations only is the MSA Kart Race Yearbook, known as the Gold Book.

Judicial

Any breach of MSA General Regulations may result in disciplinary action. The highest body within the MSA's judicial system is the National Court, which is independent of the MSA and has several heads of jurisdiction, including: appeals, disciplinary, investigatory, eligibility and arbitration. National Court reports are published on the MSA website and in MSA Magazine.

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.

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.

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 ninth 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.

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

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

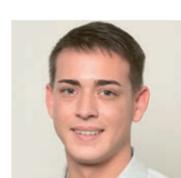
- ALAN GOW**
MSA Chairman
- ROB JONES**
MSA Chief Executive
- TONY SCOTT ANDREWS**
Motor Sports Council Chairman
- SIMON BLUNT**
MSA General Secretary
- DANESH GANGAHAR**
MSA Finance Director
- CHRISTINE GASKELL MBE**
Royal Automobile Club
- TIM JACKSON**
Senior Independent Director
- TOM PURVES**
Royal Automobile Club
- NICKY MOFFITT**
Vice Chairman,
Motor Sports Council
Chairman, Regional Committee
- DENNIS CARTER**
Motor Sports Council
- ROD PARKIN**
Motor Sports Council
- PETER READ**
Royal Automobile Club
- MIKE SONES**
Motor Sports Council

 KATE ADAMSON Safety Director	 SHEILA BARTER HR & Facilities Manager	 JAMES BETCHLEY Training Officer/ MSA Stewards Coordinator	 SIMON BLUNT General Secretary
 JENNIFER CARTY Compliance Officer (Safeguarding, Anti-Doping & Immigration)	 IAN DAVIS Regional, Rallies & Cross Country Executive	 MICHAEL DUNCAN Technical Manager	 SUZE ENDEAN Development Manager
 MARGARET FORREST Assistant to the Chairman & Chief Executive	 SIMON FOWLER Competitions & Clubs Manager	 DANESH GANGAHAR Finance Director	 JOE HICKERTON Technical Manager



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'.

 CHERYL LYNCH Race, Speed & Kart Executive	 ALAN PAGE Training Executive	 GARY PHILLIPS Licensing Assistant Manager	 ANDREA RICHARDS Executive Administrator
 JOHN RYAN Technical Director	 TIM SWIETOCHOWSKI Head of Communications	 GREG SYMES MSA Academy Manager	 MICHAEL WENTWORTH Licensing Manager



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.

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



INTRODUCING GOVERNING SUPPORTING CELEBRATING SHARING ORGANISING DEVELOPING COMMUNICATING REPORTING

SUPPORTING

- 16 TYPES OF MOTOR SPORT
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- 20 WOMEN IN MOTOR SPORT
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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.



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.

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.

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.



Trials

A low-speed but challenging discipline, trialling entails 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.



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.

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.

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

Stage Rallies mainly 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) finished in the lowest aggregate time. Road Rallies 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
- 17 Snetterton Circuit
- 18 Thruxton Circuit

RALLYCROSS

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

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

- 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
- 61 Aintree
- 62 Blyton
- 63 Boyndie Drome
- 64 Brighton
- 65 Brooklands
- 66 Cholmondeley
- 67 Crystal Palace
- 68 Curborough
- 69 Dalton Barracks
- 70 Debden Airfield
- 71 Eelmoor
- 72 Five Mile Road
- 73 Fort Corblets
- 74 Grampian Transport Museum
- 75 Ingliston
- 76 Kames Motorsport Complex
- 77 Littleferry
- 78 Llandow Circuit
- 79 Lotus Test Track
- 80 MIRA
- 81 Newquay Airport
- 82 North Weald
- 83 Portreath
- 84 St Angelo
- 85 St. Saviour's Reservoir
- 86 Vale Castle
- 87 Vazon Coast Road
- 88 Victoria Avenue
- 108 Nutts Corner
- 118 Three Sisters

HILL CLIMB

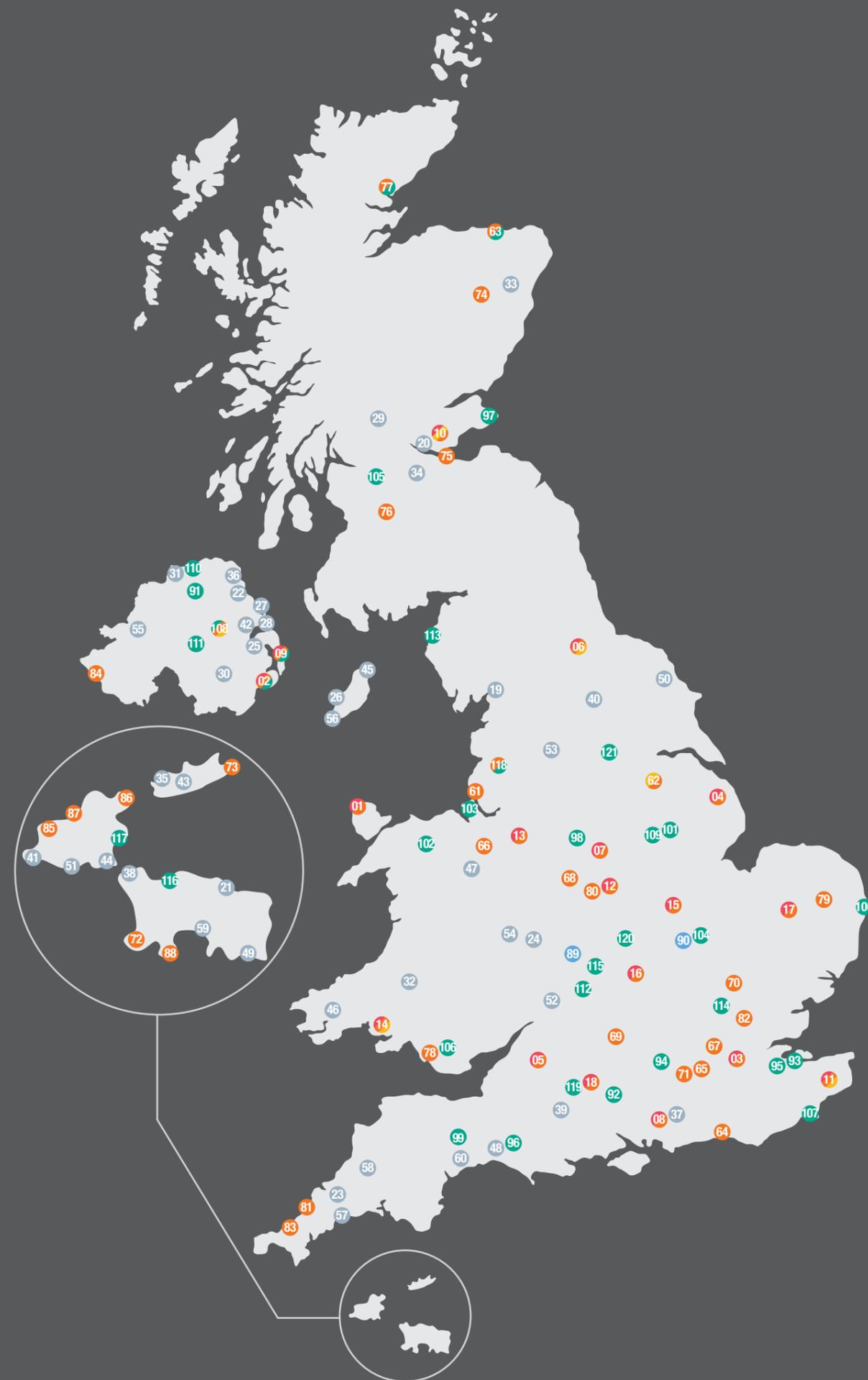
- 19 Barbon Manor
- 20 Bo'ness
- 21 Bouley Bay
- 22 Cairncastle
- 23 Castle Hill
- 24 Chateau Impney
- 25 Craigantlet
- 26 Creg Willey's
- 27 Croft Hill
- 28 Cultra
- 29 Doune
- 30 Drumhore Hills
- 31 Eagles Rock
- 32 Epynt
- 33 Fintray House
- 34 Forrestburn
- 35 Fort Tourgis
- 36 Garron Point
- 37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

KART

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

DRAG RACING

- 90 Shakespeare County Raceway
- 91 Santa Pod





DARE TO BE
DIFFERENT

Supporting

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.

530,000 People reached by D2BD

5,400 Twitter followers

5,400 Facebook likes

3,709 Instagram followers

>650 Community members

21 Events

7 Headline events

THE FUTURE OF RALLYING

THE RALLYFUTURE CAMPAIGN TO ENSURE THE SPORT'S FUTURE BY FURTHER ENHANCING SAFETY REMAINED A CORNERSTONE OF THE MSA'S WORK IN 2017

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.

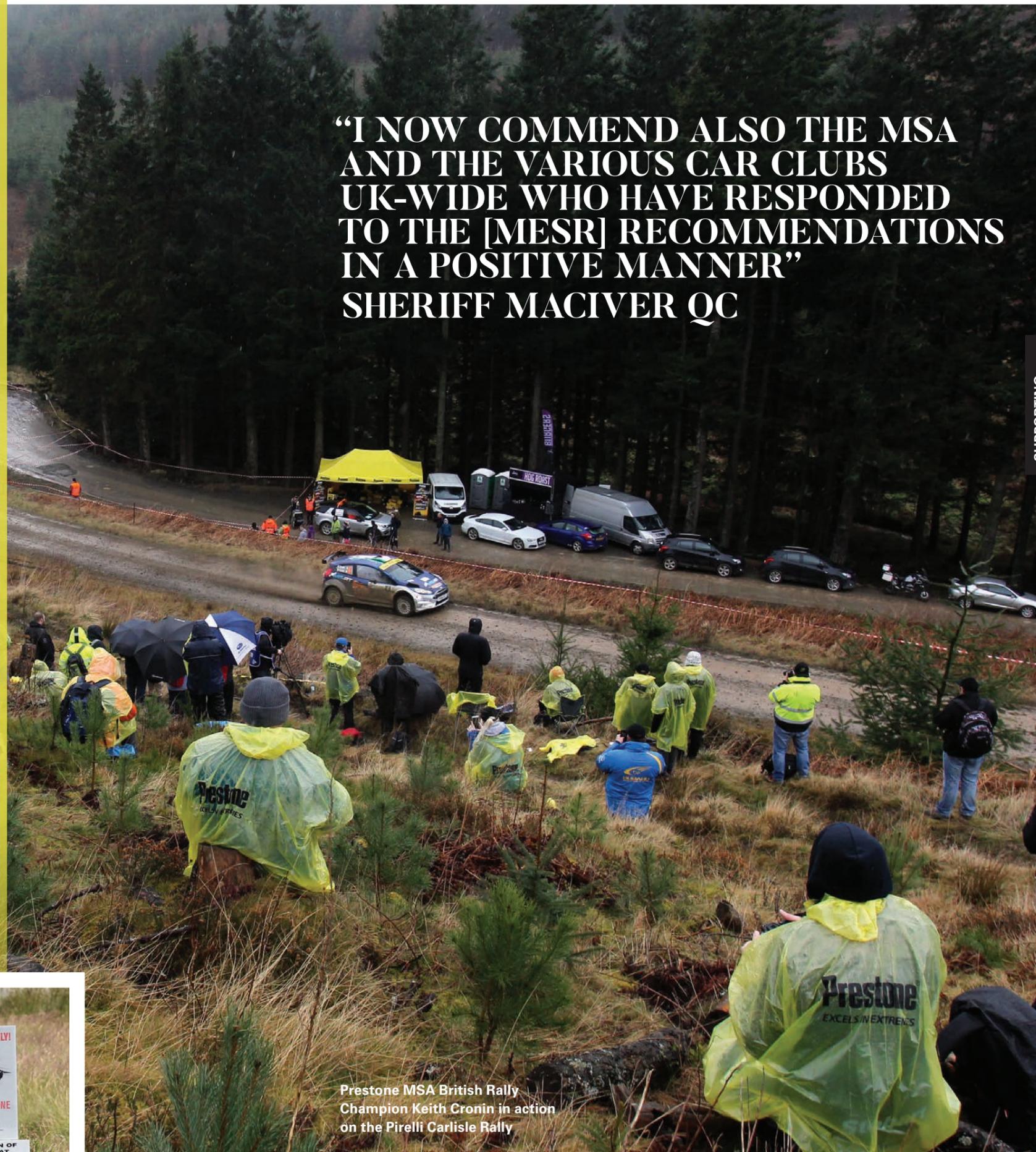
Fatal Accident Inquiry (FAI)

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**

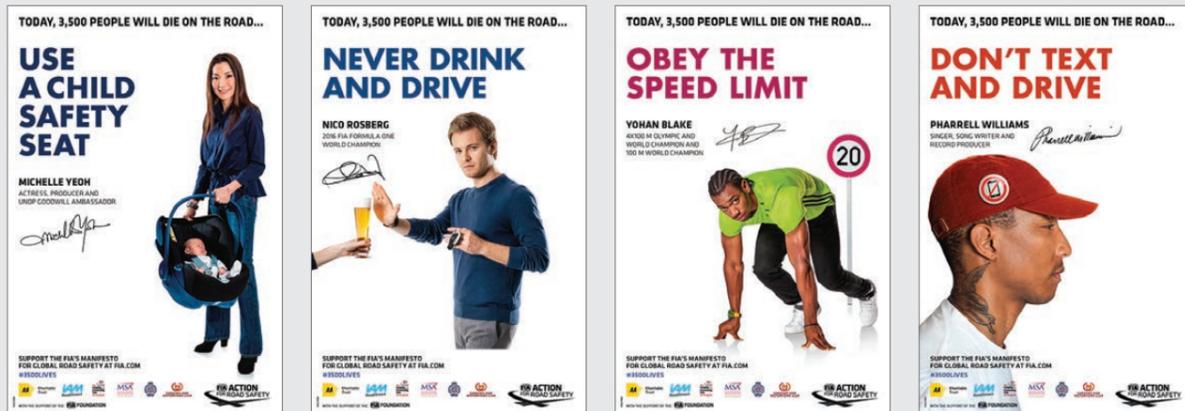


Prestone MSA British Rally Champion Keith Cronin in action on the Pirelli Carlisle Rally



WIDER SOCIETY

THE MSA BELIEVES THAT MOTOR SPORT CAN HAVE A POSITIVE IMPACT IN AREAS RANGING FROM ROAD SAFETY TO EDUCATION



Road safety

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

In 2017, the MSA supported the new #3500LIVES campaign by the FIA and JCDecaux, the outdoor advertising company. The initiative promotes the FIA's

10 Golden Rules for Safer Motoring through 13 famous ambassadors including racing drivers, athletes, artists and politicians.

The MSA also continued to encourage motor clubs and associations to work with their local authorities and emergency services to assist the drive to reduce casualties on the country's road network.

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.

*Source: Motorsport Industry Association



Education and motor sport come together at events such as Dayinsure Wales Rally GB

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 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 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.



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- 28 BRITISH CHAMPIONS
- 30 INTERNATIONAL SUCCESS
- 32 INTERNATIONAL EVENTS

MSA BRITISH CHAMPIONS 2017



Dunlop MSA British Touring Car Championship
ASHLEY SUTTON

Six race wins and 15 podium finishes earned 23-year-old Sutton his maiden BTCC title.

CELEBRATING

CELEBRATING



Prestone MSA British Rally Championship
KEITH CRONIN (DRIVER) AND MIKIE GALVIN (CO-DRIVER)

Irishman Cronin took his fourth MSA BRC title by just 0.1 seconds on the season-closing Rally Isle of Man.



Mintex MSA British Historic Rally Championship
JASON PRITCHARD/PHIL CLARKE

Pritchard and Clarke became the first crew to take a hat-trick of BHRC titles in their Escort MkII.



Britpart MSA British Cross Country Championship
MARTIN GOULD/SIMON KERFOOT

Gould and Kerfoot retained the championship with third place in the final round at Walters Arena.



Avon Tyres/TTC Group MSA British Hill Climb Championship
TREVOR WILLIS

Willis led the title race from start to finish



MSA British Drag Racing Championship
ANDY ROBINSON

A strong season meant Robinson only had to pass scrutineering in the finale to win the title.



SBD Motorsport MSA British Sprint 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.



BRDC British F3 Championship
ENAAH AHMED

Ahmed won the prestigious F3 title with 13 wins, 18 podiums and three rounds to spare.



F4 British Championship – Certified by FIA, Powered by EcoBoost
JAMIE CAROLINE

Caroline became the first driver to win three races in one weekend en route to the title.



Avon Tyres British GT Championship
SEB MORRIS AND RICK PARFITT JNR

The Team Parker Racing duo guided their Bentley to three wins and the championship crown.



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 Long Circuit Kart Championship
DAN CLARK

Clark dominated the second half of the season to seal the title with a race to spare at Oulton Park.



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 the champion with a race in hand after wins at Clay Pigeon, Shenington and PFI.



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

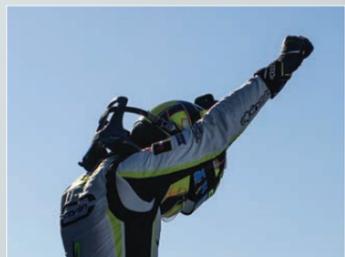
WHETHER IT WAS IN RACING, RALLYING OR KARTING, BRITISH TALENT PRODUCED EXCEPTIONAL PERFORMANCES ON THE WORLD STAGE

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.

There was also a fourth consecutive constructors' world championship title for Hamilton's 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.



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 at the world champion Mercedes AMG Petronas Formula One Team.

MSA Team UK graduate James Calado became the GT FIA World Endurance Champion and Daniel Ticktum won the coveted Macau Grand Prix in F3.

In the electric FIA Formula E Championship, MSA team UK graduate Alex Lynn took pole position and Sam Bird won both races in New York.

Anthony Davidson won the 6 Hours of Silverstone and finished third overall in the FIA World Endurance Championship.

Ed Jones came third in the Indianapolis 500 despite being a rookie, with former F1 driver Max Chilton one place behind in fourth.



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). Keirle dominated the senior class, despite it being his first event in the category.

Additionally, Jonny Edgar became the CIK-FIA European Junior Champion after a pair of victories in Italy and Finland. He finished just a handful of points ahead of fellow Briton Harry Thompson, who then won the X30 Junior class of the IAME International Final at Le Mans.

Oliver Hodgson was also successful at Le Mans, winning the X30 Senior title. Meanwhile Brett Ward won the Rotax Grand Finals at Portimao in Portugal.



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 Whittock (also a member of the MSA Academy) sealed the title after three class wins aboard their Opel Adam R2.

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:

- | | | |
|--------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| Kate Adamson
(MSA Safety Director)
<i>Circuits Commission</i> | Allan Dean-Lewis MBE
<i>Volunteers and Officials Commission (Vice President)</i>
FIA Institute Audit, Finance & Governance Committee | Cheryl Lynch
(MSA Race, Speed & Kart Executive)
<i>Off-Road Commission</i> |
| Russell Anderson
<i>International Karting Commission</i> | David Lapworth
(Motor Sports Council)
<i>Electric & New Energy Championships Commission</i> | Rod Parkin
(MSA Director)
<i>Historic Motor Sport Commission</i> |
| Michael Beloff QC
<i>International Court of Appeal</i> | Mike Broad
(Motor Sports Council)
<i>Rally Commission</i> | Dr Ian Roberts
(Motor Sports Council)
<i>Medical Commission</i> |
| Dennis Carter
(MSA Director)
<i>GT Commission</i> | Terry Cox
<i>Truck Racing Commission</i> | John Ryan
(MSA Technical Director)
<i>Homologation Regulations Commission Single-Seater Commission (Vice President)</i> |
| Ian Davis
(MSA Regional, Rallies & Cross Country Executive)
<i>Closed Road Commission</i> | Edwin Glasgow QC
<i>International Tribunal (President)</i> | Sara Williams
<i>Women in Motorsport Commission</i> |
| | Alan Gow
(MSA Chairman) <i>Touring Car Commission (President)</i>
FIA Foundation Trustee FIA Institute Audit, Finance & Governance Committee) | Tony Scott Andrews
(Motor Sport Council Chairman) <i>International Court of Appeal</i> |
| | David Grace
<i>Hill-Climb Commission</i> | Ben Taylor
(IMS Managing Director)
<i>World Rally Championships Commission</i> |
| | Colin Hilton
<i>Global Institute for Motorsport Safety FIA ASN Development Taskforce</i> | David Tremayne
<i>Land Speed Records Commission</i> |
| | Rob Jones
(MSA Chief Executive)
<i>Anti-Doping Disciplinary Commission</i> | Derek Warwick
<i>Drivers' Commission.</i> |

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 teammate 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 Morley 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

SHARING

MSA @MSAUK

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

1:54 AM - 29 Jan 2017



MSA msa_motorsport

Our MSA Team UK boys are being put through their paces this week on a high performance training camp in Lanzarote.

#Training #HighPerformance #TriSport #Lanzarote #TeamUK #MSAAcademy #MSATeamUK

jakehughesrace 🙌🙌
ben_barnicoat 🙌🙌
drifthau5 🙌

62 likes
FEBRUARY 21

Log in to like or comment.

BARC @OfficialBARC

Today is #FIAVolunteersDay 🙌

To all of our marshals, officials and volunteers - we say thank you for everything that you do! #BARC

50 114

BMMC @BMMC_UK

Big thank you to the @MSAUK for the marshal packs being sent out, as yours arrived yet, watch for yours in the post #thanksmarshal

4:47 AM - 3 Mar 2017

MSA Motor Sports Association (MSA)

10 March · 🌐

John Surtees CBE, 1934-2017

The Motor Sports Association (MSA) is deeply saddened by the news that motorsport legend John Surtees CBE has passed away aged 83.

MSA 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 Robinson.



MSA msa_motorsport

Many thanks to @steveperezrallyteam for a great afternoon at Dansport.

51 likes
MARCH 4

Log in to like or comment.

MSA Motor Sports Association (MSA)

20 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.

effective legislation on key risk factors on the road.
Visit www.fia.com/3500lives.

Damon Hill @HillF1
Meet the new boss! Same as the old boss? I doubt it! Two very unique men. Well done Alan Gow. Welcome David Richards @MSAUK #UKMotorsport

MSA @MSAUK
David Richards to become next MSA Chairman: bit.ly/2rA1CCq

10:35 AM - 15 Jun 2017
18 Retweets 97 Likes

Jonny Adam @JonnyAdam
Dreams do come true! Thank you @AMR_Official. We are @24hoursoflemans winners! 🇬🇧🇫🇷🏆🥰👏 #24LeMans #astonmartin #teamAMR

10:32 AM - 18 Jun 2017
69 Retweets 1,078 Likes

MSA @MSAUK
@cardiffracing team made history last weekend, becoming the first UK winners of @FormulaStudent in 19 years: facebook.com/msauk/photos/a ...

7:54 AM - 25 Jul 2017

Motorsport News @MNmotorsport
A new @ChelmsfordMC rally in Clacton-on-Sea will be the first event to use the UK's new closed-road orders motorsport-news.co.uk/news/new-rally ...

2:57 AM - 19 Oct 2017

Motor Sports Association (MSA) added 3 new photos.
7 April · 🌐

In one of the biggest developments in the history of UK motorsport, the Motor Sports Association's long campaign to bring closed-road events to mainland Britain has been successful, with the enabling legislation commencing on Monday (10 April).

498 Likes 53 Comments 455 Shares

Dare To Be Different @D2BDofficial
@TataCalde and @Susie_Wolff talking on the stage at #F1LiveLondon about Dare To Be Different and inspiring the next generation 📺 #D2BD

5:03 AM - 12 Jul 2017
19 Retweets 96 Likes

MSA @MSAUK
The @SMS_Scotland Academy is go! Check out this new development programme for young #Scottish #motorsport talent: facebook.com/msauk/photos/a ...

2:14 AM - 7 Aug 2017
14 Retweets 12 Likes

TrentValleyKartClub @TVKcpl
Who can believe we have two British World Champions??!! Massive congratulations to @DPRacing_7 and @DannyKeirleKart 🇬🇧🇬🇧

11:13 AM - 24 Sep 2017
8 Retweets

Petter Solberg RX @Petter_Solberg
It was 405 days since my last win, and I can't think of a better race that I could have ended that run than the final one at #LyddenHillRX!

10:44 AM - 28 May 2017
56 Retweets 310 Likes

MSA @MSAUK
"It never gets old," says @LewisHamilton as he receives the Hawthorn Trophy for the sixth time: bit.ly/2u1BGjj #LH44 #BritishGP

11:11 AM - 15 Jul 2017
146 Retweets 528 Likes

Mercedes-AMG F1 @MercedesAMGF1
Spot the special guest at Brackley today... 🏆🏆🇬🇧

Big thanks to @MSAUK for bringing this golden beauty in to see us! 🏆

9:18 AM - 21 Jul 2017
106 Retweets 574 Likes

M-Sport @MSportLtd
YESSSS!!! @ElfynEvans and @danielbarritt win @WalesRallyGB to take their maiden victory on home soil 🏆🏆🏆 #WRC #WRGB

6:13 AM - 29 Oct 2017
464 Retweets 1,275 Likes

GOVERNING



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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.



Sébastien Ogier and Julien Ingrassia

“HUGE CROWDS, FABULOUS WEATHER, CLOSE COMPETITION AND THE BEST POSSIBLE RESULT”
BEN TAYLOR, IMS MANAGING DIRECTOR



22 nations



77 crews



190 miles



2,000 students



2,000 volunteers



5,000 man-days



100,000 visitors



£10m to economy

INTERNATIONAL MOTOR SPORTS



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.

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 68,883 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.



2017 CALENDAR

March 17-28	Border Counties Rally (Scotland)
April 29-30	Pirelli Carlisle Rally (England)
May 19-20	RSAC Scottish Rally
June 23-24	Ypres Rally (Belgium)
July 8-9	Nicky Grist Stages (Wales)
August 18-19	Ulster Rally (Northern Ireland)
September 14-16	Rally Isle of Man



F1 British Grand Prix

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.



IMS coordinated:

Course/Incident Marshals	195
Fire Tender	18
JCB Snatch	14
Breakdown	11
Sweepers	21
Flag Marshals	80
Rescue Personnel	18
Paddock Marshals	20
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	7
Chiefs, Deps and Ass	36
Track Safety Team	257
Stewards	4

TOTAL 968



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GO MOTORSPORT

THE MSA PROGRAMME TO DEVELOP CLUB MOTORSPORT AND ENCOURAGE NEW PEOPLE TO GET INVOLVED AT GRASSROOTS LEVEL

DEVELOPING

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 www.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. This 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.



INSIGHT

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

Educational links

What: Encouraging student participation

Who: Larne Motor Club

Go Motorsport helped to establish a new link between Ulster University and Larne 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



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

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

DEVELOPING

GO MOTORSPORT

FURTHER INITIATIVES TO RECRUIT, RETAIN AND RECOGNISE VOLUNTEERS AND CLUBS

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.



12 Go Motorsport passenger ride events

37 Taster Event permits issued

80 Educational activities

132 Motor clubs visited

1,600 Passenger rides at Autosport International

2,743 People reached through motor club visits

8,872 People reached by Go Motorsport

MSA ACADEMY

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 hand-picked 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 (British GT Championship)
- Lando Norris (FIA Formula 3, McLaren Young Driver Programme)
- Osian 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 Sport
- BTEC L3 Subsidiary Diploma Sport
- BTEC L3 Diploma Sport 3
- BTEC L3 Certificate in Business
- BTEC L3 Certificate in Motor Vehicle Engineering.

Each year one AASE student is named the 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.



Squad

The Squad consists of around 25 young drivers who are selected to benefit from the knowledge and resources originally developed for the Team UK and AASE programmes.

The Squad is overseen by an MSA Academy Performance Manager and delivered by qualified MSA coaches. Competition is high, with a limited number of places available; only drivers demonstrating potentially exceptional qualities are considered.

The two-year programme comprises a minimum of five events per year to develop all-round driving ability, with opportunities to work with notable motor sport specialists and receive bespoke one-to-one coaching. The programme acts as the talent pool for Team UK selection.

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.

9 Co-driver programme days

10 Squad events

10 Anti-doping education delivery days

12 Performance Master Class deliveries

50 Team UK development days

83 People engaged in the MSA's coaching programme

198 AASE delivery days



MSA ACADEMY

DEVELOPING

DEVELOPING



INSIGHT

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 by 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

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
- **Seb Marshall:** WRC co-driver
- **Scott Martin:** WRC co-driver
- **Matt Parry:** Blancpain GT Series Endurance Cup driver
- **Harry Tincknell:** 2017 WEC GT driver with Ford / LMP2 class winner at 2014 Le Mans 24 Hours
- **Nick Yelloly:** Force India test driver.



TRAINING

HIGH QUALITY TRAINING SUPPORTS THE INVALUABLE ROLE PLAYED BY THOUSANDS OF MARSHALS AND OFFICIALS

DEVELOPING



DEVELOPING

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 650 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 60 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 £145,000, 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.

TRAINING



DEVELOPING

INSIGHT

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

Radio marshal training

MSA Training Instructors conducted training sessions across the country, based on the requirements of the MSAs 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

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



DEVELOPING



INTRODUCING
GOVERNING
SUPPORTING
CELEBRATING
SHARING
ORGANISING
DEVELOPING
COMMUNICATING
REPORTING

COMMUNICATING

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.

“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

David Taylor and Brian Cammac on the closed-road Rally Isle of Man

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.

F1 British Grand Prix

The British Grand Prix gives the MSA an opportunity to inform politicians of the wider UK motorsport scene and the accompanying high-performance engineering industry, which contributes £9bn to the British economy. In 2017 the MSA hosted many parliamentarians and other dignitaries at Silverstone, including:

Rt Hon Karen Bradley MP

*Secretary of State for Culture, Media & Sport
MP for Staffordshire Moorlands*

Richard Burden MP

*MP for Birmingham Northfield
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 the Lord Hain

Former MP for Neath

Rt Hon David Mundell MP

*Secretary of State for Scotland
MP for Dumfriesshire, Clydesdale and Tweeddale*

Rt Hon the Lord Robertson of Port Ellen KT

Chairman, FIA Foundation

Rt Hon the Lord Rooker

Chairman, British Motor Sports Training Trust

Rt Hon Ben Wallace MP

*Minister of State for Security
MP for Wyre and Preston North*

PUBLIC RELATIONS

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

COMMUNICATING



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.

@msauk
 /msauk
 msa_motorsport

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, Licenced Officials, Registered Marshals, Registered Clubs and other contacts, totalling approximately 40-43,000 recipients per issue. The latest insights show that 96 per cent of competitors read the magazine.

COMMUNICATING



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.

MSA Magazine told the story of a new wave of young drivers competing in the growing world of historic motor sport



INTRODUCING GOVERNING SUPPORTING CELEBRATING SHARING ORGANISING DEVELOPING COMMUNICATING REPORTING

REPORTING

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MSA British Hill Climb Champion Trevor Willis at Shelsley Walsh

Reporting

ENGLAND

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.

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.

22,504 Competitors

5,865 Marshals

2,361 Officials

574 Clubs



Dessie Henry and Liam Moynihan competing on the Tyrone Stages Rally

Reporting

NORTHERN IRELAND

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.

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 (BMSTT) 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).

1,493 Competitors

409 Marshals

195 Officials

35 Clubs



Heather Calder succeeded her father, Colin, as MSA British Sprint Champion

Reporting

SCOTLAND

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.

2,130 Competitors

539 Marshals

287 Officials

62 Clubs



Joesph Taylor competing in Mini X30 at Glan y Gors in North Wales

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.

2,360 Competitors

652 Marshals

233 Officials

77 Clubs

GROUP STRATEGIC REPORT

ACTIVITIES

The principal activities of the Parent Company, The Royal Automobile Club Motor Sports Association Limited trading as Motor Sports Association "MSA", are to administer and finance the governance of motor sport in the United Kingdom for motor vehicles with more than three wheels and, through its subsidiaries International Motor Sports Limited ("IMS") and British Grand Prix Limited ("BGPL"), to organise and promote motor sport events, provide motor sports consultancy and undertake commercial activities related to motor sport.

STRATEGY & OBJECTIVES

The Group's strategic objective is to be an excellent governing body and the acknowledged leader in developing and growing regulated motor sport in the United Kingdom. There are three key elements to our strategic objectives:- securing our financial and operational stability, enhancing our visibility and reputation at national & international levels and promoting the United Kingdom's contribution and heritage in motor sports.

We remain committed to implementing initiatives which increase greater motor sport participation and the training of our staff & volunteer officials.

FINANCIAL PERFORMANCE & KEY PERFORMANCE INDICATORS

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 material loss, which included the start-up costs of British Rally Championship. Whilst the quality of the output from IMS is improved, it will need to concentrate on commercial revenues to deliver a reasonable return.

IMS's loss before tax was £133,810. (2015: Profit £7,222)

BGPL, our other wholly owned commercial entity holds the organising contract with Silverstone Circuits Ltd for the F1 British Grand Prix, which it sub contracts to IMS. We are now in the process of finalising the contract for the organisation of 2017 F1 British Grand Prix.

BGPL's profit before tax and dividend was £31,772. (2015: £31,132)

MSA has a three-part strategy for creating long-term value for our stakeholders, as below:-

Securing our financial and operational stability – we drive our top line growth by investing in growing participation at grassroots through projects like Gomotorsport and Dare to Be Different. We are investing significant resources in a new Customer Relationship Management system. The new CRM should be operational by mid May 2017. The number of licences and events are key indicators as the absolute level of income. Our licensing income grew by 2% to £2509k (2015 – £2464k). The events fees were down by 4% to £527k. (2015- £547k). Please see page 29. We maintained our reserves in real terms. The net assets at 31.12.2016 were £10.1m compared to £9.5m at the beginning of the year.

Enhancing our visibility and reputation at national & international levels – 2016 was another remarkable year for British talent on the world stage. Lewis Hamilton won ten races to take second place on the 2016 F1 World Championship. Lando Norris won the Formula Renault 2.00 Northern European Cup and the Eurocup in his first season. Kris Meeke won two rounds of the FIA World Rally Championship. Callum Bradshaw dominated the CIK-FIA Karting Academy Trophy. Finlay Kenneally won the CIK-FIA Karting European Junior Championship. We made over 20 nominations to 2016 FIA Commissions and judicial bodies.

Promoting the United Kingdom's contribution and heritage in motor sports – we run a number of programmes, projects and initiatives aimed at promoting the development of motor sport in the UK. These programmes demonstrate our contribution to the wider sport in the UK and help to consolidate our heritage as a recognised global leader on the world stage.

The MSA Academy is a talent development pathway that supports young drivers to achieve their potential resulting in success on the global stage. Through this programme the MSA is taking a lead in the development of the next generation of UK drivers enabling them to achieve success on the world stage thereby further cementing the UK's heritage in motor sport.

The MSAs reputation for top quality education and training for officials is highly regarded around the world. Our international programme provides education and training for countries that require support and development. This programme provides an opportunity to build on the heritage of UK motor sport, extend its reach and exposure through this work and share best practice, thus promoting the UK's contribution to motor sport and promoting its heritage.

MSAs 2016 financial performance was affected by the following additional expenses:-

Strategy review	£84,000
Safety radio grants	£59,000
RallyFuture	£110,000
Costs relating to new CRM	£119,000

We are committed to developing the structure of the sport with the overall aim of improving sustainability and providing a platform for future growth. The key areas of delivery are:-

Clubs – to develop, nurture and actively support a vibrant network of clubs with seamless and accessible pathways into the sport.

Volunteers – to develop an environment where volunteers are valued, recognised and rewarded for their commitment and involvement in the sport.

Training and education – to develop and deliver high quality training programmes to support, nurture and develop volunteers and officials in the sport.

Performance – to identify, support and retain young talented athletes in the sport through professional coaching, education and guidance whilst embedding best practice.

The Gomotorsport programme is the MSAs club development programme. This includes club support, promotional activity and support for new events. In 2016, we supported over 850 events, reaching over 45,000 people. Our training programme utilises and supports 200 MSA trainers to deliver training to new and existing volunteers and officials throughout the year. In 2016, 14 club officials' seminars were delivered with over 500 attendees. A marshals' online training module was launched and over 6,000 people completed it with 1,700 registering with us for the first time. Additionally as part of the Rally-Future initiative, the MSA developed and delivered a new safety car workshop with over 300 attendees across 6 courses in 2016. The MSA Academy programme supports talented athletes across the spectrum of the sport. MSA Academy events and activity reached over 300 athletes in 2016 over 250 delivery days.

We continued our partnership with Susie Wolff's 'Dare to Be Different' initiative, which is aimed at inspiring, connecting, showcasing and developing female talent in motor sport.

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 has overall responsibility for determining the nature and extent of the principal risks it is willing to take to achieve its strategic objectives as well as establishing and maintaining the Group's systems of internal control, risk management and reviewing the effectiveness of these systems.

We have a risk management framework embedded with

in the business to support the identification and effective management of risk across the Group. Responsibility for the assessment and management of the risk including monitoring and updating is assigned with the Heads of Department, overseen by the Chief Executive. The risks are then consolidated into a Group Risk Register, which provides an overview of the Group risk profile. The Board regularly reviews the Group's principal risks, including those that would threaten our business model, future performance, solvency and liquidity and their mitigation.

A failure to achieve our strategic priorities would have a significant reputational impact and threaten our ability to regulate and administer the sport. 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, reduction in the number of licence holders, failure to secure title and other sponsorship in respect of Wales Rally GB, the level & management of safety and motor sport 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 2016, our public liability cover for any motor sport incident was £65m and this cover has been increased to £67m in 2017. Regular review of the MSA safety management systems and appraising IT system architecture to ensure that our 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 operating in accordance with best practice in business integrity, ethics and maintain the highest standards of financial reporting and corporate governance.

The MSA Board is responsible for the leadership, strategic direction and overall management of the Group. The Board has delegated responsibility for these to the Chief Executive and Senior Management Team. The Chief Executive and the Senior Management are 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 Senior Management 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 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 gov-

ernance, 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 – is appointed and meets as and when required and has responsibility to evaluate and review the balance of skills, knowledge and experience of the Board taking into account our risk appetite and strategy. The committee monitors succession plans, identifies and nominates suitable candidates for the appointment to the Board and is chaired by Alan Gow.

Remuneration Committee – is chaired by Rod Parkin. It makes recommendations to the Board regarding the remuneration of the Chairman, executive directors and members of the senior management team. The remuneration policy is designed to attract, retain and motivate the senior management team to deliver business strategy. Remuneration arrangements for senior positions incorporate performance measures linked to the business plan and individual performance criteria.

Investment Committee – monitors and reviews our investment performance, policy and strategy. It is chaired by Alan Gow.

Audit & Risk Committee – chaired by Dennis Carter. The Board has established the committee to monitor and discuss with management and the external auditors the integrity of the financial statements including quarterly and annual reports; reviewing & 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 Group's assets and the basis for the going concern assumption; significant uncertainties faced by the Group; compliance with financial reporting standards and governance reporting requirements.

OUTLOOK

MSA continued its comprehensive strategic review in detail and facilitate agreed implementation over the coming months. The anticipated changes to both operational and functional approach will it is believed strengthen further MSA's ability to sustain and develop the sport.

As a leisure industry, the sport is particularly susceptible to the global and national economic position and the uncertainty surrounding Brexit is currently a primary concern, not just generally, but specifically as many motor sports products and consumables are manufactured in the EU.

The decision of the European Court in the Vnuk case has created uncertainty across the EU about compulsory third party motor insurance for motor sport vehicles. This insurance is not available. The Department for Transport has begun a public consultation about possible changes to UK legislation. The MSA broadly supports the government's preferred approach, which is to implement changes to domestic legislation only after an amended Motor Insurance Directive is agreed, and which excludes regulated motor sport from compulsory motor insurance. There remains a residual risk to the MSA outlook that the EU does not amend the Motor Insurance Directive, or that the UK government does not exclude motor sport from future legislative changes. The continued uncertainty surrounding the Vnuk court decision and the manner in which the UK Government will respond is another challenge.

Overall however the national motor sport landscape remains solid and secure with the MSA committed to providing the appropriate platform.

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

A J Gow – Chairman
15th March 2017

DIRECTORS' REPORT

The Directors present their annual report and the audited group financial statements for the year ended 31 December 2016.

DIRECTORS

The Directors who served throughout the year 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 (2015- 45 days) from the date of the invoice being issued.

CHARITABLE DONATIONS

During the year, there were no Group charitable donations. (2015: £100,000). The Board approved donations of £57,000, principal being –

UK Air Ambulances £54,000 and £3,000
Henry Surtees Foundation. (2015 - £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 Council's Special Fines Account.

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 2016 were as follows:-

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

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
- After 15 years of service, I have decided to retire at the end of this year. It is now appropriate for the Board to proceed with succession arrangements.

On behalf of the Board, I would like to thank our staff and the many thousands of volunteers for providing excellent service and commitment.

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

A J Gow – Chairman
15th March 2017

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Reporting

GROUP INCOME STATEMENT

For the year ended 31 December 2016

	2015	2016
	£	£
GROUP INCOME		
Governance of motor sports	4,743,301	4,812,840
Event promotion and commercial activities	3,006,932	2,959,601
TOTAL	7,750,233	7,772,441
EXPENDITURE		
Staff costs	2,426,482	2,588,216
Event promotion and commercial activities	2,624,653	3,012,297
Club support	60,534	34,042
Rally & Safety Management Systems	150,382	123,081
Development	276,905	348,376
Marketing & communications	181,830	200,568
Publishing & printing	212,079	221,504
Insurance, legal, professional & consultancy	454,873	473,822
Committees & officials	480,406	440,413
IT	138,691	218,825
Postage, stationary & carriage	151,411	155,401
Championships & events	56,293	63,316
Fair value movements	98,547	-731,777
Travel & subsistence	142,880	154,745
Miscellaneous	28,637	30,900
Depreciation	241,514	179,332
Accommodation (Motor Sports House running costs)	101,806	145,329
Loss/(Surplus) on disposal of investments	49,868	-66,504
Gift-aid charitable donation	100,000	57,000
TOTAL	7,977,791	7,648,886
Operating surplus/(deficit)	(227,558)	123,555
Other finance charge	-	19,000
Interest receivable and similar income	300,288	296,413
Surplus on ordinary activities for the year before taxation	72,730	438,968
Tax charge on the surplus for the year	12,469	102,884
Surplus on ordinary activities after taxation for the financial year	60,261	336,084

All above amounts are in respect of continuing activities.

Reporting

GROUP STATEMENT OF FINANCIAL POSITION

As at 31 December 2016

	2015	2016
	£	£
FIXED ASSETS		
Tangible assets	1,599,839	1,872,404
Investments	6,955,103	7,723,222
CURRENT ASSETS		
Stocks	20,941	15,776
Debtors	1,164,739	648,669
Cash at bank and in hand	6,450,451	6,383,754
	7,636,131	7,048,199
CREDITORS: Amounts falling due within one year	(6,096,005)	(5,930,152)
NET CURRENT ASSETS	1,540,126	1,118,047
TOTAL ASSETS LESS CURRENT LIABILITIES	10,095,068	10,713,673
Creditors due in more than one year	(150,576)	(208,901)
Net Pension (liability)/asset	332,055	(105,600)
NET ASSETS	10,276,547	10,399,172
RESERVES		
Income and expenditure account	10,276,547	10,168,572
Property revaluation reserve	-	230,600
TOTAL	10,276,547	10,399,172

FIVE YEAR GROUP RESULTS

	2012	2013	2014	2015	2016
	£	£	£	£	£
GROUP INCOME	6,826,542	7,807,046	7,318,119	7,750,233	7,772,441
Operating surplus before gift-aid donation & deficit on impairment in current asset investment	561,907	426,099	142,618	127,558	180,555
Gift-aid charitable donation	(100,000)	(100,000)	(100,000)	(100,000)	(57,000)
Operating surplus/(deficit) for the year	461,907	326,099	42,618	(227,558)	123,555
Other finance charge	(28,000)	(34,000)	11,000	-	19,000
Interest receivable	322,516	293,616	297,839	300,283	296,413
Surplus for the year before taxation	756,423	585,915	351,457	72,730	438,968
Tax charge on the surplus for the year	(154,402)	(132,246)	(103,598)	(12,469)	(102,884)
Surplus for the year after taxation	602,021	453,689	247,859	60,261	336,084
Recognised in the Comprehensive Income Statement	(84,539)	(72,193)	(719,687)	140,131	(213,459)
Movement in the year	517,482	381,476	(471,828)	200,392	122,625
Net Prior Year Adjustments	-	844,327	-	-	-
Net Group assets brought forward	8,804,696	9,322,180	10,547,983	10,076,155	10,276,547
Net Group assets carried forward	9,322,180	10,547,983	10,076,155	10,276,547	10,399,172

STATISTICS

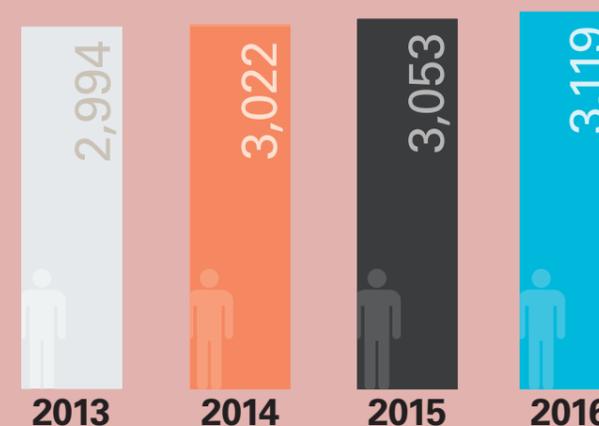
Competition Licences by discipline

	2012	2013	2014	2015	2016
RACE					
International	1,393	1,388	1,429	1,503	1,635
National A	4,180	4,186	4,357	4,453	4,519
National B	4,529	4,494	4,358	4,474	4,581
International Historic	366	309	298	247	248
Truck	31	30	37	36	39
Total Race	10,499	10,407	10,479	10,713	11,022
KART					
International	221	232	245	242	224
National A	1,760	1,571	1,433	1,298	1,303
National B and Clubman	2,272	2,183	2,152	2,116	1,981
Total Kart	4,253	3,986	3,830	3,656	3,508
RALLY					
International	273	226	230	229	256
National A	2,027	1,954	1,875	1,823	1,744
National B	3,981	100	100	100	3,988
Navigator	1,039	1,042	963	978	919
International Historic	11	11	15	13	9
Total Rally	7,331	7,189	7,065	7,097	6,916
SPEED					
International	36	32	31	31	34
National A	1,487	1,476	1,498	1,545	1,490
Total Speed	1,523	1,508	1,529	1,576	1,524
OTHER					
Off-Road	86	83	86	84	84
Non-Race Nat B	6,335	6,190	6,102	6,150	6,007
Clubman	1,094	1,111	1,000	1,017	968
Entrant	257	249	234	248	226
TOTAL COMPETITOR LICENCES	31,378	30,723	30,325	30,541	30,255

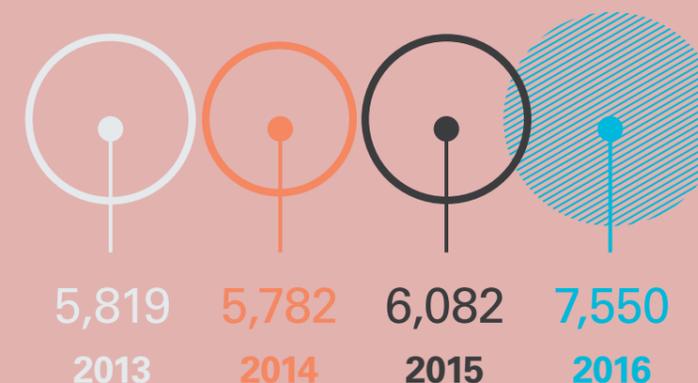
Event Permits by discipline

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Autotest	561	614	664	684	743	728	782	866	921	904
Auto/Rallycross	54	47	72	70	63	55	69	63	57	58
Cross Country	1,263	1,223	1,298	1,211	1,268	1,171	1,158	1,126	1,119	1,105
Race	302	310	307	313	333	329	334	336	334	325
Rallies	982	922	912	868	887	882	809	745	749	740
Speed	329	338	328	340	335	316	330	344	339	323
Trials	204	242	242	262	217	221	218	233	232	238
Kart	460	456	465	439	448	454	415	460	438	454
Exempt	778	729	766	801	826	766	765	702	789	773
TOTAL EVENTS	4,933	4,882	5,054	4,988	5,120	4,922	4,880	4,875	4,978	4,920
TOTAL ENTRIES	153,808	155,729	147,384	143,899	143,899	138,533	134,795	138,279	137,590	133,956

Total licensed officials



Total registered marshals



92
Oldest

42
Average

6
Youngest



Elfyn Evans and
Daniel Barritt on
the 2017 Dayinsure
Wales Rally GB

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