

# History of Governance

The spirit of the early British motor clubs continues to drive motor sport organisation and regulation today, with over seven hundred clubs sharing agreed codes of practice under the umbrella of the MSA.

**A**ny successful sport requires sound processes, rules and codes of practice to govern its operation. For motor sport, the history of this governance can be traced back to the turn of the last century when the development of the motor car led to the early formation of a number of motor clubs.

### Early history

Prominent amongst these was The Automobile Club of Great Britain & Ireland (later renamed The Royal Automobile Club) which in subsequent years emerged as the leading organisation representing motorists' interests and organising motor sport events.

Until the early 1970s motor sport was organised by affiliated clubs overseen by the RAC's Competitions Committee – a body of volunteers who ensured that the sport was conducted safely and to a common set of rules.

These rules were agreed between participating clubs and competitors and ensured that competition was fair. The framework of a judicial system had also by then been put in place and over subsequent years this has evolved into the system in use today (see Part 2: The regulations).

The late 1970s saw a re-structuring of the governance of the sport. In 1975 the Competitions Committee was replaced by a new RAC Motor Sports Council and four years later the RAC Motor Sports Association was formed to look after the day-to-day running of the sport.

### The role of the MSA Council

Today the Council acts in the role of a Sporting Commission, making and amending the rules governing motor sport in Britain, while the

Association communicates and administers those rules within the sport.

The 24 member Council normally sits three times a year and has overall responsibility for rule-making and judicial matters. It is supported by:

- eight specialist motor sport committees
- five specialist motor sport sub-committees, and
- five advisory panels.

In all these are made up of over 200 volunteers from various motor sport disciplines.

Membership of these committees is drawn from a wide range of competitors, organisers and administrators across the full spectrum of motor sport. All committees operate in a democratic and transparent manner.

The Council's fulfils its regulatory role by:

- Considering and approving the regulations that govern the sport
- Overseeing the judicial processes and administering the National Court to resolve disputes
- Ensuring the regulation of safety within the sport.

### The role of the Association

The Council's work is supported and underwritten by the Motor Sports Association. The MSA provides an administrative and financial infrastructure for the sport. It ensures sufficient funds are available for the training of officials and marshals, for the development of technical skills and training of scrutineers, and to support the rule-making and judicial bodies in general in ensuring that motor sport continues to be conducted in a fair and safe manner.

Today over seven hundred motor clubs are

registered with the MSA and cater for the whole range of motor sport activity, from the grass root amateur to the professional elite. These activities include circuit car and kart racing, rallying, rallycross, trials, autotests and a number of other disciplines all operating under the MSA umbrella to ensure fairness, safety and consistency.

At an international level, the MSA is affiliated to the world governing body for four or more wheeled motor sport – the Fédération Internationale de L'Automobile (FIA) – which recognises it as the National Sporting Authority (ASN) in Britain. International events are regulated under the auspices of the FIA's International Sporting Code which is published in the FIA Yearbook of Automobile Sport.

The MSA itself is a not-for-profit company limited by guarantee, ploughing any surplus revenue after tax back into the sport. Its main income is generated by issuing competition licenses for participants and permits for motor sport events and Championships. It is based in modern 1,400 square metre offices at Colnbrook close to London Heathrow Airport, where some 32 full time staff are employed in all aspects of running motor sport in this country.

In addition to licensing 34,000 competitors (many of whom will have attended approved driver training schools), the MSA has over 2,700 licensed officials and over 10,000 registered marshals on its database. It currently issues permits for some 4,700 events each year, carries out safety inspections of around 140 motor sport venues and supports training of an army of volunteer officials.

Over 6,100 marshals and volunteer officials received training last year, funded by the British Motor Sports Training Trust, a registered charity for which the MSA provides Trustees and administration. It also provides administrative support to the Royal Automobile Club under its statutory role for Route Authorisation on the Public Highway under the 1969 Road Traffic Act,



and for events off-road under the 1995 Regulations.

## The British Championships

The British Championships are run annually for each of the motor sport disciplines. These are governed by MSA Regulations and involve a series of events which take place throughout the year, all under the control of MSA-registered clubs. They culminate in the award of a British Championship Trophy for each discipline, and details of current winners are contained in this book.

The Championships promote and develop excellence in motor sport and enable the best British competitors to reach international competitive standards.

## Commercial activities

The MSA delegates its primary commercial activities to a wholly-owned subsidiary, International Motor Sports Ltd. IMS, amongst other activities, organises the British Grand Prix and the International Rally of Great Britain, (both currently being rounds of FIA World Championships) and a number of other classic events, the surpluses from which are used to develop the sport.

The MSA also liaises with Sports Councils and similar bodies to assist clubs in securing financial support from Lottery and other central funds to assist with investments, particularly in areas of safety.

# SPORTS2000

SRCC

## THE UK'S BEST CHAMPIONSHIPS

- Full hospitality
- End of season DVD
- Enforced driving standards
- Full grids with close competitive racing.
- Award ceremony at all meetings
- Novice drivers welcomed and encouraged in the Pinto championship.
- Progress into Duratec, 200 bhp with standard engine giving affordable running costs with lap times similar to quickest GT sports racing cars.



## 3 CHAMPIONSHIPS



**HISTORIC SPORTS 2000  
CHAMPIONSHIP**



**SPORTS 2000 PINTO  
CHAMPIONSHIP**



**SPORTS 2000 DURATEC  
CHAMPIONSHIP**

- EUROPEAN RACES AT SPA, DIJON, ZANDVOORT, ZOLDER ETC
- 8 CHAMPIONSHIP ROUNDS AT BRANDS GP, SILVERSTONE GP, THRUXTON, DONINGTON PARK, ETC
- 1 HOUR ENDURANCE RACES



Visit [www.sports2000-srcc.com](http://www.sports2000-srcc.com) and put the FUN back into your racing.

Designed and produced by [www.tmsgp.com](http://www.tmsgp.com)