



REPORTS, REVIEWS & REFLECTIONS

JANUARY
2022

ALL CONTRIBUTIONS WELCOME

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ROGER ALBERT CLARK RALLY 2021

REPORT

The Planning

Having done so many original RAC Rallies back in the 80s and 90s, the newer Roger Albert Clark version never really appealed to me until 2019, when having been unable to find a ride on it I watched the fantastic Facebook live coverage and I knew it had to be a target for 2021.

The trouble was, having done my last forest rally in 1997 and not being au fait with the new fangled clocks and bought-in pace notes, would I be able to find a driver willing to take on this old bloke who was seemingly not up to speed with 'modern day' forest rallying?

It took until November 2020 for me to find a driver who was looking for a map man and had, like me, a burning ambition to tackle what must be one of the best rallies left for a true clubman to contest – that man was Tony Williams from Dorset in his beautiful Mk2 Escort.

After much planning and the fastest finger first lottery of gaining an entry for the RAC, we finally met up for a test at Phil Price's Rallyschool in September, just two months before the event. Having decided for cost reasons we couldn't afford another rally, this test was a one off chance to see if we could all work together and fortunately it all went to plan.

Next on my learning curve was to discover how the post-Covid timing clocks worked, so I volunteered to marshal on the Trackrod and despite having had no clock training other than an online seminar, I was suddenly in charge of a flying finish clock (no pressure then)! Fortunately that all went well so the stage commander asked me back to the Malton Rally to do an arrival clock – all good practice I thought.

The Build-up

Early November and the Patterson notes and download video links arrive – WOW what a lot of work that turned out to be, going through every stage at least four times, marking, changing and re-checking everything to Tony's preferred system (a system I had never used before).

All was going well, the car was all ready to go, new engine, gearbox, diff and lights fitted, tyres mounted and spares package coming together, then 10 days before scrutineering the phone call came "Rich, I don't know how to tell you this but I've tested positive" Hmm, not what we wanted but 10 days in isolation from the PCR test date and we could still make it to Carlisle in time – just. To that end, I carried on with my preparation.

Five days to go and I get another message "I can't move much and am feeling terrible so we will have to pull the entry". Two years of planning and poor Tony has been dealt such a huge blow but what we didn't know was 5 days later he would be very poorly in ICU.

Somewhat shell-shocked, I thought that I may as well ask around to see if anyone else was in need of a co-driver at short notice but despite a slight glimmer from a chap in Scotland, I drew a blank. But not wanting to miss the event all together, I thought oh well if I can't compete, I can marshal, so late on Tuesday night (one day before scrutineering) I contacted the stage commander of Kershope stage asking if he wanted any more marshals and agreed I would head up there to help.

The Wednesday morning plan was to walk the dog, buy some marshalling food (bacon, sausages etc), put my co-driving kit away and get my marshalling stuff out and get things ready to head north. Little did I know what would happen whilst walking the dog – my phone rang "Are you still able

to do the RAC as my co-driver pulled out this morning"? Having picked my jaw up off the floor, my phone went ballistic and this message appeared, sent by so many people (right):

Cancel the marshalling arrangements, dig out the co-driving gear and a couple of hours later with my phone still going mad with messages and calls (thanks Brian) I'm on a train to Carlisle.

After blagging a lift from the railway station to scrutineering with the FIA safety delegate who just happened to be parked there (cheaper than a taxi!) I finally get to meet David, my new team and the beautiful newly built Sunbeam. I'm given the official maps, roadbooks and 'pace' notes, which are not only from the other supplier but are also a completely different number system to the type I had been working on for the last few weeks – it's going to be a very long and sleepless night sorting these out.

I know everyone has a preference for certain things in their choice of notes but what I found out comparing the two versions was how completely different they were – so much so that I still believe had we used the 'Onthepacernote' system we would probably be having a big accident on the first day as they were terrible in my opinion.

Over breakfast on Thursday, I manage to convince David that 'his' notes were not great and mine had been quadruple checked with everything like surface changes noted, so we agreed that my Patterson notes were the way forward. Phew, what a relief!

The Rally

So here we are, two years of planning, my first forest rally for 24 years, a driver I have only known for a few hours and a car I've never been out in before – all ready for 5 days of proper rallying, but the strange thing was that it all felt perfectly normal like I had never been away – no nerves whatsoever.

The first night was 4 stages in the dark and despite new notes and sticking rear brakes we were pleasantly surprised to find our little Sunbeam 43rd overall and leading the class by 15 seconds at the overnight halt. Not bad for a new pairing.

Day 2 and the rally headed for a full day and night in Kielder but what we didn't expect was the effect of Storm Arwen. The





Sunbeam was always going to be out-gunned on the very fast straights of Pundershaw and Chrirdonhead, but we thought if we could get through today with no punctures or problems, the Scottish stages of the following day would be more suited to us. To our surprise after the first loop of four stages we had increased the class lead to 30 seconds but after two more it was down to 17, so we were having a great battle for class honours. This is when the event was turned on it's head.

At service before the second run of Falstone, the temperature plummeted, the darkness and snow started to fall and we opted for the Cooper Super Soft tyres to hopefully give us more grip in what would probably be very tricky conditions. Falstone turned out to be a real car breaker with lots of washboard ruts after 180 cars had been through before us, but the snow was swirling in the strong winds making things really difficult. The notes were brilliant though and we were 15th quickest overall even with a smashed and partly missing rear shocker.

But if the stage north of Kielder Water was bad, the second run through Bewshaugh to the south was unbelievable! I remember some really bad conditions in the 80s but this was probably the worst blizzard I had ever competed in. The notes again worked well and I was really glad of all the time I had spent marking interval distances on them for just this kind of visibility. We caught and passed 5 or 6 cars but unfortunately one decided to act as a rolling road-block and wouldn't let us pass, which probably lost us a minute or so – little did we know at the time how important this would be in the end.

Happy to have survived the stage and the following road section back to Carlisle (something many of the later runners couldn't complete due to the storm) we found ourselves 31st overall and leading the class by 7 minutes!

Day 3 was strange to say the least, we were having breakfast in the hotel and getting reports of many crews still stuck out on the final road section and many having taken shelter in a Langholm pub. It was clear that the rally wouldn't re-start on time if at all. Finally at mid-day the decision was taken to scrub the whole day and move the rally south to Wales. However, having a contact in the Dovey stages, we heard the set-up crews had been ordered out of the forest for safety reasons so we had no idea if the Welsh loop would actually take place or not. With fingers crossed we headed down the M6.

Day 4, Dyfnant and we get warnings of icy patches in the stage. Patches – more like half the stage! What made it worse was the rear brakes were not only binding but actually locked on, so much so we couldn't actually reach Chris Comley's team at the finish control. I jumped out whilst David grabbed the tool kit to free off the hydraulic pressure.

Convinced we had cured the problem in emergency service we headed for Dovey but this time the brakes locked solid in the stage and we dropped over three minutes sorting the problem. At service in Dolgellau we again thought we had fixed the problem but just in case we would carry the ring spanner in the car so we wouldn't lose as much time if it happened again. Unfortunately it did but this time we 'only' lost a minute and a half effecting repairs. The lightbulb moment then happened and I thought why not tyrap the spanner on to the handbrake bleed union so we could release the pressure without having to stop on stage, which we did and when the brakes locked again on Dovey 2 we could sort the problem whilst still moving.

The brake issues had cost us dearly and all hopes of a top 20 overall were now gone but at least we were still leading the class by a considerably margin, or so we thought. Apparently our main competitor had been given a stage maximum way back on stage 12 but they had argued that it should have been a notional time – a difference of 5 minutes 28. The organisers took over two days to decide the outcome of this which meant we would actually start Day 5 with a slender lead of just 27 seconds.

Had we known this the night before, we probably wouldn't have done the precautionary gearbox change as we fitted a new but untried unit in place of the now noisy but trusted one. This was to be our downfall, as the clutch was slipping on the first test of the day, losing us 10 seconds. In Glasfynnyd we clawed back 16 seconds despite a spin but in Crychan it all went horribly wrong when we stalled on an uphill hairpin and without a clutch lost two minutes trying to bump the car on the starter motor.

It was only at the next service, with two stages to go and no clutch that we found out about the timing error and that we were in fact now second in class by over a minute. We were devastated and faced the dilemma of whether to nurse the car to the finish with no clutch or have a real go to gain the time back – we chose the latter.

On the penultimate stage we took back 22 seconds so could we do it in the final Crychan test? The answer was unfortunately no, as the 9 seconds we did get meant we had lost the class by 30 seconds – how were cursed that bloody little Italian car that didn't pull over for us in Kielder!

Still 33rd overall historic and second in class was a far better result than I could have imagined the day before the rally started when I was all set to go marshalling!

Now my appetite for forest rally has returned I plan to do some Rally 2 events with Tony, as he is thankfully fully recovered. As for the RAC in 2023, it has got to be done again as this event really is what rallying is all about.

Richard Wise

Shocking findings spark creation of motorsport inclusivity initiative

A dissertation carried out by University of East Anglia graduate and Anglia Motor Sport Club Development Officer Laura Cooledge has sparked the creation of a new initiative designed to make motorsport more inclusive to all.

With only five per cent of Motorsport UK licence holders currently female, Laura's dissertation – titled *As a female in a rally car you are fair game* – sought to identify and assess why women are so under-represented in motorsport.

The study, which is the first academic research of its kind to be undertaken within motorsport, involved more than 150 women from a range of roles and disciplines. Its key findings included:

- 47% of women have felt uncomfortable whilst competing, volunteering or working within the motorsport environment.
- One in four women have felt excluded from competing, volunteering or working in motorsport because of their gender.
- Women in motorsport are often exposed to sexual objectification and harassment, ranging from unwanted advances, inappropriate and derogatory comments to physical assault.
- Negative comments are commonly displayed in response to female success.

Comments from those involved included: *“no-one took me seriously”* and *“you have to prove yourself a lot more as a woman”*. During competition, one respondent had even been told: *“with an ass like that, all you should be doing is being a grid girl”*.

Shocked by the findings, Laura enlisted the help of other female role models in the East Anglian region.

They formed a group to discuss how to get more women involved in motorsport whilst making the environment safer and more inclusive. The group is made up of men and women who participate in a variety of roles and disciplines in motorsport across East Anglia, all coming together with the passion to make a difference.

This led to the creation of the **Better Together** initiative, which aims to knock down barriers and make motorsport more inclusive and accessible for all.

Better Together has launched a social media campaign focused on raising awareness of issues in motorsport and challenging discriminatory behaviours and attitudes.

With the long-term goal of improving the inclusivity of the motorsport environment, the group hopes that with their campaign, newly developed Code of Conduct and guidance to motorsport clubs, more people will be encouraged to get involved and feel welcomed in doing so.



Anglia Motor Sport Club Development Officer Laura Cooledge



Safeguarding & Diversity

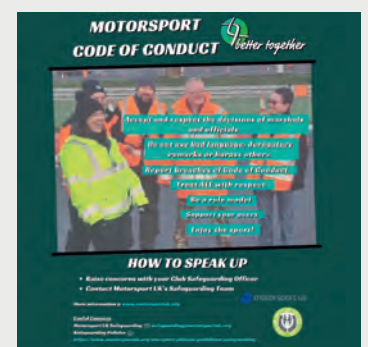
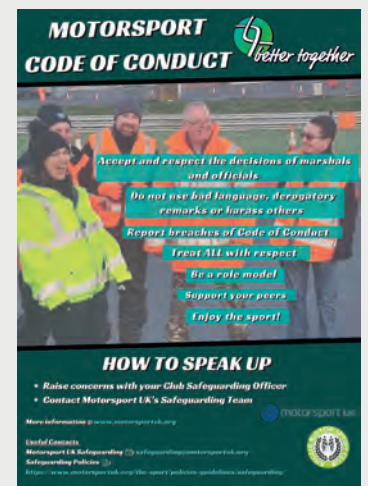
It's important that everybody should be able to enjoy motorsport and feel safe and welcomed in doing so.

MCAC proudly champions the @AngliaMotorSportClub Code of Conduct. Please keep this Code of Conduct in mind at all times and report any breaches to your Club Safeguarding Officer.

Our Club Safeguarding Officer is Paul Duckmanton and is email.

We need to give motorsport a future. Let's make motorsport accessible to all!

#WeAreBetterTogether



Code of Conduct clippings for your Facebook/Twitter/Instagram account

Please note, you can also find suitable imagery and the Better Together logo to use within your social media posts via [this link](#):



While it's true that rallying can be unpredictable, there are times when it can be 'reliably predictable'. Such was the case at Brands Hatch at the MGJ Engineering Winter Stages.

Entering the 1400cc Class A with nine other cars and looking down the list, one could 'reliably predict' that the orange Vauxhall Nova of Christopher and Anthony Newton would win the day. This superb piece of machinery is one of, possibly the, most competitive vehicles currently around, regularly punching above its weight and leaving many more powerful cars in its wake as it continues its thrilling and what must be exhilarating progress.

Not far behind the Nova would be Mark and Andrew Constantine's Vauxhall Corsa B, another fine machine which podiums at either first or second – and has done for the past 16 years.

And so it proved, the Nova ending the day 17th overall, while the Corsa B made the top 30 overall.

This left the other eight cars in the Class to fight it out for the remaining podium place, our Micra being one of them.

Amongst those competing for 'the best of the rest' were six Nissan Micras, another Vauxhall Corsa (where the smart money was), and the Austin Mini of Laura & Duncan Christmas.

This was an interesting mix – Micras are 'predictably reliable', but do not have the raw power of the Vauxhalls. And as all rally car owners like to modify and push the envelope to some degree for performance gains that can lead to 'unpredictable reliability' – but that's what makes rallying exciting, right?



Thus, we were in line at Stage 1, sitting behind car 61, the Micra of Oliver and Simon Howard, which was wearing a very smart grey suit and sporting a bonnet scoop, suggesting some engine tinkering underneath, with some lovely polycarbonate windows and GRP panels that Adam and I mused about getting for our own, heavy metal car one day.

More musings led to the possibility that this grey Micra could be the car to take third place, provided it could beat the other Vauxhall Corsa of Sam & Bailey Cox, a GSi variant.

Further down the running order was another quicker Micra – that of James Hardy and Nick Wilkins – an effective pairing that we've regularly competed against.

Therefore, we 'reliably predicted' that a mid-table finish for us wouldn't come as a surprise, but finish we must.

The day started chilly, damp and foggy, particularly so on the way to the circuit from Wrotham Heath and it was still hanging by the time we were underway on the Stage.

We'd elected to run super soft tyres all round, knowing also that

Stage 1 began in the slippery rally school, and it was a relief to return to service with no mishaps or moments, apart from one bad call from me. The obvious tyre choice had proved correct as we finished the stage in third place. Interesting!

Stage 2 was also neat and tidy – once again our time matching the Cox's Corsa. During this stage we'd passed a grey Micra GRP bonnet, laying on the tarmac at the tight hairpin in front of the grandstand. Oooer!

Just around the hairpin the rest of the grey Micra was limping along. Sadly it wasn't good, as the Howards retired. It's gutting to see – much time, effort and money goes into rallying only to have it all go wrong so early in the competition.

Meanwhile Kay Thompson and Paul Hudson in their orange/cream Micra were trading places with the Christmases in the Mini.

The start of Stages 3 and 4 were switched so that now we would be finishing at the rally school, albeit still traversing the circuit the wrong way round.

We were now in the order behind car 60, a Renault Clio F2000, who had been posting similar times in Class C; this gave us the opportunity to have some clearer stage runs after the obligatory splits, so it was important for us to keep up the pace to make the most of it.

A pretty uneventful two stages followed, with the surface drying and our choice of putting a medium compound on the front was serving us well.

Our friends and service neighbours, Dale and Andrew Lawson in their MG ZR were going nicely too in Class B and as our times were comparable to theirs, we knew by half way that we were realistically in the hunt for third place as the Cox's Corsa wasn't making up ground that quickly.

Hardy & Wilkins had dropped off a bit on Stage 3, but came back strongly on Stage 4, so they couldn't be discounted.

An MSN Championship battle royal had developed behind between the Christmases and Thompson & Hudson; this was to last all day with the Mini being piped by the Micra at the end by a single second.

At the tail end, newcomer Alfie Hammond was enjoying his first outing at Brands with Peter Williams, a place behind Tim Richman & Ben Allwright's similarly coloured Micra.

Stage 5 was probably our most eventful. Having been alerted that a Ferrari 308GTB (nice choice for a rally car!) had been dropping oil, we picked our line carefully at the start.

This turned into a comedy of errors. The Lawsons, who were two cars back from us on the start line were discussing how good our starts had been as they'd seen them all day so far, with Andrew advising Dale to "follow what Adam does".

No sooner had he said this, we were away – our car immediately zigged to the right, narrowly missing the merge cones and, as Adam over-corrected, the car zagged left and pin-balled back and forth to the first bend, when finally the car was brought under control. Needless to say Dale didn't follow fatherly advice and wisely did his own thing instead!

Our first lap had a hairy moment through the nadgery bits around the pits when, after exiting the third chicane right up behind a Subaru, we expected it to pull away. It didn't. Adam made a quick correction to avoid its rear end and was just upside the Subaru, and then it decided to get its act together and promptly left us for dead.

At more or less the same point on the third lap we had caught the Ferrari, but it also left us for dead exiting the third chicane. We caught it again at the next hairpin and we realised this would be a problem for the rest of the stage as after the split we'd have to follow it all the way to the the rally stage and beyond and this would cost us valuable time.

Adam made a determined effort and chased it all the way, the only air between us being from a square right in the paddock to the rally school gate. This was short lived as we were locked end to end through the meandering rally track, Adam skilfully taking his only opportunity about four bends from home. Phew!

This was a real daymaker though as the following Stage 6 was a clear run and we posted the second fastest time in the Class – a mere 12 seconds behind the Newtons’ Nova and beating the Constantines’ Corsa by two seconds and matching the resurgent Corsa of the Cox’s.

Having now consolidated our third position – one that we held all day – all that was left for us to do on the two dark stages of 7 & 8 to see it out was to ‘just drive round’ as Adam nonchalantly puts it. This we did and we came home 3rd in Class.

I’m not sure who would have ‘reliably predicted’ that, but we’re very grateful for our ‘predictably reliable’ Micra.

Ray Ripper



IN THE NEWS

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COLUMNIST

MATT JAMES



MN's editor enjoyed the efforts of all the entries at the Brands Hatch Stages

Photos: IAA/Photography



Ripper effort: the flying Micra

Something strange happened to two of my Motorsport News colleagues nearly 20 years ago – they went rallying, and they did it in a Nissan Micra.

Jim Holder, quite obviously nicknamed Noddy, is a smashing bloke. He climbed the ranks of MN to become editor and ruled with a firm but very fair attitude. But that placid exterior, clearly an office-based bluff, evaporated the moment he got behind the wheel of a rally machine with 998cc of raw power underneath his right foot. In the words of John Cleland: ‘The man’s an animal...’

All Noddy’s spare hours (and cash) were spent fettling his Japanese pocket rocket, and he invited his MN colleague – and subsequent MN editor – Matt Burt to sit alongside him and call the notes and share some of the burden too. The F1000-spec Micra provided the pair with a chance to satisfy their competitive urges and Burt was even crowned the F1000 novice co-driving champion in 2004. Cue much mickey-taking back at base,

where we repeatedly reminded Burt that he was nothing but a ‘championship winning passenger’. The dream for the duo ended upside down in a ditch somewhere and two rallying prospects were lost to the sport forever.

I was reminded of that valiant effort during a recent trip to the Motorsport News Circuit Rally Championship round at Brands Hatch.

A circuit-based rally inherently offers dedicated spectator areas (and also a very welcome couple of bars to head into when Jack Frost tries his best). It is not like heading into Kielder or Grizedale but it still gives plenty of bang for its buck and the creature comforts appeal to a ‘roundy roundy’ bloke such as myself.

While watching the likes of Frank Bird, John Stone and Barry Morris trying to tame the access roads at a varying angles and racing down Hallwood Hill and up Paddock Hill Bend is superb, it is the battlers further back down the entry list who provide entertainment that maybe even surpasses those who are chasing the outright trophy.

The multitude of Ford Escort Mk2s, Nissan Micras, Mazda MX-5s and an assortment of

other interesting cars might not carry the speed of a Ford Fiesta RS but it is perhaps more evident which drivers are putting it all on the line to stop the clocks as quickly as possible among the smaller-capacity cars.

My personal plaudits from my trip to Brands Hatch were for the efforts put in by Adam and Ray Ripper. The Motorsport News series regulars finished third in Class A in their Micra behind the all-conquering Vauxhall Nova of Christopher and Anthony Newton.

The Rippers were the 59th car in the entry list of 97 entered (and finished 40th overall) but, in terms of the determination and bravery, ranked much higher up in my mind. Nothing was left on the table (or Tarmac...).

And also, who doesn’t raise a smile at the Scrapy Doo-like nature of a well-driven original-shaped Mini? At Brands Hatch, Laura and Duncan Christmas scrambled their way around the switchbacks to place 67th overall in their 1974 machine and raised a hearty cheer from my fellow onlookers.

The antics of those further down the pecking order certainly maintained interest throughout each stage. That’s part of the appeal; there are the top guys pushing the limits, followed by others who are trying to discover what limits actually are... You know the saying less is more? Well, sometimes, less power can mean more entertainment and that was certainly a point rammed home to me at Brands.

Congratulations to Frank Bird on his accomplished win, but the entire entry list put on one heck of a show. My advice? Go and catch a round for yourself, and watch each stage in full before heading to Tyrrell’s bar for some refreshments. The next event is at Snetterton on February 19.

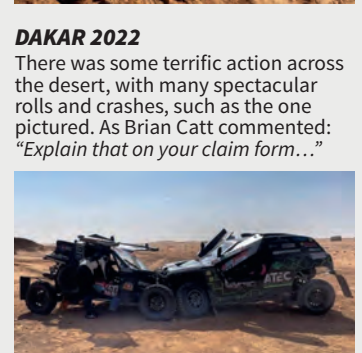


All parts of Brands Hatch are pressed into service

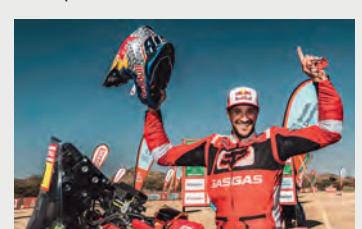


Christmas presents: the highly popular 1974 Mini

“Who doesn’t raise a smile at a well-driven original-shape Mini?”



DAKAR 2022
There was some terrific action across the desert, with many spectacular rolls and crashes, such as the one pictured. As Brian Catt commented: “Explain that on your claim form...”





AEMC Stage Rally Champions!

Congratulations to Brett and Andy Murray who have been confirmed as AEMC Stage Rally Champions. Brett posted:

“Thank you to our service crew, sponsors, friends and family it would not have been such a successful season without you. We now have our heads down on doing the groundwork for 2022.”



WRC Monte Carlo

Sébastien Loeb became the oldest winner of an FIA World Rally Championship round after grabbing a remarkable Rallye Monte-Carlo victory from old foe Sébastien Ogier.

The 47-year-old Frenchman trailed Ogier by almost half a minute heading into the penultimate speed test of the four-day event. Loeb, starting his first WRC event for more than a year, was competing for M-Sport in a one-off appearance. He joins Ogier at the top of the Monte-Carlo roll of honour with eight wins. And victory means he has topped the WRC podium in three different decades. Co-driver Isabelle Galmiche, a 50-year-old schoolteacher who was making her first top-tier start, became the first female winner of a WRC fixture since 1997.

The duel between the most successful drivers in the sport's history proved a fitting start to the new hybrid-power era in the WRC's 50th season. Craig Breen finished almost 90sec further back in third in another Puma, giving the M-Sport Ford an early lead in the manufacturers' championship.

Kalle Rovanperä languished outside the top 10 after the opening night, but after set-up changes improved the balance of his GR Yaris, he soared up the order to secure fourth. And despite losing time with engine issues, Gus Greensmith claimed fifth in another Puma after winning his first special stage at WRC level.



BRMC Online Training 2022

The British Rally Marshals Club will be running **ONLINE TRAINING** throughout the coming months. They will commence at the beginning of February and continue throughout the year. Covering all Motorsport UK modules, this training can be used for upgrade or retention purposes with a certificate being issued. And no need to travel!

All sessions will begin at 19:30 and should last between one and one and a half hours.

To enrol please complete the form for the required course, linked here.



EMAMC Championship Announced

The 2022 Clubman Motorsport Stage Rally championship will contain 9 events organised by 8 different clubs across 8 different venues across the EMAMC region with a mixture of smooth asphalt, mixed surface and forest venues. Scoring will be best 6 from 9 events, giving entrants the choice of the surfaces they most like to compete on. The championship will once again be **FREE TO REGISTER** as a driver or co-driver.

2022 EMAMC Stage Rally Championship

Clubman Motorsport

www.clubmanmotorsport.com

BWRDC Awards

MCAC's Pheebe Fletcher was nominated by the BWRDC Committee for their "Volunteer Gold Star" trophy alongside eventual winner Carol Glenn (far right).



MEMBERSHIP

Recent new members and revisions are:

- | | |
|-----------------------|--------------------|
| Arjun Natesh Madhavan | Hayes |
| Katie Anderson (VP) | Chalfont St. Peter |
| Jack Wilkins | Shepperton |
| Diana McKenzie (LM) | Ipswich |
| Shantanu Shende | Uxbridge |
| Robert Nicholas | Enfield |
| Alexander Quinnell | Maidstone |
| Chloe Coles | Aylesbury |

A very warm welcome to our new members and a big thank you to those who have renewed.

MCAC is taking seriously the impact of environmental damage to our planet...

It's not all doom and gloom.

There are ways in which extra care can be taken to protect and preserve the environment through which we drive. Here is a synopsis of the MCAC Environment and Sustainability Policy and an innovative approach – carbon offsetting.

Several measures are already in place to eliminate or reduce pollution and other environmental damage. Other policies seek to increase the sustainability of our activities, including reducing waste under the 'Reduce, Reuse and Recycle' principles and reduction of carbon emissions including carbon offsetting, taking advice from the specialist company Carbon Positive Motorsport.

Meetings and non-competitive social activities

The Covid-19 pandemic has changed the way that the club operates, in particular with regard to many meetings for club management and event organisation; these would previously have been attended in person but are now attended by use of video conferencing. This has also resulted in a reduced need for printing and handling of paperwork, including online entries, signing on and use of messaging during events. More use is also being made of online tools for route planning, mapping, and other tools reducing the need for site visits.

Equipment

Existing club equipment will be re-purposed where possible and recycled if appropriate. During events, efforts will be made to reduce the use of consumables, for example using screws that can be used again instead of staples. When purchasing or hiring equipment, **environmentally friendly options will be chosen**, for example reusable cable ties, and especially reducing use of single-use plastics such as marker tape.

Competitive Events

Environmental concerns will be addressed with the commitment of the event organising team, under the supervision of a nominated senior official, usually the event safety officer or environmental champion, whose remit includes enforcement of event and Motorsport UK regulations.

Part of the event planning will be an Environment and Sustainability assessment, depending on the nature or size of event. This may involve completion of Environment and Sustainability Worksheets and formal consultation with local authorities via their Safety Advisory Group.

Events will also take into account the policies of the owner of the venue, highway authorities and other interested parties, if necessary in consultation with the local authority environmental health department.

The principle that **the competitor is responsible for their own actions and the actions of their service/paddock crew** will be in force and this includes their use of equipment that may be allowed within the event instructions or regulations.

Whilst there is no formal emission testing at most events, if it is deemed by the organisers or scrutineers that a vehicle has excessive emissions they must be reduced to acceptable levels or withdrawn from the event.



Refuelling

Refuelling of any vehicle will not be permitted at most events to avoid the risk of spillages and fire. Participants must ensure they arrive with sufficient fuel to compete. Where refuelling is permitted it must be done in a specified way and in a specific location, supervised by a Motorsport UK licensed official if required.

Pollution and Environment

Noise pollution is regulated under the rules of Motorsport UK, vehicles have set limits and may be withdrawn from a competition if limits are exceeded. Venues have noise and operating hour limits that may involve monitoring by local authorities. Use may be restricted due to concerns about disturbing livestock, pets, wildlife including birds, and other local environmental concerns.

Damage by land erosion will be reduced with policies and practical measure to prevent corner cutting, damage to land by parking, collateral damage by spectators and cars leaving the designated road or track.

Tyres may be subject to regulations to reduce noise, smoke, particles, and lessen erosion or surface damage by reducing use of aggressive patterns or soft tyre compounds.

Surfaces in service areas will be protected by groundsheets to prevent damage by leaking fuel, oil, water or debris; the areas must be left clean and tidy.

...with policies that seek to actively sustain motor sport

Spill kits for oil, fuel and other liquids will be carried by competitors where event or Motorsport UK regulations require it. For all events spill kits must be made available and some officials carry larger kits and brooms, as well as equipment located at controls and other positions on the competitive sections.

Under no circumstances should any liquid associated with any vehicle be allowed to contaminate any surface or be discharged into a drain or enter any stream or other watercourse. Separate locations may be established for vehicle washing to prevent carrying mud onto roads or for other reasons.

All use of fire extinguishers (including by competitors) must be reported, and checks made that no hazardous material remains.

Waste Management

All waste must be removed from the site or placed in appropriate receptacles, where possible separating out recyclable materials. Depending on the nature of the event, a waste management company may be used.

In service areas, separate oil recycling facilities may be available

but **the basic principle is that competitors are responsible for the environment they and their service crews inhabit** and are responsible for it being left in an appropriate condition.

Marshals and officials will be responsible for their immediate location, this includes making sure all waste is removed – in particular staples, tape and other waste including cigarette butts (which are litter) and have a damaging effect on the environment and wildlife. Any damage to the land or other property must be reported.

Legal Framework

It should be remembered by all involved, that there are several criminal offences that may be committed by individuals and organisers, for example leaving litter is a criminal offence under the Environmental Protection Act 1990 and there are many other requirements with hazardous materials and waste.

Breach of any law, regulation or local agreement may bring the club, or motor sport in general, into disrepute and lead to refusal of permission to run events at a particular venue or other associated venues.

MCAC is committed to the:

- ✓ United Nations Sports for Climate Action Framework
- ✓ Post-COP26 Motorsport UK & FIA Guidelines
- ✓ Motorsport UK Environment & Sustainability Strategy
- ✓ Education of our young people in STEM subjects



MCAC Membership Secretary Brian Catt explains the Motorsport UK Extrication Trainer to a group of School Students, at Uxbridge College during a 'Big Bang' Event run by Engineering UK to inspire students to study 'STEM' subjects.

Would you like to become carbon neutral in the pursuit of your sport...

The entire NET-HERO Rally Team of driver Tony Jardine and co-driver Allan Harryman's car, plus all its support vehicles, including team travel emissions, were carbon neutral for the biggest rally of 2021, the Roger Albert Clark Rally, setting an example for all in rallying to follow.

How did they achieve this?

Simply put, through NET-HERO, an innovative platform for motorists to offset their emissions with high-quality carbon credits. This is helping to protect the future in three easy steps for as little as 2 pence per mile.

Any car from a Fiat Panda to a twin cam Ford Escort can become carbon neutral by offsetting through the purchase of fully certified credits for NET-HERO high quality carbon credit projects which include afforestation, restoration of peatlands and grass protection. This programme has a AAA+ rating.

Find out more at www.net-hero.org

Through awareness of a green standard that is easily achieved via NET-HERO, it is important to see how emissions can be easily offset. As more teams take action, this will help protect the future of rallying when combined with the major efforts of Motorsport UK, the governing body of the sport.



The Hillman Avenger that Tony Jardine and Alan Harryman used in the Roger Albert Clark Rally 2021

Tony Jardine: "Most of us know we have to act quickly, but now even more so after COP26. Together we can help care for the environment through motorsport in a simple and cost-effective way. I can't think of any better way of demonstrating an effective environmental programme in motorsport other than alongside my fellow competitors in the glorious forests of Scotland, England and Wales."

BECOME AN ENVIRONMENTALLY RESPONSIBLE DRIVER IN 3 STEPS FROM 2 PENCE PER MILE

1

2

3

The NET-HERO app may be a way to help achieve net zero.

...or maybe even carbon positive!

carbon positive motorsport

positive about motorsport



Brett is keen to do more through this exciting initiative having received his first certificate.

Catch Brett talking on TV about his love of rallying.



Positive for change

Carbon Positive Motorsport, founded by Paul Glass and Steve Smith, has its own take on making motor sport more environmentally friendly. Paul is a competitor in rallying and Steve has a 35-year history of working in the automotive industry. Both are convinced that motor sport has a bright future ahead and the most sustainable and sensible way forward, like NET-HERO, is to use carbon offsetting, in CPM's case to a 25% positive effect.

Not only can competitors, organisers and spectators offset 100% of their carbon footprint in motor sport, but are also able to benefit the environment further, capturing more carbon than emitted. This is achieved by donating 25% of all profits from the Carbon Positive Motorsport merchandise range towards UK based tree planting, rewilding, and community projects.

Partnering with Highland Carbon, Paul hopes that "Having such a partnership will support our long-term ambitions and purpose to reduce the environmental impact created by motorsport."

Brett Murray Rallying – Trailblazing for the MCAC

Brett Murray has become the first club member to ensure that his rally operation is carbon positive, achieving full carbon offsetting certification with Carbon Positive Motorsport. Environmental payback is in the form of new woodland creation at Dundreggan Forest in Inverness-shire with a mixture of birch, rowan, pine, alder, aspen, willow, hazel and oak trees committed to the 100-year project. This contribution was just for a single event, so imagine what could be achieved if all motor sport enthusiasts adopted a similar approach. It's the way forward!

Find out more at Carbon Positive Motorsport



Early adopter and rally competitor, Ashleigh Morris says: "It's really important to me to reduce the impact of my rallying on the environment. It's vital that we all do what we can to reduce our emissions and protect the planet and the future of motorsport."

CLUB CHAMPIONSHIPS

Final Championship positions for 2021

Pete Farmer, Championship Secretary has revealed the winners of the 2021 club championship:

Off Road Driver: **Peter Cox**

Road Rally Driver: **Peter Cox**

Stage Rally Driver: **Brett Murray**

Stage Rally Co-Driver: **Andy Murray**

Night Trial Driver: **Lara Cawthra**

Night Trial Co-Driver: **Mike Cawthra**

Marshal: **Max Maxwell**

Service: **Alex Heley & Dan Perrins**

Organiser: **Pete Farmer**

Junior: **Polina Frewer**

Most Active: **Peter Cox**

Well done to the winners and especially well done to those who took part. Remember to log your points within 30 days of the completion of an event.

Good luck for 2022 and all the Championship rules can be found on the MCAC website.



CLUB EVENTS...



2022	Day	Date	Time	Event	Location
February	Saturday	19	All day	AMSC Snetterton Stages	Snetterton Circuit, Norfolk
March	Friday	18		AMSC/CCC March Hare 12 Car Rally	Hare & Hounds, Colchester CO6 4PW
April	Sunday	10		AMSC/MCAC Autosolo	Debden Airfield, Essex
	Sat/Sun	23/24	All day	CCC Corbeau Seats Rally	Clacton-upon-Sea, Essex
	Thursday	28	8pm	MCAC AGM	Uxbridge Golf Club, The Drive, Ickenham UB10 8AQ
May	Friday	6		MCAC 12 Car/Scatter No 1	TBC
June	Saturday	4	Evening	MCAC Annual Visit to the Ace Café	Ace Café, North Circular Road, London NW10 7NN
	Saturday	11	All day	S&CMC Abingdon CAR-nival Sprint	Abingdon Airfield, Abingdon Oxon
	Sunday	12	All day	S&CMC Abingdon CAR-nival Stages	Abingdon Airfield, Abingdon Oxon
	Sunday	12	All day	Dukeries MC Flying Fortress Stages	Grafton Underwood, Northants
	Sunday	12	10am – 4pm	Classics on the Crick	Naphill, High Wycombe, Bucks
	Sunday	19	All day	MCAC Christine Poxon Fun Run	OS165 Aylesbury and Leighton Buzzard area
	Thursday	23	Evening	Harrow CC Concours – 1944-1994 cars	Ace Café, North Circular Road, London NW10 7NN
July	Sunday	3	All day	MCAC Berkshire Motor Show	Prospect Park, Reading
	Thursday	7	7pm on	MCAC Concours Social Night	The Boot, The Green, Sarratt WD3 6BL
	Friday	15		MCAC 12 Car/Scatter No 2	TBC
	Sat/Sun	17		AMSC Stage Rally	TBC
August	Sat/Sun	20/21		Green Belt MC Summer Autocross	Old Park Farm, Much Hadham, SG10 6EQ
	Wednesday	24	Evening	Harrow CC Concours – 1970-2020	Ace Café, North Circular Road, London NW10 7NN
September	Thursday	7	8pm on	MCAC Social Night	TBC
	Sunday	11		AMSC Debden AutoSOLO	Debden Airfield, Essex
	Saturday	17		MCAC Subsidised Karting	TBC
	Sunday	18		Falcon MC Grass Autotest	Sywell Aerodrome, Sywell, Northants NN6 0BN
	Sunday	18	All day	Cheltenham MC Three Shires Rally	Ledbury, Herefordshire
October	Sunday	2		MCAC History on Wheels Museum Visit	Common Road, Eton Wick, Windsor SL4 6QY
	Thursday	6	8pm on	MCAC Social Quiz Night	Uxbridge Golf Club, The Drive, Ickenham UB10 8AQ
	Friday	14		MCAC 12 Car/Scatter No 3	TBC
November	Thursday	3	8pm on	MCAC Social Night	TBC
December	Wednesday	14	Evening	MCAC Social Christmas	Ace Café, North Circular Road, London NW10 7NN
2023	Day	Date	Time	Event	Location
January	-	-		-	-



Join us at our Club Night on the first Thursday of each month, but do check the website calendar for any late alterations as the venue is subject to change and sometimes it's a Zoom meeting.

Check out the latest news on our Facebook page or visit us at www.mcac.co.uk



REGIONAL AFFILIATED EVENTS

MCAC Members are entitled to enter events run by member clubs of the Regional Associations listed below.

Also, MCAC members are able to enter championships run by these Regional Associations.

Visit the websites below to see events lists and for particular events that may interest you.



ACSMC – Association of Central Southern Motor Clubs

acsmcsite.wordpress.com/



AMSC – Anglia Motor Sports Club

aemc.org.uk/events/upcoming



AEMC – Association of Eastern Motor Clubs

<https://aemc.org.uk/events/upcoming>



WAMC – Welsh Association of Motor Clubs

wamc.org.uk



EMAMC – East Midlands Association of Motor Clubs

emamc.org.uk/dates/index_dates_2022.html



NATIONAL EVENTS

National events throughout the United Kingdom and Eire events and other major international events can be found at [itsmymotorsport](https://itsmymotorsport.com)

ITSMY
its my motorsport

LICENCES

Competitive (Not Social) Club level MCAC events now require an RS Clubman Licence for Drivers and Passengers from Motorsport UK: motorsportuk.org/competitors/rs-clubman-licence/

Under MCAC Family membership rules, a separate MCAC membership is not required.

If you wish to compete in any other event, please view the Competition Licences section for more details about how to apply for a Motorsport UK Competition Licence: motorsportuk.org/competitors/competition-licences/

Competitors need individual MCAC Membership Cards, therefore individual MCAC memberships.

CLOTHING & MERCHANDISE



T-Shirt
100% pre-shrunk ringspun cotton.



Polo Shirt
50% polyester
50% cotton or Piqué 100% ringspun cotton.



Contrast Hoodie
Double fabric hood with contrast inner and flat lace drawcords. Pouch pocket. Ribbed cuff and hem.



Beanie
100% soft-touch acrylic with Thinsulate™ lining.



Lightweight Windcheater
Midseason windbreaker with tricot thermo lining. Windproof, showerproof. Full zip. Concealed hood. 3 pockets. Elasticated cuffs. Ergonomic side panels. Adjustable bottom hem.



Lightweight Softshell Jacket
Full zip. Zip closing front pockets. Chin guard. Micro fleece inner provides extra warmth. Elasticised bound cuff. Slim fashion fit.



Winter Parka
Fully taped waterproof seams. Long fit. Super warm. Quick drying. Fleece lining. Concealed 3-panel hood in collar with adjuster. Full zip. 3 pockets - fronts are fleece lined. Elasticated cuffs with reflective detail. Storm flaps. Lower back reflective tape. Adjustable bottom hem.

CLUB NIGHT

Join us at our Club Night on the first Thursday of each month, but do check the website calendar for any late alterations as the venue is subject to change and sometimes it's a Zoom meeting.

Come along or join the virtual meeting for a natter and a general catch up!

OFFICIALS

President:
Tony Phillips

Vice Presidents:
Katie Anderson
Mike Cawthra
Pete Farmer
Andy Greenland
Adrian L'Estrange
Joe Poxon
Tom Ryan
Graham Samuel
John Williams

Chairman & Treasurer:
Mike Hurst

Club Secretary:
Steve Casey

Championship Secretary:
Pete Farmer

Membership Secretary:
Brian Catt

Competition Secretary:
Peter Nathan

Chief Marshal:
Darren Pike

Social Secretaries & Club Calendar:

Chris Comley
Darren Pike

Equipment:
Chris & Steve Hedges

Safeguarding Officer:
Paul Duckmanton

Regional Rep:
Andrew Williamson

Historian & Archivist:
Tony Phillips

Website:
Steve Casey
& **Chris Comley**

Merchandise & Publishing:
Ray Ripper

