



REPORTS, REVIEWS & REFLECTIONS

MAY
JUNE
JULY
2022

ALL CONTRIBUTIONS WELCOME

email to: rayr@mcac.co.uk



CLUB NEWS

At the forefront of grass roots motor sport in the UK



On Monday 6th June, Motorsport UK launched its new initiative to encourage and support grass roots motorsport. Named 'StreetCar', this initiative aims to raise the profile of motor sport's 'best kept secret' and create a thriving and interactive grassroots motor sport community.

Attendant at the Media Event for the MCAC was Chris Comely, who reported back that our club have been one of the first eight clubs in the country to be adopted as an approved club – another very proud moment for the MCAC.

Motorsport UK's vision and strategy for StreetCar aims to:

- define and promote clear pathways into various motor-sport disciplines through a marketing campaign which breaks down preconceptions of affordability and accessibility;
- attract new audiences to increase grassroots participation and club membership levels;
- support approved clubs with the promotion of StreetCar events through the StreetCar website and social media channels and direct any relevant new enquiries to StreetCar clubs, based on the location of the enquiry.

It's a reciprocal arrangement and MCAC will need to:

- be able to accommodate new people into our sport, help and guide them at events to ensure they enjoy their day and return to compete in future events, and
- organise StreetCar discipline events (which can be our own current events, but branded as StreetCar).

So, not too onerous a task, and one that we should all embrace as more interest in the sport will relate directly to more vibrant and enjoyable involvement for all at club level motor sport.

Which events come under the StreetCar banner and how is it defined?

The idea is that newcomers to motor sport will likely only have a standard car with which to take part and therefore 12 events have been designated elementary enough to allow this.

StreetCar is defined as *motorsport that you can participate in with a standard road car and a free RS Clubman licence without any PPE or car modifications.*

This provides a broad brush for inclusion as the only requirement is a standard car – no helmets, suits, HANS devices, roll cages etc – and a newby gets a free RS Clubman licence and a suitable club to assist them at the beginning of their motor sport journey.

You will start to see more of the StreetCar branding throughout motor sport events in the months ahead as this exciting initiative becomes adopted by the clubs and associations up and down the country.

We hope it's a success and it will be so if all existing clubs and their members get behind it in the same way that the MCAC will. You can find out more by [joining the Facebook group](#).

A major consideration for MCAC is that this should help to grow our membership and we look forward to a fruitful partnership with Motorsport UK in this venture.

The 12 StreetCar disciplines:

Autotests AutoSolo Production Car Autotest Autotest	Cross-Country Trials Cross Country Tyro Car Trials
Rallying Touring Assembly Treasure Hunt Navigational Scatter	12 Car Rally Navigational Rally Road / Historic Rally Targa Rally

MCAC/StreetCar update:

To date, our club has been forwarded four enquiries from Motorsport UK's StreetCar website. A response has been sent to all those who have shown interest informing them of our activities and inviting them join the club to take advantage of the many events on offer in the regions that we are affiliated to.

We look forward to receiving many future enquiries given our prime location to the highest density population in the country.

Club Instagram now open!

You can now share your motor sport event pictures and videos with our new Instagram page. If you don't yet use Instagram, it's simple to set up on your smartphone and then you can start sharing and commenting!

Instagram is a great and highly visual way to keep all club members up to date on what you've been doing or to follow somebody else's activities. It's a social media network like no other and the more content that is shown, and liked, the more the club gets noticed. It doesn't matter whether it's current content either, pictures and past stories are all useful and interesting.

Instead of words, the platform is built almost entirely around sharing images and videos. This visual twist is why Instagram is the cultural powerhouse it is today – 'Instagramming' is officially a verb!

It seems like everyone is on Instagram nowadays, from small businesses to big ones, news organizations to cultural institutions, celebrities, photographers, and musicians, and not to mention the cottage industry of influencers that have come in its wake.

So why not get sharing today? People are genuinely interested in what you're up to – and it will help the club build its online presence. Instagram is a sure way of keeping connected with the local motorsport community and networking with your friends.

The MCAC Instagram page can be found at: [middlesexcountyac](#)

We have started the ball rolling with some pictures from the recent club gathering at the Ace Cafe where we met the greatest stunt biker in the world, the legend that is Eddie Kidd.



Share those pictures – everybody is interested in what you're doing!

And remember to post all your activities, or comment on others' postings on the club FB page. There's lots going on there, both club related and external material. It's a great way to keep up to date. [Post something now!](#)

RALLY CLASICO MALLORCA

In the last issue we had a small feature, 'Spanish Stroll' about Richard Wise's late call up for the event. Here's his story in full...

They say fortune favours the brave or something like that, but despite venturing out to the Spanish island of Majorca for many years cycling and making my week there coincide with the rally, I had only ever been a spectator and frustratingly never a competitor.

The event remained on my bucket list for several years with no luck in finding a driver but three weeks before this year's rally I saw this appeal on their Facebook page:

Rally Clásico Mallorca

Attention we are looking for a co-pilot to run this year in a 1973 Ford Escort MK2 with a champion of Rally Classic de Mallorca. Write us a private message if you speak English and you know the island well.



A quick flick through the provisional entry list and I realised it was a Mk1 Escort but the driver was particularly interesting. John Sheldon is not only a previous winner of the rally but a veteran / legend of Le Mans, Group C and sports car racing.

After a few minutes thinking shall I answer or not, my reply was winging it's way to the organiser and within a couple of hours John had been in touch and my flights were booked!

Many of the stages there I know from either spectating on the event or riding my bike on them, or in the case of Sa Calobra and Formentor, up them, as they are both big mountains. However the opening night stages were new to me, so John sent his pace notes from previous years for me to copy and make sense of – here we go again I thought, another new note system that I have to get my head around.

With scrutineering on Wednesday and the rally starting on Thursday night, I flew out on the Monday and we had a run through of one of the stages on the way to the hotel – no peace for the wicked.

Tuesday we planned to be up early to get the stages at Formentor, Pollenca and Sa Calobra all ticked off before too many cyclists and tourist coaches made it too difficult. The plan worked well although the number of tourists was definitely down on previous years.

The western stages including the tricky night time ones were noted on Wednesday before scrutineering, which meant I then had several hours work 'inking-in' and rubbing out my book of words and in the early hours of Thursday morning they were eventually completed.

One of the great things about this rally is the variety of cars making up the 100+ car field. Off first are the two regularity categories (fast and slow), before the 'Youngtimer' category

which includes anything from Group A and B and finally the Competition category containing the historics.

Any cars that don't fit directly in to a class or don't want to run competitively will be slotted in as a 0, 00, 000, 0000 car as the organisers just love to see anything out there.

This meant our start time as one of the last cars on the road would be nearly two hours after the first car.

During the day we had to cure a rev-limiter misfire, but other than that the immaculate 2 litre BDG Mk1 was ready to go. The service boys Ricky, John and Richard had got the few spares we had crammed into the hired Peugeot and at just before 8pm we headed out from the glitzy harbour start ramp at Peurto Portals and off to the first mountain stage at Coll sa Creu.

The first night was three stages plus what was called a 'drag race'. Each year the organisers try to introduce something new to appeal to spectators but this wasn't really their finest effort on a deserted industrial estate.

All stages were completed without incident and both driver and co-driver settled in to working together for the first time – something I had initially worried about as John was doing his 18th Rally Mallorca and this was my first. Although we survived the evening without incident, many didn't and all of our class opposition wiped itself out, meaning that if we finished all three days, we would win the class!

Day 2 signalled a return to Col sa Creu to start with but finishing to the North East rather than in the town of Calvia as per the previous night. A loop of 4 stages with roadside servicing completed the morning's activities before we headed for the infamous Sa Calobra stage first thing after lunch.



For anyone who has ever been to Majorca, Sa Calobra (or the Serpent) is a 13km stretch of road from the top of a mountain down to a lovely bay, but what goes down the road can only escape by going back up the same piece of tarmac. Having cycled it a few times over the years I was really looking forward to this iconic stage with it's many hairpins and a 270 degree corner, it really is an incredible feat of engineering.

Amazingly, I didn't actually enjoy it as much as I thought I would, probably because I was concentrating so much and trying not to look down.

If I was slightly disappointed by this, the next stage more than made up for it, running from the town of Soller the stage climbed up and down through 52 hairpins in 9.8 km in the dark – absolutely magical!

Day 3 and the weather was shocking. The rain was so heavy there was a yellow weather warning and the worst down-pour for months was expected – they were not wrong.

Unfortunately we didn't have any wets so were having to use



a set of very old A2 gravel tyres which were far from ideal. We dropped heaps of time but managed to get through the morning and safely through to the lunch halt at Formentor. This is another iconic stage but due to a landslide the stage was shortened by over half the planned distance. It did still include the frighteningly fast downhill section towards

Pollenca Bay and is definitely not a stage for the faint hearted. After a final mountain stage which again turned out to be in the dark for us running at the back of the rally, we returned to Puerto Portals for the finish and obligatory after-rally party. To win the class was for me, the icing on the cake.

The rally had been won by Seb Perez & Gary McElhinney in their lovely Porsche 911. For our little team comprised of a 75 year old ex Sports Car driving legend, our trusty Ricky Higgs prepared 1973 Mk1 Escort, fantastic service crew of Rick, John & Richard and me achieving a long-held ambition, we finished 9th overall in the race category and a class win.

Hopefully I will be asked back again next year as this really is a fantastic rally in beautiful surroundings with super smooth roads. What's not to like? [Watch the video of the event here.](#)

Richard Wise

www.youtube.com/watch?v=mjBsFrzf2OY

RALLY SOL, BARBADOS

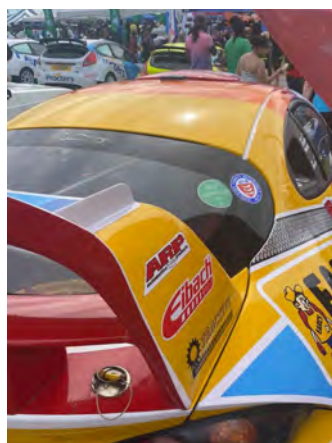


facebook.com/SolRallyBarbados

Ian Barclay and son Cameron achieved their goal of competing in the Rally Sol, Barbados this year. In a rally renowned for its friendly crowds, terrific parties and sun-soaked, sometimes soaked stages, it began for the MCAC crews, ably assisted in service by Stewart Abbot and Peter Trace, with the King of the Hill stage, following on the next day with three stages: Pickering, Dark Hole and Kendal, which are run three times. The event wasn't without mishaps for the Barclays (see below).

The crowds came out in force to support the crews and the Barclays finished 29th overall and picked up third in the M4 class for the King of the Hill and 2nd in class for the rally. There must have been some mishaps along the way as testified by the comments on Ian's Mitsubishi Lancer Evo VI.

MCAC's Andrew Costin-Hurley and co-driver Rob Brook were 5th in the Sunday Cup, with Andrew's Ford Puma Cosworth, (pictured below and with club sticker!) [Catch the flavour of the event action here.](#)



SURVIVING KIELDER

Brett Murray relates:

Myself & Andy Murray with Dan Perrins as service crew made the 6½ hour journey to Hexham Auction Mart, Northumberland. This would be the base of the Kielder Forest Rally 2022, three stages being run twice in the largest man-made forest in the UK and with a reputation of ‘Killer Kielder’ – we knew getting out in one piece was the goal.

Stage 1 (The Bower)

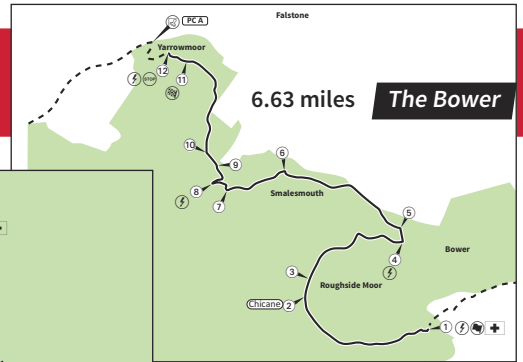
The opening stage would see a confident start, but within a few corners, there was already a victim to the big ditches within this forest with another competitor on the roof rather than the wheels. Undeterred, we kept a fair pace throughout the stage but not without a few scares.

Stage 2 (Bewshaugh)

Gaining confidence, we continued but a couple of errors brought a growing feeling about the difficulty of this rally. While getting lucky and staying on the road it was clear that others around us were falling away.

Stage 3 (Falstone)

After a stage delay due to clearing the scene of an accident, once underway it quickly became clear that this was the day's most testing stage with some very deceptive corners. It's like the forest is tempting you into making the vital mistake to end the day. We would make it out of the stage and now be on the road back to service. While we felt good about the morning's stages and be sitting in 4th class, the unforgiving nature of this event was obvious as the carnage of damaged vehicles littered the surrounding roads back to service.



And so we went round again:

Stage 4 (The Bower)

It was clear at this point that 4th in class was ours if we finished. We were in survival mode and this would bring its own challenges with concentration – there is something odd about taking it easy on a rally stage, it gets harder but ultimately it was another stage complete.

Stage 5 (Bewshaugh)

There was another delay for safety reasons, but organisers allowed it to run once they'd sorted the issue. Meanwhile, the tension in the car was on the rise and mistakes were happening, but when survival is the goal that is what we do. On a couple of occasions, we were staring ditches in the face, and boy are they deep, but riding our luck we stayed on the road.

Stage 6 (Falstone)

A drive to the end for us but for others in our class it would be all excitement with one getting a puncture 3 miles from the end and dropping to 3rd in a class by 1 second, (that's rallying – its not over till it's over) but we survived.

We were happy to see the end of Kielder, although the experience is massive and an achievement for us to finish this event with 4th in class.



Brett & Andy remain 9th overall championship and 4th in the class championship.

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ABINGDON CAR-NIVAL 2022

Well done to top MCAC crew @ Abingdon Ross Daniels & Paul Mankin 13th O/A 4th in Class, with Adam & Ray Ripper a podium 3rd in Class A and 38th O/A and Dave & Lucy Johnson 53rd O/A.

Unlucky to Chris Keys / James Riley who bowed out on SS3 with a broken driveshaft. A great day with fantastic weather. Many thanks to organising team, officials and marshals.



WRC Rally Portugal

Kalle Rovanperä trailed long-time leader and Toyota GR Yaris team-mate Elfyn Evans for the first two days at Vodafone Rally de Portugal before relegating the Welshman on Saturday evening. He extended a slender advantage on the short final leg to win by 15.2sec.

Rovanperä's triumph on the first gravel fixture of the season followed success on Sweden's snow and ice and Croatia's asphalt.

Victory looked near-impossible for Rovanperä who started Friday's opening leg first in the order. He cleaned the sandy roads to leave more grip for those following, but the 21-year-old avoided trouble on the punishing rock-strewn roads before pouncing on Evans.

Maximum bonus points for winning the final Wolf Power Stage over the legendary Fafe speed test was the icing on the cake.

"At the moment it seems we are on a really good drive," he smiled. "Starting first here and to fight for the win like this, it was really nice. We saw a lot of issues and tough conditions this weekend and our car was perfect as always so everybody can be really happy."

Second was the best result of the season for Evans, who won six of the 21 speed tests compared to Rovanperä's eight. It marked a return to form for the man who has finished championship runner-up for the last two seasons after a torrid start to the year.

"We definitely needed a result, that's for sure," he admitted. "Of course, we're disappointed with the outcome of today, but I take my hat off to Kalle. From my side it's nice to be back on the podium and we should be able to build from here."

Toyota Gazoo Racing was on course to lockout the podium with Takamoto Katsuta holding third ahead of the final stage. But a fast-closing Dani Sordo, making his first appearance of the season in a Hyundai i20 N, moved ahead in the final kilometres by 2.1sec.

Thierry Neuville fell away from the victory fight on Friday when a front wheel fell off his i20 N on a liaison section. He drove the final two stages with just two-wheel drive and plunged from second to seventh. He recovered to take fifth, 18.4sec behind Katsuta.

Brake problems cost Craig Breen sixth. The Irishman conceded two places on the final day in his Ford Puma, allowing Ott Tänak into sixth in an i20. The Estonian steadily gained ground after two Friday punctures ended his challenge.



CHRISTINE POXON FUN RUN 2022

As you may be aware Pete and I spent many days out taking photos of locations and possible questions, so it was frustrating when with a week to go we only had a few entries, fortunately more entries arrived as the day got nearer. Most cars had multiple occupants but there were two single entrants so these were amalgamated them into one car.

The Roadbooks were handed out at 11:00 as per the Regs. For some unknown reason no one asked to look at the full sized coloured pictures of the locations. Slowly they all dwindled off on their merry way with the pairing of Darren Pike and Toni Dwornik, (Oxford Car Club), being the last to leave.

Pete and I shot off to Great Missenden where we found his brother, Malc and family, ambling around the car park. From there we went to another few locations, but failed to see anyone else, so we gave up and went to the finish to get ready for the returnees, but also to make sure we ate before everyone turned up. Brian Catt turned up a short time later saying that he hadn't been able to see anyone either, so he also gave up and joined us to eat.

Slowly everyone drifted in with Darren and Toni being the last car back. As happens every year there were discrep-



£100 raised in aid of the Peace Haven in Watford

ancies, a couple of locations were found to have more correct answers than we had allowed for, this caused a change in the leader board going from a tie to an outright winner. Unfortunately Joe Poxon fell ill so was unable to stay for the results, hope he's feeling better now.

With the results declared provisional everyone drifted off home.

Pete and I hope that everyone enjoyed themselves and will be participating again next year. Congrats must be given to Alice Ripper who played chauffeur to her ma and pa in her brand new, to her, car. Plus a big congrats to Joe Poxon and Roberto Azcuaga for the outright win, again.

Max Maxwell

CONCOURS EVENING AT THE BOOT

The was an eclectic mix of cars at The Boot for the July Social, and it was good to see everyone on such a warm evening. Votes cast by attendees gave 1st place to Steve Hedges and his International Pick Up, 2nd to Chris Hedges and his 3 Wheeler Tuk-Tuk and Jon Senior with his TVR coming in 3rd. All winners picked up a bucket and sponges!



Wash your car mister?



Oh give me a home, where the buffalo roam...



AC Ace



WRC Rally Sardinia

Ott Tänak was on dominant form on the Sardinia's punishing rock-strewn roads and brought his hybrid- powered i20 N Rally1 car home 1min 3.2sec clear of M-Sport Ford driver Craig Breen.

Tänak's win was certainly long-awaited. The last time he stood on the top step of the podium was at Arctic Rally Finland 2021, 462 days previously. Since then, he has struggled to find rally-winning form, due to mechanical troubles.

The Estonian was on the pace from the get-go and traded the lead with GR Yaris driver Esapekka Lappi on the opening leg. A transmission issue on the final blast left him with only three-wheel drive.

The stage was set for a thrilling battle over Saturday's marathon leg, which took place in the Monte Acuto region with no midday service.

However, the fight was over just 10.4km into the opening Tempio Pausania test when Lappi's car rebounded from a heavy compression and bounced into a rock which ripped off the rear left wheel and suspension components.

Lappi's demise left Tänak clear at the top and he went on to win six of Saturday's seven speed tests, carrying a hefty advantage into the final leg despite insisting that he wasn't pushing. He was then able to ease through the final four stages and claim a 15th career win.

Breen was delighted to grab his best-ever result for M-Sport Ford. The Irishman ended Friday just inside the top-five following a spin and an overshoot, but moved into second soon afterwards when team-mate Pierre-Louis Loubet punctured a front left tyre.

He came under pressure from Dani Sordo before delivering a handful of top-three times on Saturday to bridge the gap to his Spanish rival.

Sordo, ever the safe pair of hands, eventually completed the podium 29.8sec behind. He struggled to find a comfortable set-up early in the rally, but gradual improvements unlocked more pace from his i20 N and a stall following a water splash on SS16 was his only real bump in the road.

Rovanperä was the best-finishing Toyota with fifth on what was a disappointing event for the team.

He had the dubious task of opening the road on Friday and initially languished in eighth after struggling for traction on the loose and dusty surface, but an improved road position on Saturday helped him climb the order.

The Finn was able to leapfrog Yaris colleague Takamoto Katsuta, who finished sixth, as well as Adrien Fourmaux, who crashed out on SS17.



DEBDEN AUTOSOLO FEEDBACK



Here's a taster of an AutoSOLO at Debden Airfield. Steve Casey ran a similar event with help from the AMSC in April. Facebook poster Zdeněk Kittler attended both and provides insight and encouragement for the next event there, being run by Eastern Counties Motor Club on September 11th – so take a look at his video of the day – and get your entry in now! It's a really good event, one that you can enter with a standard road car and, as Zdeněk shows, prizes will be won!



[youtube.com/watch?v=rjsDc_yv0dI](https://www.youtube.com/watch?v=rjsDc_yv0dI)



Zdeněk Kittler is at RAF Debden - AUTOSOLO FORUM
31 May at 07:37 · Saffron Walden · 🌐
Hi All,
Ant and I made a little video from Debden autosolo taking place back in March.
https://youtu.be/rjsDc_yv0dI
Such a great and well organized event. We would definitely recommend everyone to attend next year!
Hope we can spark more interest in the younger generation and get more people into the Motorsport 🙌

Classics on the Green 2022

Sunday 7th August, 10:00 - 16:00
Croxley Green, WD3 3HN

The annual Classics on the Green event at Croxley Green, run by the Watford & District Classic Vehicle Club.

We have an invitation again this year and Peter Nathan will be co-ordinating, more info will be published closer to the event. Plenty of time yet to get your car ready and buffed up for the show!



Three Shires Rally – call for marshals



Sunday 18th September
Herefords, Worcs and Gloucs

It's time for marshals to register for the Hills Ford Three Shires Stages Rally in what will be the third running of this closed road rally and of course, it needs the lovely orange army to help it run.

This year's rally base has moved to Ledbury for the Saturday ceremonial start and the service park.

All types of marshals are invited to register on Rally Stage Team – all queries please to the Chief Marshal marshal.team@cheltmc.com.

AMSC Debden AutoSOLO

Sunday 11th September
Debden Airfield, Essex

Another chance to get your road car out and put it through its (and your) paces. We have a good turnout for these, but the more the merrier as several tests take place simultaneously – no time to be idle! Enter through the MCAC website and keep your eyes on the road! Steve Casey will be on timing for this one.



History on Wheels Museum



Sunday 25th September
Common Road, Eton Wick,
Windsor SL4 6QY

How about a visit to this fascinating museum. The History on Wheels Museum features Motoring, Militaria and Memories with dozens of historic vehicles, an Air Raid shelter and cinema showing time warp movies. There'll be plenty to see for everyone, from grandchildren to grandparents.



WRC Rally Kenya

Kalle Rovanperä continued his run of irresistible form to chalk up win number four of the season on a dream week for his Toyota Gazoo Racing squad, which locked out the top four places for the first time in 29 years.

Rovanperä arrived in Kenya with a commanding points lead but played down his glory hopes, instead starting with the mindset that any points from the championship's roughest encounter would be a bonus. But the Finn's 'bring it home' mindset was soon forgotten when he seized top spot from GR Yaris team-mate Sébastien Ogier, who had to change a wheel in the final test. Despite feeling unwell, Rovanperä strengthened his position on Saturday and thrived in waterlogged conditions as downpours derailed many of his rivals' hopes.

The sizeable 40.3sec margin he carried into Sunday's finale was extended further by another two fastest times and the youngster ended the bruising four-day fixture 52.8sec clear of Elfyn Evans to head up the Yaris quartet.

Welshman Evans fared better than in Sardinia with a relatively drama-free drive. A puncture on SS10 was a minor scare, while a non-functional windscreen washer also led to some hairy moments during Saturday's muddbath. He finished 49.9sec ahead of Takamoto Katsuta, who sealed back-to-back Safari podiums. The Japanese driver kept a keen eye on his mirrors with Ogier behind and ended 27.6sec ahead of the eight-time world champion.

Ogier – last year's Safari winner – had mixed emotions at the end of the rally. Friday's tyre trouble put him out of contention and he conceded more time on Saturday when the car's engine ingested some of Africa's famous fesh-fesh sand. And there was no battle with Sébastien Loeb either as he retired his M-Sport Ford Puma with engine woes. Hyundai Motorsport's Thierry Neuville was over 10 mins behind in fifth overall despite incurring a 10 min penalty when he crashed into a tree and failed to finish Saturday's Sleeping Warrior finale.

It was a weekend to forget for the Korean manufacturer, with Estonian Ott Tänak's i20 N also sidelined by a broken propshaft on the penultimate leg and retiring for a second time with power steering failure on Sunday. However, Neuville collected five bonus points for winning the Wolf Power Stage.

Craig Breen restarted after his early bath on Friday and ended as M-Sport Ford's leading driver in sixth overall despite nursing suspension problems. M-Sport woes continued with Gus Greensmith rolling out of contention on SS8.



The Annual General Meeting the MCAC was held on 28th April 2022 at Uxbridge Golf Club.

Present were Tony Phillips, Steve Casey, Mike Hurst, Peter Nathan, Ray Ripper, Stephen Spooner, Peter Cox, Brian Catt, Paul Jeeves, Andy Murray, Brett Murray, Max Maxwell, Pete Farmer, Steve Hedges, Chris Hedges and John Wilson.

The Annual Report of the Directors was passed unanimously, as were the Accounts.

Elected Officers were: Tony Phillips, *President*; Mike Cawthra, Adrian L'Estrange, Graham E Samuel, John M Williams, Tom Ryan, Joe Poxon, Pete Farmer, Andy Greenland and Katie Anderson, all Vice Presidents; Steve Casey, Secretary; Peter Nathan, Competition Secretary; Mike Hurst, Brian Catt, Paul Duckmanton, Darren Pike, Andrew Williamson, Chris Hedges, Paul Jeeves, Guy Anderson, Steve Hedges, Ray Ripper and Chris Comley re-elected onto the Council of Management and Brett Murray was elected to join the Council, whilst Andrew Williamson has stood down.

A summary of the current MCAC Membership was provided:

Membership type	2021	2022
Full Paying Members (1, 2 & 3 years)	74	76
Linked Members	37	38
Life members (inc VP's)	16	26
Hampton Members	25	25
Students	4	11
Total	156	176

Membership fees were raised from 1 January 2022 as agreed by the Council.

Secretary Steve Casey then took the attendees through the Engagement Survey summary, outlining some key messages and probable next steps.

Engagement Survey in focus

In the early part of 2022, the club's Council of Management undertook an appraisal to ascertain where the club currently is in the minds of its membership and how it could continue to play an active part for member in the years to come.

Firstly, many thanks to those of you who took the time to complete the questionnaire; it was disappointing that only 28 members got involved, but even this small percentage did provide some useful data that will help us plan for the future.

Secondly, as a Council, we hope to deliver on some of the suggestions made, with a focus on growing membership and more events. Motorsport UK's StreetCar initiative could provide some of the impetus for the former, and this will hopefully translate in greater involvement from that membership to drive upward the number of events currently on offer.

The key observations from the survey were:

- Only 28 survey responses were received overall, approx 20% of paying club members. Of those 28 a large number were council members
- The vast majority of responses were over 46 years of age
- The top reasons for joining the club were to participate and volunteer for motorsport events
- Top three social event requests were visits to motorsport themed venues, quiz nights and scatters/treasure hunts
- There was a general interest in understanding what the Anglia Motor Sport Club (AMSC) does and how it can benefit members
- Communications were balanced about right, NetNews articles were welcomed along with requests to publish a regular newsletter
- A more aligned approach to online media and branding needs to be undertaken
- There was an acknowledgement that as much as the club needs to support and cater for more mature members, there was a need to find ways to attract younger members into the club.

As a result of the findings, we now have:

- A regular newsletter. Contributions from members are key to making this a success
- Plans to review the club's online presence
- Plans to engage and collaborate more broadly in AMSC on events
- Engagement with the StreetCar initiative to attract new and younger members to the club.

CLUB CHAMPIONSHIPS & MEMBERSHIP

Current category leaders are:

Off Road Driver: Peter Cox (8pts)
Road Rally Driver: David Johnson (1)
Road Rally Co-Driver: Peter Cox (4)
Stage Rally Driver: Adam Ripper (37)
Stage Rally Co-Driver: Ray Ripper (37)
Night Trial Driver: vacant
Night Trial Navigator: vacant
Marshal: Max Maxwell (30)
Service: Nigel Banks (6)
Organiser: Pete Farmer/Max Maxwell (2)
Junior: vacant

Most Active: vacant
Most Competing: vacant
Most Active: vacant

Remember to log your points within 30 days of the completion of an event. There's a sumptuous array of historic cups and trophies just waiting to adorn your sideboard or trophy cabinet!

Good luck for 2022 and all the Championship rules can be found at mcac.co.uk/championships



Recent new members are:

Simon Brent *Hemel Hempstead*
Lucy Johnson *Sweden*

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

CLUB CALENDAR...



2022	Day	Date	Time	Event	Location
August	Sun	7	TBC	Classics on the Green	Croxley Green, Hertfordshire
	Sun	14		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 Grass Autotest	Sywell Aerodrome, Sywell, Northants NN6 0BN
	Sunday	18	All day	Cheltenham MC Three Shires Rally	Ledbury, Herefordshire
	Sunday	25		MCAC History on Wheels Museum Visit	Common Road, Eton Wick, Windsor SL4 6QY
October	Thursday	6	8pm on	MCAC Social Quiz Night	Uxbridge Golf Club, The Drive, Ickenham UB10 8AQ
	Sunday	9	8pm on	Falcon David Maitland Mem. Car Trial	TBC
	Friday	14		MCAC 12 Car/Scatter No 3	TBC
	Sunday	16		Bonfire Targa Rally	Carver Barracks, Essex CB10 2YA
November	Thursday	3	8pm on	MCAC Social Night	TBC
	Sunday	6		Rushmoor Targa Rally	Rushmoor Arena, Aldershot, Hampshire GU11 1PZ
	Sunday	6		Guy Fawkes Trial	TBC
	Friday	18		7Oaks Weald 12 Car	Maidstone, Kent
December	Wednesday	14	Evening	MCAC Social Christmas	Ace Café, North Circular Road, London NW10 7NN
	Sunday	3	All day	South Downs Stages	Goodwood, Sussex PO18 0PH
2023	Day	Date	Time	Event	Location
January	-	-		-	-
February	-	-		-	-
March	-	-		-	-
April	-	-		-	-
May	-	-		-	-
June	-	-		-	-
Jul	-	-		-	-

AT THE AGE...

Eddie Kidd admires Chris Hedges' Escort while Eddie's dog surveys the Collie 4x4!



Join us at our Club Night on the first Thursday of each month – you never know who you might meet! 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 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
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.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:
Mike Hurst
Club Secretary:
Steve Casey

Championship Secretary:
Pete Farmer

Membership Secretary:
Brian Catt

Competition Secretary:
Peter Nathan

Social Secretaries & Club Calendar:
Chris Comley
& **Steve Casey**

Chief Marshal:
Darren Pike

Equipment:
Chris & Steve Hedges
Safeguarding Officer:
Paul Duckmanton

Regional Rep:
Steve Casey

Historian & Archivist:
Tony Phillips

Social Media:
Brett Murray

Website:
Steve Casey
& **Brett Murray**

Merchandise & Publishing:
Ray Ripper

