



Middlesex County Automobile Club Ltd

Affiliated to The Motor Sports Association

WELCOME TO THE CLUB The Introductory Page.

Club Meetings.

We meet every 1st Thursday of the month (usually) at The Uxbridge Sports Club, Gatting Way, Uxbridge, UB8 1NR. As you drive down Gatting Way, turn left through the Iron Gates near the end of the road. We gather from about 8.30 pm unless a special event is planned, in which case we will notify the change.

Communication.

We publish a magazine 2 to 3 times a year that includes stories and photos of past events. We have our website www.mcac.co.uk and for news and event announcements, we have the MCAC Net News, by which means we send news and reminders direct to your e-mail address. This is done on a confidential basis by using the Blind Copy feature.

Sporting Events.

We organise or co-organise, a wide range of Stage Rallies, Autosolos, Autotests and other events, subject to venue and organiser availability. Since October 2016, we are members of the Anglia Motor Sport Club (AMSC), and are hence able to enter any events organised by that club. We are also members of the Welsh Association of Motor Clubs (WAMC), Association of Eastern Motor Clubs (AEMC) and the Association of Central Southern Motor Clubs (ACSMC). We can enter events to which those associations are invited.

Licences.

For a lot of small events, you are able to enter by just producing your Motor Club Card, depending on the organising club inviting our club. Our Club membership runs for one year (2 or 3 years) from the date of joining.

For the next level of competition, things get a bit complex. If you wish to drive on Special Stage events, you will need the specific Special Stage Driver Licence. You will need to buy a "Starter Pack" from the Motor Sports Association (MSA). You need to read and learn the contents of this pack, then book a Test with a British Association of Rally Schools (BARS) member school. You will get your licence once you prove your knowledge of Rally Stage signage and that you can drive a rally car in safety. All MSA Licences run for the calendar year.

If you wish to co-drive in Rallies or drive in Targa Rallies, Sprints or Race on circuits, there are other licences that you should obtain, depending on the status of the events you wish to drive in. As in all matters, ask a Council Member and clarify before committing to any action. All matters are covered by the MSA's Blue Book which you will get with your licence, but it is rather complex and takes a little time to comprehend!

Awards.

We have a good range of Trophies that are awarded at the Annual Dinner. These are given for Best Performance, Class Awards and Overall Championship winners. We have a few other awards that are distributed for other reasons.



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Event Safety.

After some sad events on events in Scotland and more recently on the Monte Carlo Rally, the MSA have formalised much of the Rally Marshalling and Organising regulations. There is a strong recommendation that all Marshals take the on-line Rally Marshals preliminary test. This is essential for gaining a Rally Marshal's licence which is preferred, if not essential, for marshalling on stage rallies. On many events, marshals without licences will need to be buddied-up with others with licences.

The major problem that the MSA has identified on Rallies is that spectators and others are standing in what are really inappropriate places. When a car is out of control, it usually, but by no means always, goes straight on from the point of "last control". You will see, on the appropriate sheet, the prohibited areas. These cannot hope to cover all eventualities, but give a good guide to the safer areas. Black and Yellow tape is used to show where spectators and marshals may stand, while Red and White tape denotes prohibited areas.

Competitor Safety.

For the lower status events, there are only minimal safety requirements, but when going "up the ladder" to higher status events, there are very specific rules on Roll-Over Protection Systems (ROPS), seats, competitor clothing, safety belts, helmets and FHR (HANS) devices. Never buy anything that you see at "cheap" prices, as they are likely to be fake. Some imported seat belts have been tested and destroyed in simulated low-speed accidents.

Car Preparation.

Obviously any car used in competition needs to be well cared for! As you go up into the echelons of special vehicles for your sport, the preparation becomes paramount. It is not the purpose of this document to cover this aspect, but the subject has become a rather specialised area to the extent that there are specialists that will assist you, or do the preparation for you. Again, ask for advice from our members who have expertise in this field.

Driver Training.

We have covered the requirements for the Rally Driver Licence, but going forward from there, you may wish to book sessions with a commercial driver training school within the discipline of your choice. I would recommend everyone to take lessons on a Skid Pan as it teaches so much about car control. The lead-on from that training is the winter driving schools that are run in some Scandinavian countries (and others further afield). These are usually held on courses set on frozen lakes, and again, teach much in high-speed car control.

Summing up.

ASK BEFORE SPENDING!

BC 04/17.