

# Motorsport In Scotland

NOVEMBER 2015

SCOTTISH ASSOCIATION OF CAR CLUBS

[www.scottishcarclubs.com](http://www.scottishcarclubs.com)

MOTOR SPORTS ASSOCIATION  
UNITED KINGDOM **MSA**



DEXTER PATTERSON WINS  
BRITISH IAME CADET  
CHAMPIONSHIP



GORDON SHEDDEN WINS BTCC

## Scottish Drivers Take MSA Titles



JONNY ADAM WINS BRITISH GT  
CHAMPIONSHIP!



COLIN CALDER WINS MSA BRITISH SPRINT  
CHAMPIONSHIP



## Calendar November/December

|   |                          |                    |            |   |
|---|--------------------------|--------------------|------------|---|
| Seafield Rally                          |                          | Navigational Rally | 07/11/2015 | <a href="#">63</a>                                  |
| SACC Challenge                          | Knockhill                | Autotest           | 08/11/2015 | <a href="#">Glenrothes</a>                          |
| Kingdom                                 | Crail                    | Stage Rally        | 14/11/2015 | <a href="#">Glenrothes</a>                          |
| SACC Meeting                            | Bridge Of Allan          | Other              | 17/11/2015 | <a href="#">Scottish Association</a>                |
| Borders Hill Rally                      | Forrest Lodge Hill Rally |                    | 21/11/2015 | 22/11/2015 <a href="#">Scottish Hill Rally Club</a> |
| Autotest                                |                          | Autotest           | 22/11/2015 | <a href="#">63</a>                                  |
| <u>RAC Rally</u>                        | Keilder                  | Stage Rally        | 27/11/2015 | 29/11/2015 <a href="#">Other</a>                    |
| Seminar for Child Safeguarding Officers | Motherwell               | Training           | 01/12/2015 | <a href="#">MSA</a>                                 |
| Rescue/recovery/medical                 | Knockhill                | Training           | 05/12/2015 | 06/12/2015 <a href="#">Scottish Association</a>     |

**The next Association meeting is on Tuesday 17th November 19:30**

**Royal Hotel, Bridge of Allan**

Visit SACC website [Events Calendar](#) page, where you can search by club, championship or type of event

To get your event added to the calendar visit the SACC website and complete the [form](#) or contact Raymond Mann directly 01592 264517 [rca.mann@btinternet.com](mailto:rca.mann@btinternet.com)

### Calling all Clubs!

**At the September SACC meeting John Cleland announced he was working on a number of marshal rewards.**

**A number of prizes and experiences are being lined up. Clubs are asked to submit names of any marshals they consider for this reward.**

**Thank You to all marshals for the fanastic job they do**

**Clubs can send the recommended marshal names to John Cleland [jcleland@clelands.co.uk](mailto:jcleland@clelands.co.uk) by 1st December 2015**

The picture in this newsletter shows me with Andy Struthers at the finish of the Scottish Rally in June but Andy has since been confirmed as class 1 winner in the Scottish Rally Championship and winner of the Junior class in the Ecosse C2 Challenge.

All of this achieved before his 18<sup>th</sup> birthday which is a great testament to the Ecosse Junior 1000 organisation which gives 14 to 17 year old girls and boys a chance to get an early start to rally driving.

I know that there are also similar opportunities to get into racing.

The 2015 motorsport season continues to run through high points and low points.

One of the high points for me was the Bo'ness Revival Hillclimb early in September. This event has grown considerably over the last few years and attracted a huge crowd of spectators. Saturday was spent as a trackside marshal at the crossing point which put me in prime position to get close to both the action but also the visitors. While some of them were motorsport regulars, many were casual observers. The event is an ideal opportunity to promote our sport more widely to people who may not have any idea how to get involved. I would encourage all of the SACC member clubs to seek out opportunities like this that might not at first glance seem obvious.

Perhaps the lowest point was the cancellation of the McRae Stages Rally in October. I was due to compete, along with less than 60 other crews. The economics of all motorsport events are balanced on a knife edge and our hearts must go out to the organising team at Coltness Car Club who were faced with a very difficult decision. The organisers of the Galloway Hills Rally at the end of October were put in the same position but, with the forewarning of what happened to the Perth based event, they were able to re-plan and cut costs to a level that allowed their event to run. The future of forest stage rallies in Scotland is now a hot topic for debate and anyone with ideas or suggestions should put them forward either to the Scottish Rally Championship or to SACC.

I thank everyone who has come to me in recent months with thoughts, ideas and suggestions. I also thank those who have come forward with criticisms and complaints because these are all essential to my own learning and development. Please keep them coming.

What is clear to me from all this is that there are positives and negatives across and within the various motorsport disciplines and championships throughout Scotland. I take great heart from the positives and also encouragement that if all of the effort and enthusiasm can be harnessed, the sport as a whole will benefit and prosper.

As the 2015 season comes to a close, I look forward to what the future will bring.

Pete Weall





## **Rory Bryant - National Development Officer SMS 2016-2020 Strategic Plan**

The SMS 2016 – 2020 Strategic Plan has been completed following a substantial amount of work from both the SMS group and from the specially appointed Strategy Group, tasked with developing the plan. By attracting public investment and elevating motor sport onto the 2016-2020 Sportscotland investment cycle, the plan aims to build on motor sports proud history in Scotland by developing the structures that will enable the sport to grow and excel further.

Having been endorsed by the boards of both the MSA and the SACU, the plan was submitted to Sportscotland at the end of September where it was reviewed by their Investment Panel. On the 21<sup>st</sup> October; myself, Tom Purves (SMS Chairman) and Paul Carlyle (SACU) delivered a detailed presentation to Sportscotland on the strategy and corresponding budget. This offered us a chance to highlight key areas within our strategy and it also gave Sportscotland the opportunity to ask questions about our plan and corresponding budget.

The presentation went well and we are confident that we got a fair hearing from Sportscotland and that we put forward a very strong and well considered case for investment. We will now await their decision on investment, which will likely be confirmed in February 2016.

We'd like to express our thanks to everyone that has supported the process and particularly to the strategy group responsible for developing the plan, which will shortly be available to view on our website.

Strategy Group:

*Jess Fack (Go Motorsport), Paul Carlyle (SACU), Pete Weall (SACC), Rory Bryant (SMS), Robert Reid (MSA), Sandy Denham (SMRC), Sandy Mack (SACU) and Sandy Hodge (Sportscotland).*

## **MSA Level 2 Coaching Qualification**

Scottish Motor Sports recently sent me, Blair Brown (rallying) and Craig Brunton (SMRC) to go through the MSA's Level 2 Performance Coaching qualification.

We all successfully completed the qualification, which took place across 4 days at Mercedes Benz World, near London. For me, this process was about gaining an understanding of the principles behind the qualification to assist me in the coordination and delivering of coaching in Scotland. Blair and Craig will now use the qualification to form the start of our MSA coaching workforce, which will see them deliver the MSA's material to championships and clubs in Scotland.

Whilst the qualification was challenging, we all enjoyed the process and felt it enhanced our existing knowledge and coaching practice. Craig Brunton commented:

*'I currently work with young drivers as they progress from karts into the world of single seat racing cars. Although these youngsters are often vastly experienced, the transition to cars is a big challenge and coaching needs to be tailored on an individual basis. The course has helped me take a more structured approach to my coaching through session plans and goal setting, as well as helping me to understand the theories behind how performers learn.'*

*I found the course to be extremely well structured and it will go a huge way to bring motor sport in line with many other sports. The idea that I have a qualification to back up the skills I already have is of great importance to me and I'm proud to be one of the first in Scotland to gain the qualification.'*

If you are interested in gaining access to coaching for your club or championship, or if you would like to find out about how you can gain the Level 2 qualification then you can contact me on:

[rory.bryant@scottishmotorsports.co.uk](mailto:rory.bryant@scottishmotorsports.co.uk)

*Rory Bryant*

[www.scottishmotorsports.co.uk](http://www.scottishmotorsports.co.uk)



Alison Clark

Tel 01461 500655 (m) 07950 914433  
scotland@gomotorsport.net

## **CHILD SAFEGUARDING TRAINING**

I sent all clubs an email in October, with details of a Child Safeguarding course to be held in Motherwell on the evening of Tuesday 1<sup>st</sup> December. All Clubs must have an appointed CSO, BUT, the CSO can be shared between Clubs. Alan Page has confirmed that a second course will be held in the Huntly area in December, date to be confirmed.

## **CHRISTMAS PROMOTIONAL ACTIVITIES**

There are still eight weeks to go, and I hate using The C Word, but, many towns will be hosting a Christmas lights switch-on, or a festive shopping launch night. This is the ideal opportunity for your Club to promote itself, by having a display, and distributing information on membership and upcoming events. 750MC took part in festive events at Brechin and Montrose last year, displaying two autotest cars. Club officials were very happy with the interest levels shown, and the club is looking to attend similar events this year. If your Club needs help to organise this, liaising with councils, compiling a risk assessment, producing literature to distribute etc, then please get in touch.

## **MSA SEMINARS 2015**

We'll be sending out formal invitations to Clubs very soon, detailing the upcoming MSA Seminars. Ours will be held at Pitlochry again on **Sunday 6<sup>th</sup> March**. Please put this date in your diaries. Huge thanks and appreciation must go to Saltire Rally Club for moving the Saltire Classic to the weekend before.

## **KINGDOM STAGES – EDINBURGH COLLEGE STUDENTS**

Following a successful visit to Edinburgh College during Fresher's Week, at which Rory and I looked to garner interest in launching a motor sports club, I have kept in touch with some students. A handful will be coming along to Crail on 14<sup>th</sup> November with me, and I'll be pairing each student with two rally crews (ideally a top-ten crew and a lower seeded crew to compare car specs). Please help to welcome the students, and make their introduction into rallying positive and memorable.

## **RDO TEAM MEETING: COLNBROOK**

I'll be heading to Colnbrook on 18<sup>th</sup> November for a meeting with all the RDOs, Development Manager Jess Fack and Rob Jones. We'll be looking at ideas for 2016, new initiatives, a possible relaunch and rebranding. I'd love to take your suggestions and ideas with me. If you have any suggestions as to how the RDOs could be utilised better, what else you'd like to see us doing, how we can help your club more, are there any (non-motorsport) events you'd like to see us have a presence at for promotional activities, then please give me a call.

See you on 17<sup>th</sup> at Bridge of Allan.

Alison

The MSA has introduced a new **Child Safeguarding Policy** this year, and it is a requirement for every club to have a Child Safeguarding Officer.

The MSA is running a series of Child Safeguarding Seminars, and the Scottish one is in Motherwell on the evening of 1st December.

These seminars are open to Club Child Safeguarding Officers, including those who are thinking about undertaking this vital role

The programme has been designed very much to provide a forum for an exchange of knowledge and ideas, with proposed dates and locations based upon the avoidance of major clashes with events and the geographical spread of those potential attendees.

These evening seminars assemble at 7:15pm for a 7:30pm prompt start, with the proceedings scheduled to finish before 10:30pm. A second date in December is being arranged in the North of Scotland at Huntly.

To attend these seminars please reply by email to either [alan.page@msauk.org](mailto:alan.page@msauk.org) or [jennifer.carty@msauk.org](mailto:jennifer.carty@msauk.org). It is important that attendees do not turn up on the evening without prior notification.

Acknowledgement of your reply slip to include joining instructions will be sent out via e-mail.

#### **4two Motorsport Lochgelly Fife**

We had our first track day in August at which eighteen turned up to try out the sprint track. We set up three different options, all of which seemed to go down well.

There was another in October at which thirty attended and our next track day is the 5th of December. A small entry fee of £40 is charged all of which goes to the fund for finishing the kerbing so we can get our MSA licence.

Next season we hope to run our first sprint. It will be non championship, but we will pick a date that neither clashes with another round.

Work has started to carry out the ground-work essential to qualify for the track permit,

In February we will run SHAKEDOWN SATURDAY meetings purely for competitors to check out their cars whatever the discipline of motorsport.

If anybody is interested in entering any of the above or simply want to chat about the club or the track please feel free to call me on 07904-837213.

Chris Edwards

## **SACC Autotest Challenge**

Glenrothes Motorsport Club are holding the SACC challenge Autotest at Knockhill on Sunday November 08th, the aim of the event is to encourage the best autotest drivers from each club in the SACC to compete individually to win the coveted trophy.

There does not appear to be any date clashes with any other autotests on that day, so we hope for some good support from the clubs to make it a great event.

Alongside the Clubman event we are running a PCA for the less experienced drivers and hopefully some Juniors.

More information contact [bill.creevy@btinternet.com](mailto:bill.creevy@btinternet.com)

## FORMULA FORD

## ROAD TO INDY IN ASSOCIATION WITH MAZDA

The 2016 season of the Scottish Motor Racing Club was boosted by the announcement late in

September of a chance in-a-lifetime prize for the

winner of the Scottish Formula Ford 1600 Championship in 2016. The organisers of the Road

to Indy in association with Mazda, have nominated

the winner of the 2016 Scottish FF1600 Championship to

be invited to take part in their newly announced program.

The program intends to gather the champion drivers from a number of different championships around the world and host a "shootout" from which a winner will be selected. This shootout will occur in the autumn of 2016 in America and the winner of the shootout will be granted a \$200,000 scholarship into the USF2000 Championship, the first rung on the Mazda Road to Indy development ladder.

Participating series will be given a "ticket" to the shootout to award to their respective champions, and hopefully that additional prize will benefit each series in their own marketing efforts.

The Club are delighted and honoured to be asked to participate in this prize for such a prestigious series and see it as an outstanding opportunity for young Scottish drivers to benefit from.

Four time Indy Car Champion Dario Franchitti has put his support behind the prize saying "This is an excellent opportunity for the Scottish Motor Racing Club and in particular Scottish FF1600 but it also raises the profile of all Scottish Championship racing."

For more information contact Graham Brunton email: [g.brunton@smrc-uk.com](mailto:g.brunton@smrc-uk.com)



## SMRC GO MOTOR RACING NIGHTS

Tuesday 17th November, Audi Aberdeen showroom &

Thursday 19th November, Pentland Land Rover, Newbridge, Edinburgh.

These nights have proved both popular and helpful in the past for both prospective racers and drivers looking to change

class or return to the sport. There will be cars from all 7 SMRC championships as well as karts on display. The club will have

officials, scrutineers, drivers representatives and committee members present.

While other racing personnel and well known drivers will be in attendance. More details will be on the SMRC web site.

[www.scottishmotorracingclub.co.uk](http://www.scottishmotorracingclub.co.uk)



**Welcome to Super**

**Lap Scotland – exclusively at Knockhill Racing Circuit, run over 6 rounds and organised and run by the Knockhill Motor Sports Club**

**SLS is simply – man and machine against the track and the clock**, with competitors ultimately aiming for that PERFECT lap. The championship is so easy to get involved in and is a step between track day drivers and out and out racing. A non Race National B Licence and Club Membership is required (upper classes require a Race Licence) and safety gear and your car needs to be checked and verified before competing. For full details, check out the SLS website or contact the Championship coordinator Rory Butcher on 01383 723337 or email [rory@superlapscotland.co.uk](mailto:rory@superlapscotland.co.uk).

Competitors start the day participating in a number of practice sessions, to perfect racing lines and car set-ups. Next, it's onto the first points scoring activity of the weekend, with qualifying before the grand final – the Super Lap!

**Class Structure** - All classes are based on the power-to-weight ratio of each car and driver; which allows even the most modest of road cars the opportunity to compete against the super-tuned monsters for the "King of Knockhill" trophy!

**2016 classes based on WHEEL BHP and WEIGHT including driver;**

- Pro: 450+ wheel bhp/tonne**
- A: 350-450 wheel bhp/tonne**
- B: 271-350 wheel bhp/tonne**
- C: 211-270 wheel bhp/tonne**
- D: 161-210 wheel bhp/tonne**
- E: 136-160 wheel bhp/tonne**
- F: <135 wheel bhp/tonne**



**Qualifying** – consists of a 15 minute open session (max 15 cars per group) with competitors aiming to top the timesheets with their fastest lap, counting as their outright best time. From there, the fastest drivers in each class then progress onto the single-lap final shoot-out.

**Final** - this is when the pressure really intensifies. Competitors get one Super Lap, that's right, a solitary flying lap to post their quickest time - which ultimately defines the winners from the losers. This really is, for want of a better phrase, a one lap dash for the cash!

**2016 Dates**

| Round | Date  |
|-------|---|
| 1     | April 17th - Clockwise                          |
| 2/3   | May 21 <sup>st</sup> Reverse /22nd - Clockwise  |
| 4/5   | July 30 <sup>th</sup> Reverse /31st - Clockwise |
| 6     | September 11th - Reverse                        |

**Interested in the 2016 SLS Championship – SLS OPEN DAY DECEMBER 6th** We welcome any drivers who are eager to get involved in Super Lap Scotland to our relaxed and informal open day on the 6<sup>th</sup> of December at Knockhill Racing Circuit. We will be carrying out mock scrutineering sessions, providing advice and tips on how to get involved and there are even dedicated SLS practice sessions within the Knockhill track day. If you would like to attend the SLS open day then please express your interest with championship coordinator Rory Butcher. [rory@superlapscotland.co.uk](mailto:rory@superlapscotland.co.uk)





**PRO– Class Champion  
& King of the hill  
Winner**

**Andy Forrest**



**Class E Champion— James McEleny**



**Class D Champion— Steve Warman**



**Class C Champion— Mark Dawson**



**Class A Champion—Graeme Jeram**



**Class B Champion—David Brown**

*SACC Scottish Rally Time Trial Championship  
2015 Season Review—Roy Kemp*

“I’m not going to tear a strip off you at this exact moment, but you can be guaranteed that I’ll be bringing it up in the future, and probably using it as some kind of bargaining chip”. Said the look on Tegan’s face as I confessed I’d bought my second competition car in the space of forty-eight hours. This was my brilliant way of finally killing off my 2010 – 2014 “year out” from motorsport. Having a few jars too many, firing up the internet machine and buying £500 worth of Dutton Autotest car was one thing. Throwing another three grand at an Ecosse-spec Peugeot 205GTi a day or so later was quite another. They may not sound like big numbers, but still potential dynamite in the ears of a pregnant woman, especially given my efforts to curtain her spending on unnecessarily fancy baby stuff to that point. Eek.

But that’s all by the by. I’d been planning to have a crack at the RTT championship for a while, albeit hiring Roy MacLennan’s 205, as I’d done on the 2014 Granite City and SDMC RTT. Both had gone quite well and fixing the side effects of my efforts hadn’t quite sent Roy over the edge. The news that rallying had put an end to reverse seeding, however, did. So, about two days before the first round on Mull, I’m accepting Roy’s kind first refusal on a rally car plus a good few seasons worth of accumulated spares. A no brainer, really. At least now I could just expect to be ruthlessly mocked for bringing it back a different shape, as opposed to getting a 205 driveshaft round the head.

So why the RTT championship? Basically, I’d come up with a cash figure that I could realistically spend on a year’s motorsport while still keeping the wife and building society on side. A few sums later it looked like either one stage rally and a good lash-up afterwards, the RTT championship or a couple of arrive-and-drive deals in the Scottish Minis or similar. Obviously, gravel beats tar hands-down, and it’s better to have a year worth of sport than a one-off event. Plus, being a navigator who’s still just dipping his toe in the driving water, the format of the RTTs appealed to me. Do something daft early on and it’s no big deal – you get recovered and continue, so long as the car’s ok. Go off early enough in a stage rally and usually you’re back in the bar before they’re even allowed to serve alcohol. Plus, multiple goes at a single stage gives a novice like me a better opportunity to explore their own limits as well as those of the car. Not to mention there’s not a fraction of the general bother of a stage rally in an RTT. No mental arithmetic errors get you penalised and ruin your result. You don’t go OTL if you have a car problem to sort, you get fixed and get back out for as many of your runs as you can. And nobody’s going to protest you for letting your car roll backwards a foot within distance of a time control. No bulls\*\*t, just jump in and drive. Perfect.

Making my budget numbers look even better was getting Pete at Stark Motorsport on board. Instead of getting an old beater of a van of 4x4 for a tow hack or hiring one for each round, Pete gave me a very reasonable rate (you can call him for a quote!) to transport and service the car on each event, as well as most likely get roped in to kick the occasional tyre between rounds. Multiple birds taken out with one stone, and no small ask considering that most of the rounds aren’t exactly local.



*Alan Scott Photography*

Round 1 - March 28<sup>th</sup>, Glengorm Castle RTT, Isle of Mull  
Mull Car Club

So, with the metaphoric ink still wet on the not-yet-returned V5C, off to the west we went. There had been a few last minute things to sort with the car, but it was just about in fit state to go play. Although with my follicle issues we couldn't find a fine tooth comb anywhere in the shed, let alone run one over the car. So the goal was to try to have a good days sport, try not to break anything, and put a bit more effort into the prep for the next round. But having said that, going, stopping and steering were all fine, so no reason to pussyfoot around either.



*Photo credit - Shona Hale*

The Mull round was unique in that everyone got an untimed recce run through the stage as well as the opportunity to walk the course. I did both and I'm glad I did. Run in the grounds of a private castle estate, it's half track, half forest stage. And it's tight and narrow with lots of blind corners and crests, and lots of big drops off the side of the road. Definite potential for something to go fairly wrong. And of course, because it's Mull in March, it's dark and wet, too. Definitely glad we didn't stay in MacGochans too long the night before.

The first run was nothing more than a slightly more spirited copy of the recce run, I'm not ashamed to say. It had been almost a year since I'd driven the car on gravel and I was happy to ease myself back into the swing of things. Although there was a rear end knock developing so I took the option of nipping into service to get it checked instead of going straight out for my second run. Turns out I'm missing a rear caliper bolt. And inevitably, it's about the only Peugeot 205 bolt we didn't have with us. With lunch planned between runs 2 and 3, we decided to torque up the one remaining bolt and proceed. The direction of disc travel would hold the caliper roughly in place, so long as I didn't reverse at any point on the approach road or the stage! Got through the run intact and without anything else falling off, and managed to improve my time by 3 or 4 seconds which I was happy with, given I'd made a complete mess of a chicane and cost myself some time.

So while everyone else was sitting down to lunch, we were off back into Tobermory to raid the spare bolts bin at Mackays garage. Eventually found one that could just about do the job, gratefully handed over a tenner and headed back to Glengorm. By the time we got back, the stage had claimed David Wilson's Mk2 Escort which had slid off and went over onto the roof. He was ok but the car wasn't going back out. Anyway, the surrogate bolt was fitted successfully and we were good to go again. Oh, and it was really dinging down with rain again by this time, of course. So with a decent idea of where the stage went by now, I managed to turn up the wick a bit and knock another 6 seconds or so off my time. The chicane, however, was still proving my nemesis. Kept going too deep on the way and having to drop to 1<sup>st</sup> gear to get back out.

With the weather deteriorating, and the muddy surface washing away to reveal slippery shiny stone in places, I'd decided that I'd wind my neck in the rest of the day, and just use the last two runs to get some seat time without being too daft. That was the plan until I got through the chicane perfectly – bonny drift in, flick it round, bonny drift out and snatch 3<sup>rd</sup> straight away. Reckoned that was worth 3 or even 4 seconds improvement. So, a new plan was hatched and I went on the attack again. All was going well until I got too ballsy over a crest into an L7. Just too quick, and had to stomp on the brakes and arrived backwards. With a big drop outside into trees it would have been a re-shell job for sure, but I managed to just-about get it round the corner by burying the throttle and keeping the steering on the lock-stops. However, the car was doing about 5mph sideways, and the front wheels were doing about 60mph scrabbling to keep me from going over the edge, so by the time they found grip again, the car shot across the track and off the other side of the track and into a bog. Embarrassing, yes, but I'm still counting it as a save. Got recovered

So, having had a lucky let-off, I decided I would do the last run, but would probably take it easy as there was little hope of improvement with the track getting slower. And take it easy I did, but still managed to throw it off. I slowed right down for the Crest > L7, however this ruined my rhythm completely, I got on some muddy stuff on the outside of the following straight and slid off into a bank. Which thankfully was nice and soft, so only minor damage (valance, bumper, bent front panel) was sustained. Time to put it back on the trailer I think.

So, astonishingly, my third run was good enough for fourth overall and first in class. Basically “best of the rest” behind a quick Mk2 and two Evos. Chuffed doesn’t cover it, and that’s before they gave me a miniature Tobermory 10yo malt with my trophy. It was only the driver of that Mk2 Liam Wood and myself that had registered for the championship, so after round one I found myself second (and also last!) in the RTT championship. But by way of a reality check, Liam’s first very first timed run was quicker than anything I managed (or probably COULD have managed) all day. Some going.



*Photo credit – Dan Forsyth, DRF Rally Photos*

Round 2 – May 9<sup>th</sup>, Stravaigers Lodge RTT, Fort Augustus  
Highland Car Club

“No worries – take your time coming up, and we’ll scrutineer you when you get here”.

These were the words of Michelle Falconer and Andy Jardine from HCC. The day or so leading up to the second round of the championship hadn’t been easy. My wife Tegan, growing more pregnant by the day, had been having a tough time and had been diagnosed with pre-eclampsia. This is a potentially dangerous condition for mum and baby so every precaution was being taken, including her being admitted to hospital just before we were meant to be leaving. Or at least, heading into the workshop to finish all the stuff we’d procrastinated about but not actually fixed since Mull, and then leaving. I’d decided to cancel the rooms and pull the entry, but Tegan told me to hold on until the last minute before doing anything too hasty. The rooms were cancelled and I let Michelle and Andy know there was a good chance I wouldn’t be coming. Luckily the nightshift Doctor’s rounds were quite positive and I got wife approval to go and play. At 3am I rang Pete and let him know we were good to go. We let Michelle know by text that we were on our way and were told they’d work things around us. Again, not something you’re likely to hear on an SRC round. Thanks guys.

So, we got there in one piece as planned, and unloaded the trailer. This is usually the precursor for the heavens to open, but no. Glorious sunshine. Might actually get the chance to drive the car on dry gravel for the first time. Pete got the car through scrutineering while I was at the drivers brief, and running number five I was straight off to the start. Perfectly timed. So, with most of the car having been in bits, and not driven since Mull apart from onto the trailer this morning, the first run was a proper driving Miss Daisy affair. Plus, having never been in Inchnacardoch forest before I had no idea where I was going. But I will admit I just wasn't feeling it, and kept wondering what I was doing here. Remarkably, I wasn't last. Maybe about 3rd or 4th last. The car was going ok, apart from feeling a little snatchy at the front, i.e. lurching when changing direction. Possibly something still bent after Mull that we didn't spot.

Run two felt better, but the heart was still pretty far from being in it. The goal was simply to bag a few points in the championship and live to fight another day. It seemed like a sensible compromise to push on along the straight bits (of which there are lots) but not be too daft in the corners. This seemed to build a decent rhythm although lack of seat time in the car was still proving an issue; I never seem to be able to change down from 3rd to 2nd after a while out of the car, always seem to get 4th no matter how hard I try. As far as the stage is concerned it's an absolute cracker. There's only one tightened corner around a bale, everything else is 3rd and 4th gear and reasonably visible by the time you get there. I surprised myself by taking a whole 14 seconds off my time, putting me roughly in the top half of the amalgamated classes 1, 2 & 3, roughly 4 or 5 seconds off the quickest guys.

I needed to make a quick stop in service as the new brake bias valve that I thought I'd fixed was evidently still not right, and was losing fluid. Pete waved an 11mm spanner over it and made the problem go away. Front end still seems to be a bit wayward and possibly even getting worse, but nothing that couldn't be lived with for now. With the stage cutting up and a rain shower quite possible, it was quite likely everyone's 3rd run would be their quickest. Time to grow a pair and chap on a bit.



Run three was really good. I got a wee bit untidy going round the bale hairpin (probably looked good but the big drift wasn't exactly planned) but managed to keep the right cog selected the whole way round and hence keep the thing going a bit better. Momentum is king when you only have 115-ish ponies to play with. Dead happy with the run and pretty fair to say I've properly got the bug for dry gravel as opposed to mud-plugging. You know when you've had a good run when it's only two miles long and you're still out of breath by the end. Either that or you just need to hit the gym a bit more often. The times for Run 3 went up and I've knocked another 7 seconds off my time, sneaking me into the lead of the class by

0.3 seconds. Which felt pretty good, although I was pretty sure that I couldn't go too much quicker myself without starting to take liberties.

Unfortunately, or perhaps fortunately, the phone rang before I could get too brave. The dayshift doctor was not quite as optimistic as his colleague and there was a real possibility Tegan could be induced that day. So it was time to pack up and head home. The final result put me in 17<sup>th</sup> overall out of 27 runners, but it wasn't a day or a stage where I could get near any 4WD cars. I'd have to change my name to Liam and get an old Escort, as he managed 6<sup>th</sup> overall right in among the quick stuff. Again, some going. In the end I dropped to third in class with everyone else improving on their fourth run. A tenth behind David Hunter in another 205GTi and a tenth again behind John Mackintosh in a Toyota MR2. Good close competition and encouraging to be there-or-thereabouts with people in similar machinery. Could I have gone quicker with an extra run? Possibly, but it's also very likely that it would have ended in tears, given recent form. In terms of the Championship it was another solid second behind Liam on corrected times, but ahead of Colin Baxter's Impreza and Eric Falconer's 205GTi as they joined the championship.

Read the rest of Roy's season review in the December newsletter, Crashes, Champagne and TV Cameras.....



Having been with us since the championship was revived, MJ Engineering (Scotland) Ltd called time on their sponsorship in 2014, and 2015 welcomed a new title sponsor for the Lowland Speed Championship, MAXSport Competition Tyres (Scotland) Ltd.

MAXSport have signed up initially for two years, and we are glad to have them on board.

The 2015 season was once again dominated by the immensely competitive Mazda MX5 class. The big success story in recent years, the class provides very competitive racing in a class where costs are controlled. Given that a competitive car was offered for sale at just £1200 towards the end of the season, we should not be surprised why this class is so popular. The very fact that our 2015 champion is also a newcomer to speed events shows the value of this kind of racing.

Elsewhere, there were new names on the class awards too. With a growing number of competitive youngsters coming through, the future of our sport is looking a little healthier than perhaps it was (and yes, I know that anyone under 40 is a 'youngster' compared to some of us, but you know what I mean...).

David Baker

Coordinator, MAXSport Competition Tyres (Scotland) Lowland Speed Championship

#### **2015 MAXSport Competition Tyres (Scotland) Lowland Speed Championship Awards    2015 MAXSport Competition Tyres (Scotland) Lowland Speed Championship Awards**

The John Stoddart Trophy            Andrew Connell  
Championship Runner-up            Ross Glen

Scottish Sporting Car Club Road Car Shield            Ross Glen  
Runner-up            Jamie Geddes

The James Barr Limited Modified Car Shield            David Dennis  
Runner-up            Melvyn Hartley

The Duracare Competition Car Shield            Les Mutch  
Runner-up            Graham Clark

The Windowcraft Newcomers Award            Jason Russell

The Broomstick Award            Leslie-Ann Scoular

The Scottish MX5 Register Award            Jamie Geddes

#### **2015 MAXSport Competition Tyres (Scotland) Lowland Speed Championship Class Awards    2015 MAXSport Competition Tyres (Scotland) Lowland Speed Championship Class Awards**

A2 Winner            Peter Marshall  
Runner-up            Peter Locke  
A4 Winner            John Hamilton  
A6 Winner            David MacGeachie  
A8 Winner            Ronnie MacGregor  
A9 Winner            Jamie Geddes  
Runner-up            John Roddick  
B1 Winner            John Ramsay  
B2 Winner            Jock Ramsay  
B4 Winner            Vicky Park  
B6 Winner            Melvyn Hartley  
C0 Winner            Cameron Fair  
C1 Winner            Graham Clark  
C4 Winner            Colin Graham



This year's championship had a record entry of some 52 entries with a lot of returning faces who along with some 12 new faces enjoyed a successful season. We start with the April doune doubleheader, this is usually the furthurest event most of our competitors travel as mostly come from north / east of Scotland ( we will accept anyone from anywhere as long as the money is right).

With some 15 rounds there is plenty of action throughout the season with this year's title only be decided on the last round at Boyndie. The championship is greatful to Mr J Plenderleith of Plenderleith runnice solicitors for their continued support and we look forward to next season with anticipation.

Provisional Results

|                   |                     |                |
|-------------------|---------------------|----------------|
| Overall Champion  | Leslie –Ann Scoular | Mazda MX5      |
| Road Car Champion | Chris Randall       | Mitsubishi Evo |
| Best Newcomer     | Allan Reid          | Peugeot 205    |

Ian Thompson





At this year's Jim Clark Reivers rally I won a prize in the marshals prize draw, not the first prize, but the *best* prize. Courtesy of Dan Wright I was offered a day out driving a Jaguar E-Type V12 and lunch. While we were trying to find a date that suited both of us, Dan mentioned that if I waited till October he would also have an Aston Martin DB7 and that I could bring my other half with me and we could share the driving.

So, Sunday the 18th of October, a beautiful sunny day, saw Lock, #ThanksMarshal and I terrorising the wildlife in Ayrshire. For the first 20 minutes or so, Dan and his daughter Linsey drove the cars, just to warm them up and to give us the heads up on the quirks of each car. Then it was our turn. I drove the Aston with Dan in the navigator's seat and Lock followed with Linsey in the E-Type.

I don't have the words to describe how it feels to drive an Aston Martin DB7. This is a six cylinder supercharged version, 5 speed manual. This is the girly bit - it was sooo luxurious. Moss green and shiny on the outside with a dark green leather and polished wood dash, cream leather upholstery. You could smell the leather when you first got in it.

After a bit of instruction from Dan about the fly off handbrake, which I never really got the hang of, off we went. Although it was very quiet and smooth and civilised, I could hear the engine purring in a growly sort of way. After driving on A roads for a bit, Dan directed us onto a hilly, twisty B road. Wow, honestly I was grinning like a Cheshire cat.



Dan was telling me how well the Aston gripped the road and encouraged me not to lift for the corners. I didn't need much encouragement. Pretty soon I was trusting Dan's navigation and with the Aston's grip I was accelerating through the corners. So much so that we had to wait for Lock and Linsey to catch us up.

Heading back to civilisation for lunch, Dan said when we come off this roundabout, slow right down, put it in second and put your foot to the floor. I did. The acceleration was incredible! It really took me by surprise and I let off the accelerator a bit. Dan said, "No, no, put your foot right down." Again I did, and this time right to the floor. Once again, the G force! I don't know what the 0 to 60 number is but on my scale it's bloody quick. (I'm grinning again, just thinking about it.)

We headed towards St Johns Town of Dalry, and after a lovely pub lunch at the Clachan Inn we swapped cars.

I was in the E-Type with Linsey. It's a beautiful 1972 V12 5.3 litres, in British Racing Green, with a four speed manual gearbox, but the driver's seat didn't go far enough forward for me to easily get the clutch right down, and I struggled with gear changing. Luckily, the engine can cope with anything from 25 to good morning officer in fourth gear so once I got it into fourth I left it there, it was just a case of enjoying the driving experience. Like the Aston, I could feel the engine power through the accelerator and the steering wheel but I held back a bit because I couldn't reach the pedals properly.

The E Type is very different from the Aston. It is a lovely car, but from a different generation, before computer design, before engine management, when cars had more character and less refinement; engine noise, wind noise, road noise, primitive

heating and ventilation by today's standards. It is in as-new condition, but old engineering. Lock loved it, but I'd have the DB7.

We drove past Newton Stewart and over the Barrhill road to Girvan where we stopped for a photo shoot, then swapped cars again for the drive back to Dan's.

Now I know why Jeremy Clarkson goes on about Astons, and he's right. It was an absolutely brilliant day out. Thank you Dan.

Please, please, please, if anybody reading this can offer a similar Marshal's prize for next year, do so. I'll be telling stories about this for the next 20 years and will still be smiling because of it. Also, if you're a Marshal reading this, keep on marshalling. It could be your turn next.

Maureen Horsburgh.





### Another Win For Bennett

East Ayrshire Car Club was rewarded with a full entry for the Kames October Rally on 18th October. 13 Junior 1000 crews were joined by 17 "Senior" crews for what was to be an excellent day's club rallying. The event was the seventh and penultimate round of the 2015 Brick & Steel Junior 1000 Ecosse Challenge. Thick fog around the venue started the day but the sun soon came out and stayed for most of the day. But the overnight fog and early morning damp left the track quite challenging for the first couple of stages.

Peter Bennett/Arthur Keirans (Citroen C1) started well and after 4 stages they had built up a 10 second lead over their nearest rivals Finlay Retson/Andrew Falconer (Citroen C1) This continued up until the halfway when Bennett had a 15 seconds advantage. Retson matched Bennett's times on the next few stages and took a couple of seconds back on one but it was not enough to claw time back and Bennett took the victory by 13 seconds. In doing so he has put himself in an almost unassailable position at the top of the Championship points table.

But the real battle was taking place just behind the top 2 for third, fourth and fifth places. It started with Harry Chalmers/Lisa Watson (Nissan Micra) leading from Ewan Tindall/Paul Hudson (Citroen C1) with Brodie Balfour/Ian Rae (Toyota Aygo) just a few seconds behind. After stage 8 and going into the afternoon stages, Chalmers and Tindall were tied but it was advantage Tindall over the remaining 6 stages as he eased out a couple of seconds here and a second there to take third place by 5 seconds. But Chalmers was philosophical - "I don't think I could have squeezed much more out of the Micra!" His co-driver Lisa Watson agreed!! But this was still just reward for Chalmers and his Dad who had cut short a family holiday in Spain to do the event. And in fifth place - just 3 seconds behind Chalmers - was Balfour. This would be Balfour's final event as a Junior and he commented "The car is up for sale and I had to bring it home in good shape". And he was overjoyed to end his time in the Junior 1000 with one of his best drives in his career so far.

Eleven of the thirteen Junior 1000 starters finished. Most unfortunate of the non finishers were Elvin Smith and Steven Hay (Nissan Micra) On stage 14, Smith reckoned that eighth place could be his but a heavy roll right at the flying finish put paid to that. The crew were unhurt but the car was a mess. And this was also Smith's final event as a Junior 1000 driver.

Dale Kelly also finished his 3 year Junior career. He started 10th and finished 10th. But the car went home in one piece and is now up For Sale.

The final round of the Championship will be the Glyn Memorial Rally on Anglesey on 31st October/1st November when 9 Junior 1000 Ecosse Challenge crews will join up with teams from the Kick Energy Junior 1000 Rally Championship for a cracking end of season 2 day event.

## Retson Takes Final Round



### Eight Brick & Steel Junior

1000 Ecosse Challenge crews headed for Anglesey and the Glyn Memorial Junior Rally on 31st October/1st November. It was a long trip, made longer by the M6 on a Friday afternoon. But after 2 days of testing rallying, everybody made their way home with smiles on their faces.

This was the final round of the 2015 Championship and the top 2 places had been settled at the previous round. Peter Bennett/Arthur Kierans are the 2015 Champions and decided to sit this event out so for second placed Finlay Retson/Andrew Falconer (Citroen C1) it was a "no pressure"

event. They did a "clean job" and came home first Scottish crew and fifth overall on the event. There was some small drama on Saturday with a lurid spin at one point but they got away with it!!!

The real battle was for third place in the 2015 Scottish Championship between Harry Chalmers (Nissan Micra) and Ewan Tindall (Citroen C1). The day started with Chalmers ahead on points in the Championship table but with Tindall hot on his tail. Chalmers just needed to stay within a couple of places from Tindall to secure the final podium spot in the 2015 Championship. At the end of day 1 it was all going to plan for Chalmers and co-driver Steven Hay. They ended the day with an 8 second lead over Tindall. Saturday was not a good day for Tindall. He started the day feeling unsettled, hadn't slept well on the Friday night and his times on the earlier stages reflected this. But this all changed on Sunday. In the drying conditions, Chalmers knew that he would have a job to stay in front of Tindall but the gap to the next up Scottish crew was a comfortable one. And Chalmer's day started with those wee gremlins that just unsettled a driver. The car wouldn't start after lying out all night (but Chief Mechanic Scotty Miller spoke nicely to it and hit it in the right spot and soon had it running). And in the queue for the first stage the temperature started going up and they had to return to service to top up the coolant thus losing their position in the running order. Tindall swept past Chalmers on the first 2 stages of day 2 but Chalmers was still in a "safe place". But that all changed on the fourth stage of the day when Chalmers missed out part of the stage and received a stage maximum time as a penalty. This saw him plummet down the results to 5 places behind Tindall. They continued but worse was to come on stage 14 when they clipped a large pair of lorry tyres protecting a manhole cover at edge of the road. The impact put the car on its side and then onto its roof. Marshalls very quickly put it the right way up but the damage was done and they just drove slowly out of the stage for another stage maximum time. A very sad way to end what had been an excellent performance by Chalmers. Tindall then cruised to second Junior 1000 Ecosse Challenge finisher and sixth overall for the event thus taking third podium place in the Scottish Championship.

This late drama promoted Jude MacDonald/ Michael Cruickshank (Nissan Micra) to third Scottish crew home and eighth overall for the event. MacDonald's benchmark for the season had been Harry Chalmers - both in very similar cars. After day 1, MacDonald was 8 seconds behind Chalmers. The damp and dark conditions on day 1 suited MacDonald well but on day 2 Chalmers was able to open the gap up to MacDonald before he hit his problems. But no matter, it was a brilliant performance from all 3 drivers contending for that second Scottish spot. In the end it went to Tindall, followed by MacDonald.

This was the final round of the 2015 Brick & Steel Junior 1000 Ecosse Challenge and the next event is the Annual Awards Ceremony in Glasgow on 28th November



Whilst it may not have been the ending that the event organisers, the competitors, or the championship organisers wanted, following the cancellation of the final round of the ARR Craib Scottish Rally Championship, the Colin McRae Forest Stages, new Scottish Rally Champions have been crowned.

After coming close in recent years, Castle Douglas driver Jock Armstrong and Withnell navigator Paula Swinscoe have secured a well deserved title with 4 consecutive second place finishes following their season opening victory on the Snowman rally and only one retirement – truly championship winning form – in their Subaru Impreza.

The wait to claim the title just makes it all the sweeter for Armstrong, who has been chasing the Scottish title since 2009, whilst Paula and Jock have only been competing together for 2 years, and Swin-

scoe is the first competitor from outside of Scotland to pick up an overall title for 10 years. It also the first time in 7 years that a Subaru driver has won the championship, with Armstrong staying loyal to the Japanese manufacture, competing against far greater numbers of Mitsubishi's & Fords.

"This feels like it's been a long time coming, but I'm delighted to finally get my hands on the ARR Craib MSA Scottish Rally Championship trophy. I've been chasing this championship in 2009, and had a few near misses. It's always seemed to conspire against me but this year seemed different right from the start, the Snowman win set us up for the season, and despite following that with a retirement I always felt that we were in a strong position.

The Scottish Championship is a great place to go rallying, with good competition, good events and friendly officials, and although the older you get the faster you were, we are looking forward to coming back in 2016 to defend the title. It's everything you could look for in a championship.

This is only my second season with Paula in the navigators seat, and we treated the first very much as a learning year where we both worked hard at it, so we were ready to go for this season right from the start of the first stage. It's been a real team effort.

That includes the team working on the car. We have developed the car with TEG Sport over the years, and I think it's now as good as it can be, and all credit to them. Thanks also to Paula's husband John, he has helped with some suspension set-up work which only made us quicker. Without the support from Earsman Ltd, Rallytech & Motordrive we wouldn't be here, so its thanks to them as well. Happy days!"

Behind Armstrong, Mike Faulkner once again came so close to securing the Scottish Championship title which he craves. The Kirtlebridge driver, along with Peter Foy from Bingley, also took an event victory, claiming the top step of the podium on the Jim Clark Reivers event, which was run on gravel for the first time in 20 years in May. In addition to second place, Faulkner & Foy have the consolation of taking the award for top Mitsubishi. Long considered one of the most talented drivers in the Scottish Rally Championship after years honing his skills in one make Peugeot rallying across the UK, surely 2016 could at last be his year?

Completing the championship podium are the Banchory crew of Bruce McComble & Michael Coutts, who had led the series from the Border Counties Rally in March. The pair, also in a Mitsubishi, were the only crew in the top 10 finishers to score points on every championship event, and it was only when the dropped scores ruling was taken into account (competitors must drop their worst score of the season) that they were knocked off the top step. McComble's switch to the distinctive Green evo (Kermit, in case you were wondering!) has seen an increase in pace & reliability, and he will be one to watch in 2016.

Other competitors tasting the champagne at the end of a difficult season include new SRC Junior Champion Thomas Gray, who despite driving one of the lowest powered cars in the category claimed 3 Junior wins on the way to finishing all of the championship rounds, again truly championship winning form in the Toyota Yaris. Ross Hynd takes the Junior navigators title, again scoring 3 category wins throughout the season.

Caroline Carslaw made her rallying return this year, after a pre-season testing accident ruled her out of the 2014 season before it even started. With a maximum possible score, the Fiesta driver dominated the Ladies drivers category, whilst Paula Swinscoe unsurprisingly adds the Ladies co-drivers title to her haul in similarly dominant fashion. Steve Bannister shows that age is no boundary as the Yorkshire Ford Escort driving legend of the sport retained his Two Wheel Drive title in fine style, although he may have to look over his shoulder, as last years SRC Junior champion Greig McKnight was very much snapping at his heels once he got a more powerful 2 litre engine fitted to his Escort.

In Group N, after a season long battle Connon Bridge's John Morrison pipped Newton Stewart's Fraser Wilson to the championship win. Both Mitsubishi drivers are long term supporters of the championship, and whilst John will be delighted to take the category victory, Fraser can console himself with the Mitsubishi Group N Cup, which operates a different scoring system. The championship presentation takes place on Saturday 28th November

[www.scottishrallychampionship.co.uk](http://www.scottishrallychampionship.co.uk)

## Hairst Navigational Rally Report - by Gerry Potter

The 2015 Hairst Rally took place on 25th October starting in Methlick, about 30 miles North West of Aberdeen. Conditions were near perfect with clear skies, a bright moon and light winds, which was a relief to the organisers as the morning and early afternoon had seen torrential rain and strong winds!

This year I tried a system which was last used in 1998/9, there was be a number of very short sections followed by a long section (20miles+) through which you will have to navigate from code point to code point. These code points were different to the usual code boards and at each code point the number told you which clue to use for the next portion of the section, all clues were issued at the TC preceding each long section.

The short sections had relatively easy navigation, but being short there is not much time available, the hope being that this would be more enjoyable than the high difficulty clues usually used to get a result, we would do the whole event like this but we would find it hard to get enough marshals.

Rally HQ was at the Scout Centre in Methlick, which is a very nice building with underfloor heating, a fully equipped kitchen and smart toilets. The only problem at the start was that the lettings manager forgot about us and did not show up to let us in until 7:30, 2 hours late! Nevertheless competitor signing on was done out of the back of my pick up, whilst the marshals signed on in the cab at the front!

All was looking good, I had enough marshals to able to put a Judge of Fact out to police a QZ where we had a PR problem, and all controls were covered with every marshal crew doing two controls. The field was led away by Dave Mackintosh/Duncan Cameron at 1931 hrs.

About an hour later I was talking with Graeme Thomson, the scrutineer, and he was asking how the Expert clues worked.....in the course of explaining TC1-2 clue I suddenly realised that it was wrong, the map reference to find a codeword needed to decode the clue was incorrect, total panic, it was too late to do anything about it so I just had to wait for the competitors to appear at the finish and prepare for the inevitable flak.

In the end everyone was very forgiving and the event was enjoyed by nearly all the competitors, the exceptions were Harry Merry/ Graham Couser who had a miserable evening, the mistake on TC1-2 really set them back and they became very dispirited, Johnnie Mackay, navigating for his dad was doing very well until part way through the first long section when mal-de-mer set in and they had to abandon – maybe seasickness pills next time!

We supplied soup, sandwiches, cakes and tea and coffee back at the Scout Centre, while we worked out the results, and all was going well until a circuit breaker tripped plunging us into stygian darkness (luckily the emergency lights came on so we could find our way around). Despite the attempts of three professional engineers and an electrician we could not persuade the breaker to re-engage so the end of proceedings was done by the light of head torches, all very cosy!

The results are attached and the competition was quite close but once Duncan Cameron had got over the problems of TC1-2, and a mistake on TC3-4 he and Dave only dropped 3 minutes over the rest of the rally. The error on TC1-2 caused some time to be dropped but on inspection at the end of the day it did not affect the result.

Gerry Potter

## Stonehaven &amp; DMC Hairst Rally 24/10/2015 Results

| No | Crew                           | Class   | Total | Position |
|----|--------------------------------|---------|-------|----------|
| 1  | Dave Mackintosh Duncan Cameron | Expert  | 19    | 1        |
| 2  | Colin Christie Gordon Reid     | Expert  | 41    | 2        |
| 3  | Harry Merry Graham Couser      | Expert  | 193   | DNF      |
| 4  | Martin Farquhar Paul Cummins   | Novice  | 134   | 1        |
| 5  | Stuart Cobb Douglas Stewart    | Clubman | 28    | 1        |
| 8  | James Robertson Sandy Mitchell | Clubman | 81    | 2        |
| 9  | Stuart Thorburn Jo Widderson   | Clubman | 124   | 3        |
| 6  | John Mackay Johnnie Mackay     | Clubman |       | Retired  |

## Marshals Required

### Kingdom stages Saturday 14th November

There's no event without marshals. We offer a sunny (?) day at Crail, plenty of grub and £5 petrol money. Plus free 2016 Glenrothes MSC membership! Signing on from 06:45. Further details on our website [www.glenrothes-msc.com](http://www.glenrothes-msc.com) or contact Richard Crozier [croziaaargh@hotmail.com](mailto:croziaaargh@hotmail.com)

### Scottish "Borders" Hill Rally - Volunteers Required - 21st & 22nd November 2015

The "Borders" is an exciting, fast paced Off-Road Rally through the flowing tracks of the private Forrest Estate (near St John's Town of Dalry, DG7 3XS) and takes in many of the technical, natural quarries and man-made off-road sections. The competitors will be racing in excess of 100 miles, through 13 special stages over both Saturday and Sunday.

This year's event offers the climax to both the 2015 Hill Rally Championship and the Defender Challenge Series with competitors travelling from all over the UK and beyond.

We are looking for a large team of Marshals to ensure the event can run safely. Marshals are required to assist with start and finish time controls, to be flag marshals at key locations along the special stages, ensuring cars pass through the stages and don't get lost in the under-growth, get stuck or crash out, act as Radio Marshals and generally ensure the successful running of the event. You will be in the thick of the action!!!

If you can volunteer email [dean.pugh@virgin.net](mailto:dean.pugh@virgin.net)

Your event not featured? Got some news?  
Next newsletter 15th December

If you have news before this for circulation get in touch and will be sent out  
If you would like to be added directly to the SACC mailing list then send me an email and this will be arranged.  
Thank you all those who have contributed  
Please contact me with any comments or suggestions for the next issue

David Law

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