

Newsletter from



MAY 2016

SCOTTISH ASSOCIATION OF CAR CLUBS

**Next SACC Meeting
21st June
2016**

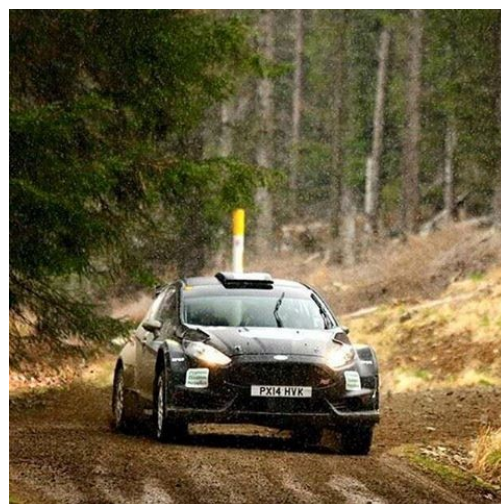


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Bumper entry for SACC Autosolo Challenge, SMS News, Rally and racing News plus plenty more inside



www.scottishcarclubs.com

Brahan Rally		Navigational Rally	07-May-16	Highland
Kames Rally	Kames	Stage Rally	07-May-16	East Ayrshire
Grass Autotest		Autotest	08-May-16	Solway
Kames Rally	Kames	Stage Rally	08-May-16	East Ayrshire
Iain Pinkerton Memorial Sprint	Kames	Sprint	14-May-16	Scottish Sporting
Autotest		Autotest	15-May-16	63
Sprint	Kames	Sprint	15-May-16	Machars
Knockhill Junior Rally	Knockhill	Stage Rally	21-May-16	Coltness
Hill Climb	Fintray	Hillclimb	21-May-16	Grampian
SLS Round 2	Knockhill	Time Attack	21-May-16	Knockhill MSC
Rally/Speed/XC Marshals - Safety & Spectators	Knockhill	Training	21-May-16	Scottish Association
Grasstest	Pinwherry	Autotest	22-May-16	East Ayrshire
Grass Autotest		Autotest	22-May-16	Solway
Hill Climb	Fintray	Hillclimb	22-May-16	Grampian
SLS Round 3	Knockhill	Time Attack	22-May-16	Knockhill MSC
Production Car Trial		Production Trial	26-May-16	750
March Hare Rally		Navigational Rally	27-May-16	63
Rally/Speed/XC Marshals - Incidents	North	Training	28-May-16	Scottish Association
SACC Autosolo - Prov.	Kames	Autosolo	05-Jun-16	East Ayrshire
Jim Clark Reivers	Kelso	Stage Rally	05-Jun-16	Jim Clark
Sprint	Golspie	Sprint	11-Jun-16	Caithness
Grass Autotest		Autotest	12-Jun-16	Solway
Production Car Autotest		Prodn car autotest	12-Jun-16	Stonehaven
Autocross	Causey Park	Autocross	12-Jun-16	Cramlington
Sprint	Golspie	Sprint	12-Jun-16	Caithness
Autosolo/Autotest	Ardeer	Autosolo	18-Jun-16	Scottish Sporting
Summer Stages	Crail	Stage Rally	18-Jun-16	Glenrothes
Hillclimb	Doune	Hillclimb	18-Jun-16	19-Jun-16 Lothian
Grasstest	Pinwherry	Autotest	19-Jun-16	East Ayrshire
Scottish Championship Car Racing	Knockhill	Car Race	19-Jun-16	Scottish Motor Racing
SACC Meeting	Bridge of Allan	Other	21-Jun-16	Scottish Association

Roger J Reed

It is with deep sadness that we have to tell you that Roger Reed died on Friday 29th April in hospital in Aberdeen, after being diagnosed with lung cancer last year.

We knew Roger for his contribution to motor sport in Scotland for more than 40 years - as a competitor and organiser, and MSA Steward, and for 26 years, as the Chairman of the East of Scotland Association of Car Clubs then the Scottish Association of Car Clubs. Roger also served on the MSA Regional Committee, and for 19 years on the Off-Road Committee.

This left the problem of what to do with all his spare time, so he also sang in a choir and volunteered to run enterprise classes for high school pupils.

Roger will be sadly missed by his wife Pat, and by a host of friends all over the country.

At the SACC AGM Roger's retirement from executive office was marked by his appointment as an Honorary Vice President of SACC. Roger has been a tireless servant of SACC since it was established in 2010 and of ESACC before that. By way of recognition for this, he was presented with a Lifetime Achievement Certificate signed by SACC President, John Cleland and MSA Chief Executive, Rob Jones.

Roger Reed's funeral will be at 11:45 on Thursday 5th, May in the west chapel at Aberdeen Crematorium, post code AB15 8PT



View from the Chair

The picture shows me finding lucky number 13 at the Border Counties Rally. Lucky enough for me to have been promoted from my post as vice chair to become chairman at the SACC AGM earlier that week. But the meeting was unable to fill the vacant vice chair post immediately so you are stuck with another rant from me in this newsletter.

Before taking on the new role, I set out some of my thoughts to the people present at the meeting and I thought it only fair to share the same thoughts with everyone so that you can form your own view on your new chairman.



I was elected vice chairman in September 2013. Some people would have known me; but others might well have asked who I was. At the time, I didn't hold any committee position with a member club and I had not been to an Association meeting since the days of the West Association when I represented the now defunct Lanarkshire Car Club. Because of this, I was very surprised to get calls the next day to say that I was it. I had no idea what I had let myself in for.

I spent the first few months laying low and trying to soak up everything around SACC, not least the politics between, and in some cases within, the various member clubs and motor sport disciplines. My next step was to get myself out there around these various different events. This has added to my knowledge but at the same time, I trust it has allowed some of you to get to know me better. The plan was for me to learn the ropes from Roger and this has worked to some degree but has been made more difficult recently by his illness.

So what might you get from me as SACC Chairman? I was recently asked if I thought motor sport in Scotland was in good health? I thought very carefully about my answer but my one word response was to say yes. I can look back over 40 years of motor sport in Scotland and if I do so, I can see better times; but I can also see worse times. 2016 will be tough both economically and in terms of event organisation as we work through the changes brought on by the MESR.

But at the same time, there are positive signs. You don't need me to tell you that Scottish motor sport has a long history and proud heritage. But we need more than that to secure the future. We have a good basic infrastructure with great venues spread round the country. Kames, Larkhall and Forrestburn up to Boyndie and Golspie to name just a few. We have events and classes with healthy levels of entry. Yes there is room for some more but the base is there.

Opportunities include financial support from SportsScotland to help develop participation in all motor sport disciplines. Funding wouldn't be offered if they thought the sport was in terminal decline and unless they believe motor sport in Scotland was able to grow from where it is now..

I have a strong personal vision for the future of motor sport. I want people outside Scotland to look at us and to say "there is a group of people who know what they are doing".

- They have strong clubs that are attracting new people to the sport.
- They put on great events run by highly competent people.
- They are working to develop the champions of the future.

In taking on the Chairman role, I will use it to share that vision; to promote it to anyone and everyone that I come into contact with. But it will be the clubs around Scotland that make it happen, not SACC. I want the SACC member clubs to grow and prosper and through them, to build on the current level of good health to the point where motor sport in Scotland is super fit.

But be clear, the Association does not have all the answers nor does it have limitless resources. I will be looking to all of the member clubs to play a full and active part in delivering the vision that I have suggested. More than that, I want your clubs to take ownership of and responsibility for the future health of Scottish motorsport.

The SACC chairman should take a lead role by making sure the Association gives what support it can to the member clubs. The role will include working closely as part of the SMS group to make sure that any funds that come into the sport from Scottish Government are spent wisely.

Where might we make a start? The SACC member clubs need to see consumers of motorsport as customers, and by that I mean not just competitors but also volunteer officials including marshals and spectators. We need to attract more people, especially younger people. We need to work out what they want from the sport and then make sure it is made available to them. Having done that, we need to make sure we communicate effectively about what we are doing.

The chairman of SACC should be seen as a leadership role; someone who provides direction, instructions and guidance. But at the same time, it needs to be a listening role; someone who lend an ear when issues come up and can help resolve them. I don't want to be a micro manager but to empower the member clubs to do the right thing. The Association chairman is also a strong part of your voice at the MSA and other outside agencies that have influence over our sport.

This is what I set out as a manifesto for Scottish motorsport at the SACC AGM and having listened to it, the representatives at the meeting still elected me as chairman. Perhaps they bought in to it. Perhaps they were just stunned. Only time will tell.

Pete Weall



Situation Vacant - SACC Vice-Chairperson

The election of the existing post holder to the role of chairperson at the recent AGM has created a vacancy. The role involves supporting the Association Chairperson and other SACC executives and deputising for the chairperson when required. There are no specific qualifications for the role but you should have a broad general knowledge of motor sport across Scotland and a particular interest in how the sport can be sustained and developed.

Any individual who is interested in finding out more about what is involved can contact Pete Weall.

peterweall@scottishcarclubs.com

07985 356046 or 0141 775 2949

Rory Bryant - National Development Officer



WE'RE RECRUITING!

Are you passionate about sports development and want to work in motor sport? We're seeking a National Development Manager and a National Development Officer to implement our 2016 – 2020 Strategy and support the growth and development of motor sport in Scotland.

Visit the news page of our website for full job specs and details:

<http://www.scottishmotorsports.co.uk/news/>

Student Challenge Event

A cold but sunny Knockhill racing circuit played host to the SMS Student Challenge on 5th March. The event, which is running for the second year, attracted almost 50 students from across the country. Teams were fielded from; Aberdeen University, Edinburgh University, Edinburgh College, Robert Gordons University and Strathclyde University.

The day was formatted on a rotation basis with student teams taking part in the following challenges across the day:

- AutoSolo –run by Glenrothes Motor Sport Club, with cars provided by John Mackay and Brian Cameron.
- Karting – run by Knockhill on their kart track
- Table Top Rally –run by Ewan Leeming
- Trials bike riding – an introduction to trials riding delivered by SACU coaches



As a team, the aim of the game was to be the quickest across all three of the competitive activities (AutoSolo, Karting and Table Top Rally). The competition was close and at the end of the day; Robert Gordon's took the spoils, closely followed by Edinburgh College in 2nd and Edinburgh University in 3rd.

However, whilst we all love a bit of friendly competition, the main purpose of the day was to highlight how much fun grassroots motorsport can be and how easy it is to get involved.

Overall the day was a success, with lots of happy faces leaving Knockhill at the end of the day. We'd like to say a big thank you to everyone that supported the event and helped make it happen. Special thanks go out to Knockhill for the use of the facilities, Raymond Mann for his expertise in recording the results and all the activity organisers.

A special mention also has to go out to Brian Cameron, pictured right with Glenrothes MC's Bill Creevy. After allowing the students to abuse his Ford Ka in the AutoSolo, Brian kindly donated it to Glenrothes Motorsport Club. Glenrothes will now look after the car and will make it available for people to use in similar events throughout the year. This will be a valuable resource in encouraging more people to get involved in the sport – Thanks Brian!



Ignition Festival

The news has broken that a new three-day motoring festival will be greeting the streets of Glasgow this year, starting on the 5th August.

Hosted at Glasgow's SECC, the Ignition Festival will showcase all aspects of motoring and will also pay homage to some of the world's greatest motorsport stars. There will be displays of iconic cars and bikes, including a collection of local hero Colin McRae's rally cars and various other mouth-watering machines from the great marques of the past and present. The event will also feature a bespoke street track around the grounds of the SECC which will hold live demonstrations across the three days. Notably, one of those in action will be Scotland's own F1 star, David Coulthard, who will take to the specially designed street circuit in a Red Bull Racing Formula 1 car.

Scottish Motor Sports are delighted to be working with the event's organisers to help engage the motorsports community with the Ignition Festival at all levels. The event will showcase the pinnacle of the sport by giving fans the unique opportunity to see and hear a Formula 1 car in the streets of Glasgow, and it will also recognise Scotland's rich motor sporting heritage, with displays of iconic cars and bikes. However, at grassroots level, the Ignition Festival will provide an excellent platform for us to showcase our sport to the public and to help them start their very own motorsport journey.

Stirling Universities 'Stirlympics'

As part of our ongoing commitment to increasing student motorsport participation, we attended Stirling Universities 'Stirlympics' event on 30th March. The event was a multi sport taster day, where Governing bodies were invited along to 'sell' their sports, with a mixture of static stands and physical taster sessions (Space at the venue omitted us from running an AutoSolo!).

A team were on hand to provide the students with information on how you get involved in 2 & 4 wheel motorsport. In addition, we also ran a trials bike 'balance challenge', where students were invited to balance on a stationary trials bike for as long as they could, with Easter eggs awarded to the top performers on the day!

However, it was not all fun and games! There is currently no motorsport club at Stirling and being the home of Scotland's elite sporting facility - 'the SportsScotland Institute of Sport' - it is a key university for us to have a link with. The aim of the day was therefore to gather the names and details of students who had an interest in the sport, with a view to facilitating the future creation of a 'Stirling University Motorsport Club'.

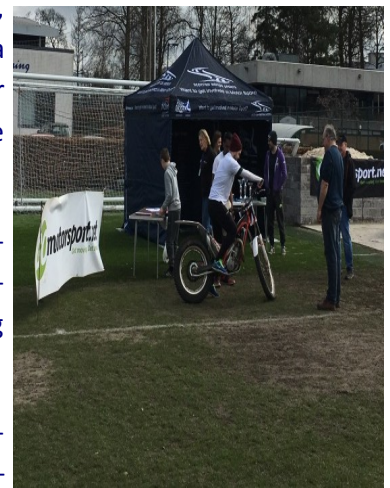
Student footfall on the day was disappointing but some good connections were made with both students and sports staff. Subsequently, we agreed to return to the universities Freshers fair in September to build on the interest for a club at the university.

Best wishes,

Rory Bryant



www.scottishmotorsports.co.uk



Marshals Required

 **RSAC** Motorsport

SCOTTISH RALLY

www.scottishrally.co.uk

24 - 25 JUNE 2016



Check the SACC website for more information, club contacts, event calendar and latest news

www.scottishcarclubs.com

Marshal Training

21st May

Knockhill Race Circuit

Modules include introduction to rally and speed, personal safety, spectator safety, conflict resolution and introduction to radio.

28th May

Grampian Transport Museum Aberdeenshire

Modules include incident handling including communications, reporting and a practical. Also fire training.

Please email

training@scottishcarclubs.com

to register

interest!

Keep up to date with training info online at

<http://www.scottishcarclubs.com/training.aspx>

MARSHALS.

MAKING RALLIES HAPPEN.

As ever, we are looking for help with staffing throughout the event.

This includes marshals and radio crews across all the stages. We're still looking at the route, but likely to be in and around Ae Forest, Windy Hill, Rivox and hopefully a new stage 'Mount Joe', Castle Oer and Twiglees

We are also looking for marshals to assist at the Service park, Start/ Finish/ Prizegiving area in the Town Centre and at Scrutineering.

If you are interested in helping, or would like more information on marshalling, please get in touch with our Chief Marshal, Laurence Ferguson at marshals@scottishrally.co.uk.

If you are a licensed radio operator and would like to be part of the Scottish Rally please contact our Chief Communications Officer, Norman Halcrow at radios@scottishrally.co.uk.

A registration form for both can be downloaded from the website.

There will also be MSA accredited training on Sunday 03 April, 09:00 - 16:00 at the SRUC Barony Campus just outside Dumfries. For more information on this or to register for the course, please contact training@scottishcarclubs.com or see the Scottish Motorsport Marshals Training page on Facebook.

 **RSAC** Motorsport

SCOTTISH RALLY

For up to date information visit

www.scottishrally.co.uk

or call the rally infoline on 08432 893953.



Marshals Required

Callander Comp Safari - 7th & 8th May 2016

This is going to be a fantastic event - the first on Scottish soil this year!

Look out your fluorescent jacket, dust down those MSA radio's and repair the threadbare flags - and if you have got none of that stuff, just come along anyway and we will put on some great racing.

The Comp is running over 2 days but help on either or both days, what ever you can manage, would be much appreciated.

The single stage will be approx 5 miles and drivers will complete 8 laps on Sat and 7 on Sun. Drivers will start in the technically challenging old sand quarry before a high speed run through the forests and back into the sand quarry over some challenging off-road obstacles.

Marshals sign on will open at 8:00am on Saturday with a briefing at 8:30am for all to be in position in stage by 9:00am. First competitive lap is at 10am and the course is scheduled to close at 5:00pm (although this can be extended by 30mins if significant delays during the day).

On Sunday marshals sign on opens at 8am again, but briefing at 8:45 (really only for those not there on Saturday) and again in position by 9:00 and first live competitor at 10:00am. Estimated finish on Sunday is 3:30pm

A burger van is located in the service area and we would normally have a stop for lunch.

Rustic camping is available on site if you decide to stay over, but no water, etc. A couple of portaloos are provided.

A location map can be found at <http://slroc2.co.uk/index.php/events/club-calendar/icalrepeat.detail/2016/05/07/215/-/comp-safari-7th-8th-may>

If you have any questions please do ask, it would be great to have you along.

Please let me know if you can help.

Best regards,

Dean

Dean Pugh
Chief Marshal - SCCC
07590 696 400



BLACK BULL
100 PROOF SCOTCH
SINCE 1864

BLACK BULL ECURIE ECOSSE EXTENDS BRITISH GT PLANS WITH GT4 PROGRAMME



Line-up includes Ecurie Ecosse Young Driver Initiative members Ciaran Haggerty and Sandy Mitchell

Black Bull Ecurie Ecosse, who recently announced its plans to race as a McLaren GT customer team in the 2016 British GT Championship with a McLaren 650S GT3, has also confirmed its plans to compete in the hotly contested GT4 category with Scottish juniors, Ciaran Haggerty and Sandy Mitchell.

Reaffirming its support for young talent, both Haggerty and Mitchell have come through the Ecurie Ecosse Young Driver Initiative, which was launched last year. Indeed, the legendary Scottish squad will run the McLaren 570S GT4 alongside its GT3 campaign, allowing the youngsters to work closely alongside factory driver Rob Bell and Ecurie Ecosse Director and driver Alasdair McCaig.

Following a successful campaign in the BRDC Formula 4 Championship last year with the support of Ecurie Ecosse, 19-year-old Ciaran Haggerty first came to the team's attention after winning the 2014 Scottish FF1600 Championship under the watchful eye of three-time Indy 500 winner and four-time IndyCar champion, Dario Franchitti, who has supported the Young Driver Initiative since its inception as a platform to nurture Scottish talent in motorsport.

At only 16-years-old, Sandy Mitchell is set to become the youngest driver to compete in British GT history. But despite his youth, the karting superstar made his mark in the 2015 MSA Formula finishing the competitive junior championship seventh in his rookie year.

With heritage at the core of the Ecurie Ecosse name, the Scottish outfit has extended its partnership with award-winning Scotch whisky producers, Black Bull, whose logo will take pride of place on the eye-catching black, blue and white McLarens when the cars take to the track for British GT's opening round at Brands Hatch (April 17).

Andrew Kirkaldy, Managing Director, McLaren GT: "The decision to run the two Ecurie Ecosse Young Drivers was a very easy one. We conducted some pre-season testing and it was very clear from the outset that both Haggerty and Mitchell are stars of the future. Their pace and feedback is very good and of a level that we are comfortable with, showing that they are ready for the challenge. Having Rob in the same team will be a great asset for them to use and we hope to see some good results for the new model."

Hugh McCaig, Patron, Ecurie Ecosse: "It is a fantastic feeling to see two of Scotland's young superstars take the next step in to top-level GT racing. I am sure the GT4 category will be an ideal platform for Ciaran and Sandy to demonstrate their talent with the support of the Ecurie Ecosse Young Drivers Initiative."



A BIT MORE ABOUT ECURIE ECOSSE

Ecurie Ecosse was formed in 1951 by Edinburgh accountant David Murray. Under his leadership the team achieved a huge number of international race victories, the most prestigious being overall victory at the Le Mans 24 Hours in 1956, and finishing 1st and 2nd in the same race in 1957. Ecurie Ecosse took the racing world by storm and to this day has an unprecedented reputation as a winning formula. In 1983 Ecurie Ecosse Association Member and Edinburgh businessman Hugh McCaig took control of the team and lead it on to further great success, including:

- 1985:** 2nd, C2 World Sportscar Championship
- 1986:** Winners, C2 World Sports Car Championship
- 1987:** Winners, Index Of Performance, Le Mans 24 Hours*
2nd in class and 8th overall, Le Mans 24 Hours
2nd, C2 World Sportscar Championship
- 1988:** Winners, British Thunder Saloons Championship
- 1995:** Winners, British Touring Car Championship
- 2013:** 3rd, British GT Championship (Drivers')
3rd, European Le Mans Series (GTC)
- 2014:** Winners, British GT Championship (Drivers')
3rd, British GT Championship (Teams' with Barwell Motorsport)
3rd, Blancpain Endurance Series Pro-Am (Teams' with Barwell Motorsport)
3rd, Blancpain Endurance Series Pro-Am (Drivers')
- 2015:** Winners, British GT Championship (Teams' with Barwell Motorsport)
2nd, British GT Championship (Drivers')

*This is awarded for the best performance in terms of the combination of speed and fuel efficiency.

Three Formula One World Champions and every Scottish Formula One winner has raced for Ecurie Ecosse. They were the first privately entered outfit to beat works teams in the British Touring Car Championship. An extraordinary list of legendary drivers have raced for Ecurie Ecosse including Jim Clark, Sir Jackie Stewart, Ian Stewart, Sir Stirling Moss, Sir Jack Brabham, Innes Ireland, Masten Gregory, Roy Salvadori, Richard Attwood, Ron Flockhart, Brian Redman, David Coulthard, Allan McNish, Johnny Dumfries, David Leslie and Tom Walkinshaw. Ecurie Ecosse remains one of the world's most important and influential teams still in existence, while there are very few still operating today that have such a rich and historical background.

A BIT MORE ABOUT BLACK BULL

Sponsors, Black Bull Scotch Whisky are blended whiskies full of flavour and character ranging from their Kyloe brand to a 12 year old and 40 year old whisky. The whisky is available throughout the UK and US markets and the parent company, Duncan Taylor, continue to push the boundaries of the modern day blends. For more information log onto www.duncantaylor.com.

FOR FURTHER INFORMATION PLEASE CONTACT ALASDAIR McCAIG:

Email: team@ecurieecosse.com

Web: www.ecurieecosse.com

Brick and Steel Junior 1000 Ecosse Challenge

Strong Start to Retson's 2016 Season

The 2016 Brick and Steel Junior 1000 Ecosse Challenge got off to a flying start on the Memorial Garden Junior Stage Rally in Arbroath on 19th March 2016. 13 Junior crews tackled the demanding 45 mile route and 12 were classified as finishers. Credit for the event must go to Glenrothes Motor Sport Club and the resident regiment of Marines at RM Condor just outside Arbroath. The event was a first for the venue which is an active military base for the Marines. Leading the way all day and scoring their first Scottish win of the 2016 Championship were Finlay Retson (Blairgowrie) and Andrew Falconer (Inverness) in a Citroen C1. To prepare for his first round of the Scottish Championship, Retson had travelled down to Bolton the previous weekend for the first round of the English Junior 1000 Championship and came home winner. This set him up well for the Memorial Garden Stages rally and he was quickest by a healthy 17 second margin on the first stage and continued to build up his lead over the next 7 stages to win by a 2 minutes 46 second margin over second placed crew Lee Tindall (Ryton, Tyne and Weir)/Paul Hudson (Darlington) in another Citroen C1.

Tindall had also used the English Junior 1000 Championship event to prepare and came home with third place. But at Arbroath he found that it took a few stages to "tune the car's handling" to his satisfaction. But apart from a bent suspension wishbone it was a trouble free day. Jude MacDonald (Inverness) and Michael Cruickshank (Crieff) were first Nissan Micra home in third place overall. Over the winter MacDonald had rebuilt his Micra and replaced the rear suspension and found this much more to his liking. But they had a bit of drama when a pothole bent the steering badly in the fourth stage causing them to drop about 25seconds. But his service crew managed to replace parts over the lunch break so that MacDonald could continue where he left off at the end of stage 3.

First time out in his new VW Up – it was finished at 11pm on the Friday night before the rally – was Harry Chalmers(Alford) with Steven Hay (Glenrothes) co-driving. The fact that the car never missed a beat all day and Harry had to adjust to a whole new driving experience says a huge amount about the engineering skill of the Lawrence of Kemnay team and the ability of Chalmers. He was rewarded with fourth place and they will now go home and finish the car off – it still had the same exhaust that it left the VW factory with.

There were more firsts in the final 4 cars. The intake of newcomers into the 2016 Championship had their first taste of stage rallying and they all did a superb job. Everybody agreed that – in fitting with the venue – it was a tough event. They all finished with huge grins and the finishing order was Lewis Haining (Dumfries)/Charles Blair (Dumfries) in a Toyota Aygo; Andrew Blackwood (Stewarton)/Gordon Winning (Glasgow) in a Nissan Micra; Michael Christie (Torphins)/Darren Christie (Aberdeen) in a Nissan Micra and, the first lady driver since Linzi Henderson and Georgia Shiels in 2012, Amy Mccubbin (Muirkirk) with Brian McClelland (Cumnock) in another Micra.

The next event for the Junior 1000 drivers will be at Kames Motorsport Complex, Muirkirk on 8th May

For further information contact

David Barlow, Championship Co-ordinator - coordinator@j1000ecossechallenge.co.uk

SMRC Marshal Training

Every year the Scottish Marshals have a training day at Knockhill. This always proves to be very popular and is an invaluable day. Marshals take part in a variety of practical and classroom training sessions.



This year we had 97 marshals and trainee marshals in attendance to gain experience and knowledge as well as practice rescue and recovery procedures. There were a couple of MSA trainers present and the event was coordinated by chief marshal Jim Redpath.

The training including fire fighting exercises and dealing with incidents which have occurred both on and off the track.

Marshalling is a very important aspect of any motor race meeting and new marshals are always welcome. It is an organisation made up of volunteers and to gain further information email j.redpath@smrc-uk.com



SACC Navigational Championship

Gropers Rally Report

The second round of the Scottish Navigational Rally Championship was held on the twisty rural roads of eastern Kincardineshire near Stonehaven. Challenging navigation was coupled with some of the worst weather conditions to hit the area for a few weeks, leaving a great deal of surface water to slow the crews down and some rather damp marshals.

Last year's winners Michael Cruickshank / Richard Crozier (Mazda MX5) were back to defend their previous win despite Richard having to make the long trip up from middle England, where he is now based, to his native Stonehaven. The entry list showed a small, but interesting mix of crews from throughout Scotland mixing with some of the local heroes.

The first section seemed to be a fairly straight forward passing of grid lines but was enough to cause the most of the Experts and Non-Experts to drop a few minutes and all the Novices missing the code-board. Perhaps they forgot to read the final part of the clue which told them to take the 2nd shortest route! At this point car 2, Steve McGregor / Gordon Reid (Pug 205GTI) were in the lead, a lead they held until TC6 when they dropped some time, letting Cruickshank / Crozier take the lead.

The next two sections seem to have caused most crews some difficulties as the crews arrived at the half way point of the rally. At this point Cruickshank / Crozier were leading from Colin Christie / David Law (Suzuki Ignis) and McGregor / Reid. Stuart Cobb / Douglas Stewart (Toyota Yaris) were leading the Non-Expert Class from Ciaran Fitzgerald / Paul Cummins (Volvo V50) by a small margin. At the mid-point Gavin Alexander / Lynne Parks (VW Golf) were leading the Novice Class from Kevin McIver / Robin Nicholson (Subaru Impreza). There was a good battle going on in the Novice class with Dave McLoughlin / Johannes Van Midden (BMW 330) potentially in with a good chance only one minute behind Alexander / Parks if they had not tried a little too hard and were penalised for breaking the three-quarter rule getting to TC8! A penalty also imposed on Kevin Murray / Jennifer Chalmers in their BMW 520. Hopefully both crews will now know of the existence of the rule and not fall foul of it again.

Prior to the start of the second half there was a bit of a behind the scenes drama as the Audi Course Car limped into TC8 with its suspension broken after hitting a large pot-hole. It would not have been able to continue with enough speed to keep ahead of the field in the second half. As it happened my role on the night was to be at TC8 and start working out the results once the marshal took in the crews' first timecards. So there was a mad panic when my Forester was commandeered by Duncan Cameron (Clerk of Course) and all the code boards, hammers, stakes etc were transferred to it and the stricken Audi was left to do the job I had planned to do. Fortunately we got away on time and managed to stay ahead of the field until the end of the event.

The second half of the event didn't seem to cause too many difficulties for the Experts apart from Christie / Law who struggled between TC11-12 dropping code-boards in the process. This section, which was a range of 'pass' and 'avoid' map features also seemed to catch out most of Non-Experts and Novices, It did not however pose any problems for Novice crew Gary & Alan Ross (Audi S3) who dropped no time and no code-boards, putting them right back in contention for class win! Another crew doing exceptionally well in the second half were Kevin & Jamie Stout competing in that unlikely choice for a rally car, a Land Rover Discovery. In the whole of the second half they dropped no time and only missed two code-boards.

At the finish in Fordoun honours were upheld by Cruickshank / Crozier who won for the second year running with 36 penalties. Hopefully they'll be back for the hat-trick next year. Runners up place went to McGregor / Reid with Christie / Law never managing to recover enough after their TC11-12 problems.

Non-Expert honours went to Cobb / Stewart with 176 penalties with runners up going to Fitzgerald / Cummins on 206.

Novice Class resulted as a tie between Ross / Ross and Alexander / Parks both on 111 penalties. Based on furthest clean the latter crew would win the class by not dropping any time at TC1 where the former dropped 3 minutes. Fortunately as Ross bros. were in the Nat B event and Gavin & Lynne were in the Clubman event they can both consider themselves as winners!

Crews and marshals had the opportunity to have some hot soups and sandwiches at the Redhall Arms in Fordoun.

Many thanks to all the marshals who braved the weather to make the event happen when they could have been warm, inside in front of the telly!

Dave MacKintosh



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To SACC Member Clubs

Hi,

You will notice from the AGM Minutes that I have taken over the role of Road Events Co-ordinator from Richard Crozier. Richard decided not to continue in the role as he has relocated to deepest, darkest Englandshire.

The first task I have been doing is to keep the Scottish Navigational Rally Championship going.....and that colleague is why I'm making contact with the member clubs. Basically there seems to be very few clubs now running navigational rallies, and those that are tend to run only 12 car events which are not suitable for the Association Championship.

In an ideal world I'd like to have a championship which has somewhere between 8 and 10 rounds geographically spread throughout Scotland with ideally 2-3 weeks between rounds. These events would need to be of National B status and maybe 90-100 miles long.

We're now nearly half way through this year with only 2 counting events having run, the Aquarius (Fife) and the Gropers (South Aberdeenshire). One of the events due to run has been postponed to December. I have possibly three or four events in the latter part of the year, but these events are predominately in the northern part of the country.

If there are any clubs that would be prepared to organize a suitable event either later this year or next year I would be happy to discuss things with them. In order to get a good geographical spread of events preference will be given to events in central belt or border areas.

These events are very much the grass roots of our sport and what rallying used to be before it moved into special stages format. Completely standard cars can offer as much fun in these events as prepared rally cars for a fraction of the cost of stage events.

I look forward to hearing from some of you in due course.

Dave MacKintosh
Road Events Co-ordinator

Next Round

**Autumn Rally
Highland Car Club
20/21 August**

www.highlandcarclub.co.uk

Highlands

Tracy Smith 07789 000028

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The 2015 Scottish Sprint & Hillclimb Championships sponsored by Guyson International attracted over 120 entries ranging from the small Peugeot 106 and Hillman Imp to full blown state of the art racing cars like the Gould GR59.

The Scottish Sprint Championship takes place over 12 double header weekends with a single event at Alford in July and is a class based time scoring system which allows any car from any of the 21 classes to be in the running for possible overall victory, a fact proved by this year's winner Stuart Sugden in the GWR prepared Morris Mini 1000, with Stuart setting no less than 8 new class records on his way to becoming the 2015 Guyson Scottish Sprint Champion.



Stuart Sugden, 2015 Guyson Scottish Sprint Champion

The Scottish Hillclimb Championship takes place over 7 weekends throughout the year at 3 very different and challenging venues. Unlike the sprint scoring, the hills are a pure speed based system on fastest wins, but again with 21 classes to choose from spread over three divisions; Road cars, Modified Cars and Competition Cars.

The 2016 Guyson Scottish Hillclimb Champion is Les Mutch in the GWR built and prepared Raptor Suzuki single seater, winning 7 of the 12 rounds and taking a new class record at Doune.



Les Mutch aboard the GWR Raptor at Forrestburn Hillclimb, 2015 Guyson Scottish Hillclimb Champion, and Sprint Top Ten Champion

The Scottish Speed Championship runs alongside some of these rounds and aims to find the best driver at both Sprints and Hillclimbs. This year's winners were Leslie –Ann Scoular in her Mazda MX5 taking the Agnus Mickle award for highest scoring lady driver, and Ronnie Macgregor in his Honda S2000 taking the overall Guyson Scottish Speed Championship.



Leslie-Anne Scoular, 2015 Guyson Scottish Ladies Speed Champion and 2015 Guyson Scottish Ladies Hillclimb Champion



Louise Calder, 2015 Guyson Scottish Ladies Sprint Champion



Ronnie Macgregor, 2015 Scottish Speed Champion

Scottish Tarmac Rally Championship



The 2016 DCC stages at Ingliston in association with Blackwood Plant hire was the eagerly awaited 2nd round of the Scottish Tarmac Rally Championship, with the entries full after just 10 mins and over 20 reserves it was a capacity entry which saw all reserves get a run due to others having issues before the event.

The event consisted of 8 stages all within the confines of the old Ingliston race circuit and with the routes slightly more open than previous years it gave the crews something a little different from years gone by.

The winners of the event from the last two years were Bruce Edwards and Ashleigh Morris in the Darrian who were out to clinch the Hatrick of victories but with the best top ten crews we have seen in many years they were all out to prove Bruce wrong.

The day started off dry and overcast which suited most cars especially the two wheel drives, Gary Adam in his mark 2 pulled an early lead after stage 1 by beating Bruce by 7seconds. Nigel Feeney was slotted in at car 2 after a late night call off by Colin Gemmel who had gearbox issues and promptly set the hammer down but had fuel pressure issues on the 2nd last stage which saw him join the long list of retirees. Bruce Edwards had a coming together with a decorative stone bridge parapet with the bridge coming off worse than the Darrian.

With the rain holding off the C2 of Sean Robson was also climbing to a very respectable 5th overall at this point. Class battles were also going on in Class 1 between Steven Hay and Neil Raven, Class 2 was between Sean Robson and Neil Thompson, Class 3 was between Hamish Kinloch and Kenneth Robert, Class 4 was between Bruce Edwards and Alex Adams and to round up the class battles in class 5 was between Ian Paterson and Alan Wallace.

Championship sponsor Tom Blackwood was out in a newly acquired mark 1 Escort and got to grips with it after the 2nd test.

Early retirements were Andrew Gallagher who was using Ingliston as a test ahead of the Speyside and found some fuelling issues that have been plaguing him for the last couple of events so hopefully these have been resolved, Stuart walker pulled up due to a sick sounding engine, Nigel Atkinson blew a diff. In total there were 28 non finishers. Championship points will be updated over the coming week and check www.dunfermlinecarclub.co.uk for further details.

The next round of the Blackwood Plant Hire Scottish Tarmac Rally Championship is the summer stages at Crail on the 18th June 2016.



RTT Update—Mull Gravel Sprint by Roy Kemp

Inverness pair Steven and Kevin Ronaldson both took their own silverware home from Mull Car Club's Rally Time Trial in Fishnish Forest on Saturday. Driving a Mitsubishi Evo, Steven won the event outright while Kevin claimed victory in Class 5 in the MG Metro.

Steven traded quickest times in the morning runs with Liam Wood from Forres and Skye's Paddy Munro in their Mk2 Ford Escorts, and Craig Rutherford's Subaru Impreza. However, Steven's runs in the afternoon were in a class of their own, eventually winning by more than seven seconds.

Kevin had a tougher time on his hands. Although the class fight was just between him and Glasgow's Lorne MacFadyen in a Ford Escort, Kevin had to pull it out of the bag right at the close. With Lorne holding a slim lead going into the last timed run, Kevin produced a fantastic drive, knocking more than five seconds off his previous best time to move ahead.

Robin Hamilton from Dalkeith had a great drive to 6th overall and 1st in Class 2 in the Talbot Sunbeam, while Stevie Alexander took Class 3 honours in the Citroen Saxo. The Class 4 honours were fine consolation for Liam Wood having finished second after winning the event overall last year.



Also giving him cause to celebrate is the fact that he's leading the Scottish Rally Time Trial Championship after this first round. The championship runs a class-correction system to compensate for the performance difference between different car classes, so a smaller car with a quick driver can still compete closely for the overall championship. Paddy Munro and Robin Hamilton are just behind in 2nd and 3rd.

Mull saw some brave driving, but the real heroes on the day were the boys and girls in orange tabards who endured two full days of perpetual Mull wind and rain to set up and marshal the event. The next round is organised by Stonehaven & District MC in Drumtochty Forest July 16th

SACC Autosolo Challenge by David Robertson



KNOCKHILL AUTOSOLO 20th MARCH

The first round of the Scottish Association of Car Clubs Autosolo Series produced an exciting days sport for all competitors, with entries ranging from a 600cc Smart car to super quick Lotus sports cars and everything in between.

After 4 runs at the first layout, 3 runs at the second layout and almost ten minutes of flat out driving Michael Sciberras had opened a gap of just 3.3 seconds over the fast Mazda MX5 of Ryan Gardiner, who in turn was just 0.2 ahead of Fergus Kennedy in his Lotus Exige.

Experienced all round motor sport competitor David Finlay took the small saloon class in his 999cc Seat Ibiza just pipping Jim Wilson in his 1275cc Mini by 2.1 seconds.

Class 3 had a real cross section of road saloons which were eventually headed by Grainger Robertson in his Fiesta ST, ahead of Paul Hughes in the smooth Skoda Superb.

Of the seven 3 car teams entered, Team SE made up of Lotus cars were the class of the field.

FTD	Michael Sciberras	Lotus Elise	395.7
1st in Class 1	David Finlay	Seat Ibiza	443.5
1st in Class 3	Grainger Robertson	Fiesta ST	434.9
1st in class 4	Ryan Gardiner	Mazda MX5	399.0
1st Newcomer	Kes Bradley		
1st Team	Team SE		

The next event in the series is at Kames on 5th June



SACC Autosolo Challenge—GMSC Knockhill by Bill Creevy

Glenrothes Motor Sport Club ran the first round of the SACC Autosolo series at Knockhill on Sunday 20th March, attracting a very encouraging entry of 25, 23 cars started the event

There was a wide selection of cars competing including a classic Mini, a Smart Car, a Clan Crusader, an MG Midget, a BMW 323, a Seat Ibiza, a Fiesta ST, Ford Focus, VW Golf



VR6, Caterham Roadster, a selection of Lotus Elise and Exige, a handful of Mazda Mx5's and last but not least a Skoda Superb.

Class 1 was very hotly contested and David Finlay's Seat emerged the victor by only 2 seconds from Jim Wilson's Mini after nearly 8 minutes of competition.

Grainger Robertson in the Fiesta was the clear winner in class 3 from the surprising Skoda of Paul Hughes and the 3 wheeling Golf of Gavin Alexander, James Wilson found that having a welded diff in a BMW is a bit of a handfull.

The largest entry was in class 4 and Michael Scibberas in his 280bhp Lotus was closely matching times with Ryan Gardiner in his Turbocharged Mazda MX5 until Ryan clipped a cone finishing second by 3.3 seconds.

Archie Simmonds in his MG was trying everything he could to catch the more modern sports cars but needed a few more horses under the bonnet. Scott Clements did a great job entertaining the crowds with his power slides and astronomical revs in his Clan.

Within class 4 the times between the Mazdas and the Lotuses were very evenly matched and all the drivers enjoyed the friendly rivalry.

Thanks to everyone's efforts the event was a great success and an encouraging start to the series.

What the event did prove was that you can enjoy grass roots motorsport in your road car at very little expense and no damage to the car,

Michael Scibberas took fastest time of the day in his first ever motorsport event, in fact 75% of the entry had never competed before, and going by the feedback on the day this won't be their last.



Autotesting—By Graham Murray

Autotesting is frequently referred to as Grass Roots motor sport as it has historically been the introduction to competition for many drivers.

It provided, and still does provide, a low cost opportunity to enter motor sport using a car which could be the family transport.

The class structure in events also caters for vehicles of different engine capacity and drive configuration which results in drivers competing on what they perceive to be more equal terms.

However, over the years, as with all forms of motor sport, vehicles developed to improve performance, and at the top level, Autotesting became extremely competitive. Test layouts evolved to accommodate this new competitiveness, making participation for the Grass Roots club members in their standard cars almost impossible.

This effectively created a two tier structure and local Clubs have tried to reflect this in the type of events they organise for their members. Despite this, there has been a steady decline in entries in what would be described as traditional Autotests.

MSA regulation has also changed over time compelling organisers to comply with rules to ensure safety of competitors and spectators alike.

There is an urgent need to re-define the sport to potential new competitors and dispel the considerable misunderstanding about what modern Autotesting can provide in the way of inexpensive, enjoyable motor sport using standard everyday cars. (entry fees are typically around £20.00)

It is also vital to identify and target groups who would be receptive to finding out about how to get started. The Association should have a role to play in this activity.

It must be daunting for any newcomer to be faced with the complexity of Autotest Regulations, which are reproduced below in summarised form. It is incumbent on organisers to present events in a way which is attractive to new competitors.

The explosion of Social Media coverage of events such as Ken Block Gymkhanas can only serve to create other images in peoples minds which bear little resemblance to Autotesting as we would want to portray it. They are spectacular events, but need to be distanced from the type of activity offered at Club level

The MSA definition for Autotesting states that it is: a competition for Cars in which marking during the event is based solely on a competitor's performance in manoeuvring tests.

Events are defined as:

Autotest. These tests may include spin or handbrake turns, stop astride lines, and some reversing, and may be at one or more sites. A passenger is **not** allowed.

Production Car Autotest. A competition for Production Cars capable of being taxed and MOT'd. These tests may include a limited number of spin or handbrake turns, stop astride lines, or reversing, and may be at one or more sites. A passenger **must** be carried in the front seat.

If the Driver holds a valid, full RTA Licence, the passenger can be as young as 12, provided they are at least 135cm in height.

AutoSOLO. For Road Going Cars with tests held on a sealed surface. These tests shall be all forward and non-stop, without requiring any spin or handbrake turns, and may be at one or more sites. A passenger **may** be carried in the front seat.

A competition Licence is not required to compete in these events. A Club membership card is sufficient.

To encourage young people into the sport, provision is made for drivers as young as 14 to compete, and participating in Autotests is mandatory for 14 year olds training for their Junior Rally Licence.

In addition, 16 year olds and older who do not hold a valid RTA Licence can enter in cars defined as a "touring car" with an engine capacity of up to 1400cc, naturally aspirated.

It could be argued that the tools to do the job are already in place!

An initiative to concentrate on AutoSOLO events aimed to attract a new audience has been launched by Scottish Sporting Car Club in association with Glenrothes Motor Sport Club and East Ayrshire Car Club.

The first event was held recently at Knockhill and successfully introduced a large proportion of the entrants to the sport. The winner was in fact competing in his first competitive event.

If other Clubs were to support the initiative, it would help to increase the number of events available to new competitors who obviously enjoy this format of event.

What does the future hold for Autotesting? Watch this space!

SMS Investment Press Launch with Sir Jackie Stewart

Dear clubs

You will be aware of our recent success in securing public investment through SportScotland for the development of motor sport in Scotland. We are delighted to have managed to secure this new level of recognition and support and we're looking forward to working with you to grow the sport, especially at grass root level, over the next 4 years. To celebrate this new chapter for motor sport in Scotland, we are holding a launch event on Tuesday 10th May in Edinburgh, at the Royal Highland Centre, Ingliston.

We are delighted to announce that Sir Jackie Stewart is able to attend this event to help us make the public announcement and to celebrate this new milestone. After the press announcement, we will be holding a small Q & A session with Sir Jackie and various other Scottish motor sport personalities to discuss the past, present and future of our sport.

It is with great pleasure that we are able to open invitations out to the Scottish clubs for this event.

We would be delighted to host you on the morning of the 10th for some light refreshments and the opportunity to engage with various media representatives and also to take part in an open discussion.

Clearly tickets to the launch are limited and we would like to ensure that places are split fairly across the Scottish clubs, so far as possible. With this in mind, the SACC will be managing the invitations to this event. If you would like to attend then please RSVP to Pete Weall (peterweall@scottishcarclubs.com) by Monday 2nd May. Please indicate what club (s) you are from in your email and we will confirm your place at the event no later than 5pm on Tuesday the 3rd May.

The event will start at 10:30am and we anticipate it will finish no later than 1pm.

Yours sincerely,

Rory Bryant

McDonald & Munro Speyside Stages by Luke Barry

Duns driver Garry Pearson edged out 2015 ARR Craib Scottish Rally Champion Jock Armstrong by eight seconds to win the 2016 McDonald & Munro Speyside Stages Rally in Elgin.

Pearson, co-driven by Robbie Mitchell, won his first ever SRC event at the wheel of his Ford Fiesta R5, extending his championship lead in the process.

Pearson was always amongst the top times, and despite a puncture on SS5 and a near rally ending spin on the final stage he came home to take the win.

At the finish in Elgin, he said: "Really good. It was pretty close, we spun it in a fourth gear corner, a bit lucky but we're happy to be here!"

The conditions on the 20th running of the Speyside stages were challenging for the competitors, especially in the opening Cooper Park tests where a pre-stage rain shower had made the tarmac stage very treacherous. However, despite the odd scattering of hail stones, conditions were predominantly dry albeit quite slippery.

SS8 Gartly Moor 2 seemed to be a particular favourite, with plenty of drivers exiting the stage with beaming smiles. Jock Armstrong managed a maximum speed of 112mph through the test, so it's not hard to see why.

Quintin Milne described SS8 as "the best stage he had done in five years," while Ross MacDonald likened it to a "near death experience", saying it was one of "the best stages ever."

Coming home in second place overall and continuing their battle with Garry Pearson from the Border Counties rally were Jock Armstrong and Paula Swinscoe. However, if it weren't for a spin in the second Cooper Park stage, it could have been another win for the defending champions.

Armstrong fought back up the leaderboard in his Subaru once the crews headed into the forests, winning the first gravel stage Knock More. However, the Castle Douglas driver had his work cut out to keep up with the more competitive R5 of Pearson, but came within eight seconds at the end after Garry's high speed moment.

Jock said: "It's been a good event for us really. Garry got carried away with himself [with the SS10 spin]! Glad to see I'm putting somebody under pressure!"

Finishing third overall, 33 seconds back from Armstrong and Swinscoe were Mike Faulkner and Peter Foy in their Mitsubishi Lancer Evolution IX. Faulkner once again gave it everything the car could give, but unlike on the Borders this time it paid off with a podium finish.

No real dramas befell the pair, who took another strong haul of points home to aid their championship hopes.

Mike said: "It's good to be back on the podium. We gave it everything we've got, and had a good battle with John [MacCrone] towards the end there."

John MacCrone and Rhianon Gelsomino finished the Speyside fourth overall in their Ford Fiesta R5, fighting right at the sharp end straight from the off.

After two difficult events on the Snowman and the Border Counties, MacCrone was more confident in the car, particularly in the fast sections, and was finally showing what he and the R5 Fiesta were capable of. However, he lost 50 seconds on SS5 Gartly Moor 1 whilst running in third overall when his Fiesta's front driveshaft broke and he had to complete the remainder of the stage with just rear wheel drive.

John put in a spirited drive though and fought back to finish a mere six seconds from Faulkner's third place, taking a stage win on SS7 and one on the final test to outline his pace.

Fifth place was once again a fine finish for Banchory driver Bruce McCombie and co-driver Michael Coutts in their Mitsubishi Lancer Evolution IX, although McCombie was left bemoaning his consistency after being at the sharp end on some stages and not so quick on others.

McCombie was loving the stages though, remarking at several stage ends that he "just had to push."

He loved SS10 so much, he simply said: "F***** brilliant!"

His biggest scare came in SS5, where he exited the stage with just one fully inflated tyre on his Mitsubishi. He eventually finished 49 seconds back from MacCrone in fourth.

Dale Robertson with Stuart Loudon alongside took his Mitsubishi Lancer Evolution IX to sixth place overall, another strong finish for the Duns driver. His rally was not without problems though, with his Evo trailing his rear bumper at the end of SS4. The rear diff also let go at the end of the rally, but luckily for Robertson it was in the final stage which was only 2.79 miles long. Seventh was the best Mark McCulloch could manage, which was disappointing considering how much more comfortable he was getting in his new Mitsubishi Lancer Evolution IX.



It could so easily have been sixth, as he trailed Robertson by a mere five seconds come the finish outside Moray College in Elgin.

His run was not helped by a cooling issue with the engine at the end of SS8 Gartly Moor 2, or an off road excursion on SS4, but he managed to get the car to the end safely.

Mark said at the end of SS5: "We have been changing things with the car stage by stage. The car has been excellent, it's just the driver that needs improving!"

Grabbing their best finish of the season in eight place were Mitsubishi Evo IX crew Andrew Gallacher and Jane Nicol.

The pair managed to get through the ten special stages relatively unscathed, and were rewarded with a strong points haul for the championship.

Gallacher was well up for the fight, even when he only had a few stages left to do.

At the end of SS8 he said: "Of course we're going to push!"

Taking a fantastic ninth overall on their first event of the season were Freddie Milne and Canadian co-driver Charley Sayer-Payne.

Milne's Mitsubishi Lancer Evolution IX was going strong, and was locked in a very close battle with Gallacher, Barry Groundwater and John Wink towards the end of the rally despite a flat tyre on SS4.

At the end of SS9, Freddie was showing no signs of holding back. He sent a warning to his rivals: "The car is fully insured for this event!"

Gallacher won the battle, but Milne was left delighted with his performance.

Freddie said: "I'm very, very happy. If you'd have told me I'd have been top 20 let alone top 10 this morning I would have been buzzing! That last stage was something else."

Rounding out the top ten were Barry Groundwater and Sean Donnelly, who beat the struggling Donnie MacDonald and Andrew Falconer to the top ten by just two seconds.

Groundwater had a trouble free run, although at times was perplexed by the times as he felt like he was going faster. Nevertheless, he enjoyed himself and took another solid points scoring finish.

Top seeds that struggled included Donnie MacDonald, who picked up a puncture on both runs through Gartly Moor and suffered car problems in the last couple of stages, meaning the Snomwan winner could only salvage 11th.

After his strong podium place on the Border Counties in a Focus WRC, Shaun Sinclair was back out in his Subaru Impreza WRC with Kirsty Riddick on the notes. Sinclair could only manage twelfth on the Speyside, after his Subaru suffered from an intermittent engine throughout the morning loop.

2014 Scottish Rally Champions Euan Thorburn and Paul Beaton were also out on the Speyside in their Peugeot 208 T16 R5 although weren't scoring SRC points. The duo were leading the way after eight stages but after SS9 were complaining with issues at the rear of the Peugeot, which eventually was diagnosed as a broken differential, which led to their retirement.

The next round of the 2016 ARR Craib Scottish Rally Championship is the Jim Clark Rally on 5 June. The rally which usually runs on closed public roads in Berwickshire is returning to the legendary Kielder Forest for the second year running in 2016.

Club Focus—63 Car Club



The 63 Car Club based in Elgin is the organising club behind the Speyside Stages. The club was set up in 1963 by a group of mechanics that wanted to organise Motorsport in the Moray and North East of Scotland. The club has built up over the years and now organises a 9 round Autotest championship and a 5 round Navigational rally championship.

2015 saw 63 Car Club awarded Runner up place in the JLT MSA Club of the year awards. The club isn't one of the biggest clubs in the country, it has an annual membership of 130 but does rank itself as one of the most active clubs. Running a high number of club events allows regular interaction with members.



The McDonald & Munro Speyside Stages is the clubs premier event. Born out of an idea the first event ran in 1997 before being included in the Scottish rally Championship in 1998. The event has won the chairmen's cup six times in its nineteen year history awarded to the best event in the championship. Using Forest stages around Elgin and Huntly including classics such as Clashindarroch and Gartly Moor means that it is enjoyed by drivers and spectators. The club is very proud of the event and always gets good feedback from competitors on its quality of organisation.

Last year the club faced a new task with ensuring the event complied with the Motorsport Safety Review. The club members didn't walk away, they didn't moan, they all worked together, they stayed in the forests an extra few hours, they literally went that extra mile with tape! This is what 63CC is all about teamwork and getting the task in hand done to the best of the clubs ability and funds. This year's event moves away from the traditional summer date to run on Saturday the 23rd of April meaning there has been no rest period between each season's events.

The club runs or assists in a stage on every round of the Scottish Rally championship and most Tarmac events. The club is always actively recruiting new marshals and encouraging them to attend other events further south. The club has established a small fund from insurance rebates to aid fuel costs to travelling marshals.



Autotesting is a massive part of the club, Venues range from a disused airfield to stubble fields. The club has five classes to cater for different vehicles from standard road cars to fully prepared autotest specials. A popular choice currently is Mazda MX5's which provide great fun as well as being competitive. The club is always keen to try new things and has trialed running Autosolo and Forward Only events.

The Five navigational rallies run by the club all have awards dating back to the early days of the club. Over the years these events have had varying levels of entries but are currently attracting good numbers. Many clubs struggle to attract organisers for these events but 63 Car Club are committed to encouraging new people and offer advice and support, this has led to three new event organisers in the last 3 years. Training and Novice classes have led to competitors going on to win events at Expert level and have also gone on to take part in stage rallying, regular Scottish Championship competitors such as Neil Shanks, Michael Hendry, Daniel Forsyth, Greg McDonald and Stewart Hurst all still compete on club navigational events.

Tour of Speyside was a new addition to the car club calendar in 2015. Organised by Stewart Christie and David Law, with a combined age of 51 it proved that touring events aren't just for the older generation! Touring events are popular across the country but the club wanted an event that would be more open and attractive, with many catering for older vehicles or one make vehicles there was no

place for fast becoming modern classics such as 80's hot hatches and classic Impreza. The event attracted cars ranging from Triumph TR4s to Ford Fiesta STs. Thanks to their navigational rallying backgrounds the route used many smaller classed roads and provided a new enjoyable challenge to the



crews. The event also allowed the club to provide a non-competitive event for people who don't have specially prepared cars to take part in an event and attracted some new members.

As a club we understand the need to stay fresh to keep interest of our current members and work to recruit more. The club has a monthly newsletter plus utilises social media. The club committee has a wide range of age groups from 18 years old to more senior members which gives us a good insight and views.

www.63carclub.com

Photos Daniel Forsyth