

DECEMBER 2015

SCOTTISH ASSOCIATION OF CAR CLUBS

News inside from Go Motorsport SMRC Nights, SRC calendar announced, 2nd part of Roy Kemp's RTT Championship story, NEW SACC Challenge announced and much more



Calendar 2016

| Event | Location | Type | Date | Club |
|---|---------------------|---------------------|------------|--------------------------------------|
| Hangover | | Autotest | 02/01/2016 | Hawick & Border |
| Autotest | | Autotest | 10/01/2016 | 750 |
| Grant Construction Stages | Knockhill | Stage Rally | 10/01/2016 | Border Ecosse |
| Autotest/PCA | Field Level Farm | Autotest | 17/01/2016 | 63 |
| Robertson Trophy Autosolo/Autotest 1 | Johnstone | Autosolo | 23/01/2016 | Scottish Sporting |
| Aquarius | Fife+Kinross | Navigational Rally | 23/01/2016 | Glenrothes |
| Thistle Rally | | Navigational Rally | 30/01/2016 | 63 |
| Autotest | | Autotest | 07/02/2016 | 750 |
| Nuit Blanche Rally | Lothians | Navigational Rally | 13/02/2016 | Edinburgh University |
| NESMG Autotest/PCA | Dallachy | Autotest | 14/02/2016 | 63 |
| Jury's Inn Arnold Clark Snowman | Inverness | Stage Rally | 20/02/2016 | Highland |
| Robertson Trophy Autosolo/Autotest 2 | Ardeer | Autosolo | 28/02/2016 | Scottish Sporting |
| Saltire Classic Rally | Blair Atholl | Historic Road Rally | 28/02/2016 | Saltire |
| Mid Wales Stage | Wales | Stage Rally | 05/03/2016 | Other |
| Club Officials Seminar | Pitlochry | Training | 06/03/2016 | MSA |
| Nomad Rally (part of HCC Claymore) | | Navigational Rally | 12/03/2016 | 63 |
| Mull Car Club Rally Time Trial | Isle of Mull | Rally Time Trial | 12/03/2016 | Mull |
| Autotest | | Autotest | 13/03/2016 | 750 |
| Tour of Epynt | Llandovery | Stage Rally | 13/03/2016 | Other |
| SACC AGM | Bridge of Allan | Other | 15/03/2016 | Scottish Association |
| Brick and Steel Border Counties | Jedburgh | Stage Rally | 19/03/2016 | Hawick & Border |
| Robertson Trophy Autosolo/Autotest 3 | Ardeer | Autosolo | 20/03/2016 | Scottish Sporting |
| Gropers Rally | South Aberdeenshire | Navigational Rally | 26/03/2016 | Stonehaven |
| Forward only Autotest/PCA | Dallachy | Autotest | 27/03/2016 | 63 |

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

I include this picture of me in the newsletter not to blow my own trumpet, or even Andy Struthers', but simply to take an opportunity to offer congratulations to everyone who won anything in 2015. It is easy for us to moan about everything that is wrong with various aspects of motor sport but let us not forget the very many people who are out there doing it for fun and with the possibility of getting some recognition in the form of a trophy if nothing else.



As a competitor, I am also amongst the first to heap praise on the vast army of people who help to run the events and without whom, none of it would happen. One thing that in particular that gives me great joy is when I see competitors out helping on other events. I know that time is precious for us all but if every competitor undertook to give back at least one day of marshalling for every two days they compete then some of the marshal shortage issues might be eased if not resolved. In 2015 I competed on 7 days and did 8 days out with a tabard on so I am not asking for anything that I am not prepared to do myself.



A bit cheeky of me to include two pictures of myself but this was my last competitive outing of 2015 on the Kingdom Stages at Crail with a long standing partner, Martin Murray. I first sat with him close on 40 years ago when he ran a Mini. He went on to have some success in a Talbot Samba and more recently a Peugeot 205 but always front wheel drive. Three years ago he decided that an Escort M2 was the way to go. Crail was the first outing for the car after a 30 month bare shell rebuild.

Looking at Dave Cranston's picture showing the queue for the start of stage 5, it seems that lots of other people have had the same idea! There were 23 Mk2 Escorts amongst the 98 starters, almost 25% of the entry. All but 4 were classified as finishers.



I will finish by simply wishing everyone my very best wishes for the 2015 festive season and for a successful 2016.

Pete Weall



Rory Bryant - National Development Officer

SMS Membership Survey

Last year, you may recall me writing to clubs to request their membership figures. This process enabled us to measure our total club membership, for SACC affiliated clubs, at just over 6000 people in 2014.

As you may well know, we have recently submitted a 4 year development strategy to Sportsotland and we are currently awaiting their response on our investment. It is, therefore, essential that we measure our membership annually to help determine the success of the development plans initiatives.

I am asking for clubs cooperation in completing our very short membership survey, which can be accessed via the link below:

<https://www.surveymonkey.co.uk/r/VMCB38K>

This is to be completed by each registered club in Scotland before the 29th January 2016.

**Please ensure that only one survey entry is completed for your club.*

MSA Performance Master Classes

In November, our newly qualified MSA coaches had the chance to practice their trade for the first time. Craig Brunton, Blair Brown and Rory Bryant delivered two MSA Performance Master Class sessions, with the support of MSA coach James Wozencroft. The first of these two sessions were delivered to young Scottish karters, in Pitlochry, and the second was delivered to the Scottish Motor Racing Clubs 'Rising Stars', at Knockhill.

The Performance Class sessions are a product of the MSA's talent development programme – the MSA Academy – and are intended to support young competitors to develop their skills both in and out of the car/kart. The classes can cover a variety of subjects but they are always tailored to suit the participants experience and requirements.

The classes we delivered in November focussed on subjects such as; fitness, nutrition, sponsorship, driving and media skills. The sessions are classroom based but we try to make them as engaging and interactive as possible, with tasks and activities set to encourage discussion and debate from the participants.

All in all, feedback from the participants in these sessions has been positive. We are working on plans for similar sessions in 2016 and we are keen to hear from clubs or championships that would be interested in the service - it's free! If you are interested, please email us on: info@scottishmotorsports.co.uk

Remember; you don't have to be a race or rally club, we are keen to offer support to all disciplines!

Rory Bryant

www.scottishmotorsports.co.uk



MSA News

2016 MSA Unlicensed Officials Seminars and Trainers Briefings

The 2016 MSA Officials Seminars revert to being open to unlicensed officials and continue to be supported by the British Motor Sports Training Trust. The primary objective is to provide training and learning opportunities for all clubs and help them work together more closely. Additionally all Training Instructors, Lead Trainers, International Trainers and Training Coordinators are invited to attend the 2016 Trainers Briefings. Full-day seminars assemble at 9.30am for a prompt 10am start. Once again each attending delegate will receive a £7.50 lunch allowance, redeemable after the training event. The days' proceedings are all scheduled to finish before 5pm, except for Jersey and Guernsey, where the seminars will be half-day evening sessions commencing at 7pm. New for 2015, mileage allowance will be payable at the volunteer rate of 38p per mile. This will only be payable for attendance at one of the claiming delegate's two most local venues. As always, car sharing is encouraged and the extra mileage incurred in collecting any fellow officials as passengers will also be claimable. Mileage claim forms will be available on the day for submission to the MSA after the training. Invitation letters detailing the dates and venues of the seminars have been sent by email (where recorded on the MSA database) or otherwise by post to all MSA-registered clubs and Regional Associations, The date for Scotland is Sunday 6th March held in Pitlochry

MSA launches rally media accreditation scheme

A robust new rally media accreditation scheme has been rolled out ready for the 2016 season, as part of the RallyFuture programme: msauk.org/assets/msarallymediaaccreditation2016.pdf One of the recommendations of the Scottish Government's Motorsport Event Safety review (MESR), established following the 2014 Jim Clark Rally, was that the MSA 'introduces a more formal press accreditation scheme so that valid press credentials must be presented when signing-on. Press should be required to wear numbered tabards at an event.' Rob Jones, MSA Chief Executive, said: "The MSA recognises the value of coverage to the sport and continues to hold genuine and responsible members of the rally media in the highest regard. We hope this new system works well for the media and event organisers alike, and of course we are open to further discussion on any tweaks that may be considered necessary in the future."

Consultations email alert system.

New email alerts feature for proposed rule changes Members of the motor sports community can now sign up to receive email alerts when proposed new regulations are posted on the MSA website for consultation. Except for clarification purposes or urgent safety matters, all proposed rule changes are published for a period of consultation to enable people to have their say. However a common complaint has been that as people generally do not check the MSA website daily for new consultations, these can be missed. Therefore anyone can now enter their email address and tick their areas of interest, for example circuit racing, karting or rallying. They will then receive an automated email informing them whenever a relevant new consultation document is uploaded. To view proposed changes and sign up for alerts, visit www.msauk.org/consultations. Please be aware that the automated email might go into your spam folder, in which case you may need to add it to your 'safe senders' list for the future.

Rally Future

A busy first year for the RallyFuture campaign to further enhance safety in UK stage rallying has culminated in the publication of the 2016 Stage Rally Safety Requirements. The 2016 Stage Rally Safety Requirements, which also apply to Single Venue Stage Rallies, are updated with reference to the new MSA Rally Media Accreditation scheme, and the online MSA Marshals' Training and Accreditation system, due to launch in January. Supplemental to the main document are annexes providing additional tools and templates for organisers. <https://www.msauk.org/The-Sport/Rally-Future>





Scottish Marshals Training Programme 2016

Update – 2016



The Scottish Association
of Car Clubs

Marshals are a vital part of motorsport and the numbers needed to run a race meeting, stage rally or hillclimb can be really quite high. Clubs across Scotland have been recruiting heavily through 2015, and we now have 274 registered marshals across Scotland. There are also many more who haven't yet registered but continue to provide invaluable support at events across Scotland.

Learning more about marshalling as a trainee, progressing through the different grades, trying a new discipline or just keeping up to date are all important to ensure that Scotland's marshalling volunteers continue to be world class.

To support this the Scottish Association of Car Clubs and the Scottish Motorsport Marshals Club, together with a number of other clubs across Scotland have put together a comprehensive training programme for marshals for 2016. This continues to develop and includes training for everyone whether new to marshalling, or senior officials who have been running events for many years. For race marshals this will be based at the home of Scottish Motor Racing, at Knockhill Circuit in Fife, hosted by SMRC, whilst for Rally, Speed and Cross Country Marshals there will be a number of days throughout the year, and in different locations in the North, central areas and South of Scotland covering the range of modules to allow marshals to progress through the grading scheme.

We are currently developing a central website to host details of training events, and to enable people to register to attend events. This will be coming soon but in the meantime check out www.scottishcarclubs.com or www.smmc.org.uk for details of these training days as they emerge.



The Scottish Association
of Car Clubs

The New Year starts with a few dates for your diary:

23-Jan-16 Rally Radio Training Central Scotland
30-Jan-16 Rally/Speed/XC Training North of Scotland
30-Jan-16 Rescue Training Newbridge, Edinburgh
31-Jan-16 Rescue Training Newbridge, Edinburgh
6-Feb-16 Rally/Speed/XC Training South of Scotland
13-Feb-16 Club Stewards Central Scotland 1
4-Feb-16 Senior Event Officials Central Scotland
13&14 Feb-16 Rally Stage Commanders Central Scotland (2 day course)
27-Feb-16 Rally/Speed/XC Training Central Scotland
13-Mar-16 Race Marshals Training Knockhill, Fife
26-Mar-16 Rally/Speed/XC Training North of Scotland
3-Apr-16 Rally/Speed/XC Training South of Scotland

Further details of these events, and those later in the year, including the modules they cover will be available on the website soon. This will include details of how to register. To contact us you can email training@scottishcarclubs.com

First up will be the Radio Training aimed at Radio Marshals or budding Radio Marshals at Rallies or Cross Country Events. This will be held at Knockhill Racing Circuit in The Clubhouse on 23 January, with signing on from 0900. There will be a limit to attendance so please book early to avoid disappointment – if you are interested or to register your attendance please email training@scottishcarclubs.com

This training programme is being made possible through the support of the British Motor Sports Training Trust. We look forward to seeing you at an event soon!

Rupert Hine

GO MOTORSPORT Nights in Aberdeen and Edinburgh with SMRC



The Scottish Motor Racing Club ran two evenings to showcase their Championships as well as Scottish Kart racing in November and to promote the sport. These nights were aimed at a wide group of drivers or would be drivers. Anyone interested in circuit racing was welcome to come along and discuss 2016.

Audi Aberdeen, Tuesday 17th November

SMRC Director Sandy Denham opened the night and thanked everyone for taking part and bringing cars along, as well as the marshals and officials present. Gordon Shedden the newly crowned BTC Champion was there and during the evening was interviewed by STV. Duncan Vincent, Knockhill's commentator interviewed several drivers during a successful evening. Lots of cars were on display with officials and committee members as well as guests chatting to drivers old and new. Cars present were from Fiona Kindness with a modified Subaru; BMW Compacts from Derek Kinghorn, Steven Dailly and Gary Clark; Classics were John Kinmond's TR8 as well as John Clark's Jaguar E-Type and BMW 2000; Mini Coopers from Chris Reid, Morgan Murray, Hannah Chapman and 2016 newcomer John Duncan; Fiesta ST from new Champion Wayne Macaulay; John Balfour's XR2 and an MX5 from Ian Crehan. Both Grampian Kart Club and Lothian Trailers had displays. The event was busy all night.

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

The Edinburgh evening was also introduced by SMRC committee member Sandy Denham, who welcomed everyone. He said that the club firmly believe that SMRC is again one of the leading small motor clubs in the UK. Sandy remarked how delighted we were to see our customers, officials and supporters here at the impressive showroom venue. He then said: "It's a joint venture and we all have to work together." Sandy thanked the exhibitors and John Clark group for the use of their showrooms. He noted Dario Franchitti and John Cleland were in attendance and that Duncan Vincent would be doing interviews throughout the evening.



SMRC had plenty of race cars representing the Scottish Championships, which are mainly based at Knockhill. These ranged from Mini Coopers (Hannah Chapman, Lewis Carter and Malcolm McNab), Fiesta ST (Kevin Whyte), XR2 (Jade Maxwell), two Formula Fords (Adam MacKay, Jamie Thorburn) and two Legends Cars (new Champion John Paterson and David Hunter), to Steven Dailly's Championship winning BMW Compact, Mark Dawson's VW Corrado and Paul Brydon's modified BMW Coupe. Also on display was the Honda Accord which won the British classic Touring Car Championship, from Stewart Whyte. Classics race cars were John Clark's BMW 2000, Jaguar E Type, a 60s Mustang and Ginetta G4; There were several Karts from the West of Scotland Kart Club and East of Scotland Kart Club. Marshals were in attendance including chief marshal Jim Redpath, as was Chief Scrutineer Renny Thomson. Lothian Trailers were exhibiting and committee members and drivers representatives were also there, to help answer questions from competitors. There was a display from Steve Turner Autosport and Atlantic Embroidery Team wear. There was also a display to promote the Scottish Formula Ford, Road to Indy competition sponsored by Beatsons, which will run next season.



Duncan interviewed plenty of drivers. These included young Karters such as Dean MacDonald. Rory Butcher, the British GT racer who has had a fine season said, "It was a fantastic year for me. Congratulations to Jonny Adam (new British GT Champion) he is a top line driver and it was good to see him win it, if we couldn't. I am looking forward to more European Le Mans series races next year." Rory was also representing Knockhill circuit on the night. Rory spoke about Knockhill: "The circuit can provide drivers with ARDS courses, driver coaching and car testing."

Interviewer Duncan Vincent noted that drivers could buy a season long testing pass which would save them money. Rory then said, "Testing really helps guys who are inexperienced, it helps them get track time and experience, then they can move onto their 1st race."

Mark Dawson, VW Corrado racer when interviewed said: "Saloons and Sportscars is a great place to race. It has a range of classes for cars, so we can take everything from Caterhams to 4 wheel drive saloons."

Stewart Whyte spoke of his Classic Touring Car year. "It's an absolutely awesome car (Honda Accord). We have just cracked how to set it up." He said he hadn't decided on what to do next season.

John Cleland, twice BTC champion and Chairman of the Scottish Association of Car Clubs was interviewed. John said: "The association covers 56 car clubs across Scotland. The biggest problem we have in Motorsport in the UK is we struggle for Marshals and officials. There are plenty of marshals in racing and they are well trained, but rally marshals numbers are low. Without marshals we wouldn't have any racing." John talked about his racing in 2015 where he competed in the Classic Touring Car Championship. "Stewart Whyte had a really competitive car and won this year. We need to get some more cars out as the 90s cars made Touring Cars what they are today." John also spoke about the Cavalier he is racing, a car similar to the one he raced in the 90s.

Four times Indycar Champion and 3 times Indy 500 winner, racing star Dario Franchitti was also interviewed. He thanked everyone for coming and all the drivers for bringing cars. He said: "As a driver and someone who has been passionate about driving for 30 years you realise coming here tonight that you can get involved – either as a driver, mechanic, marshal, there are so many avenues to enjoy this sport. It says a lot about the West

of Scotland Kart Club that there's a sense of being together. If you watch racing on Motors TV, the racing here is first class." Duncan Vincent said to Dario that it was a big year for anniversary's. Dario noted, "It is 50 years since Jim Clark won the Indy 500 and was F1 World Champion in 1965. Twenty years since Colin McRae won the rally World Championship and 20 years since John Cleland won his 2nd Touring Car Title. There's so much history we should be proud of. Now Jonny Adam has won British GT Championship and of



course Gordon Shedden has become a double BTC champion." Duncan said to Dario: "Your accident cut your career short, what have you been doing?" Dario replied that he works as an advisor for the Chip Ganassi Indycar team in the USA. "I get more time to come home and follow F4 with Ciaran Haggerty and the Ecurie Ecosse team. I thought Ciaran's year was very good and Graham Brunton's team did really well. I was very proud of the job Ciaran did. It was brilliant to watch. Adam Mackay and all the guys in the (Scottish) Formula Ford Championship also did really well."

Duncan asked if we'd be seeing more of Dario at Knockhill. He said: "Not instructing, I'm a terrible passenger, as you have to sit next to someone who is trying to show you how good he is."

Other drivers to be interviewed included Steven Dailly, who won the BMW Compact Cup with 16 race wins and Formula Ford newcomer Jamie Thorburn.

Both the SMRC evenings ran for several hours and were considered a success by the club. This was the third year running SMRC has run these nights. They were organised by SMRC Competition Secretary Graham and Club Secretary Heather Brunton. SMRC Chairman Hugh McCaig said, 'we are pleased to see so many faces from Scottish motorsport, both old and new, coming along to these nights. It shows there is plenty of interest in car and kart racing and this follows on from a successful season the club have had, running 7 race meetings and all our championships at Knockhill.'

Kevin Pick
SMRC
www.smrc-uk.com

Super Tourers return to Knockhill in September

Knockhill are delighted to announce that 2016 will see the return of the Super Touring Car Championship to Knockhill on 10/11 September. It's been high on the agenda for a number of Knockhill fans for a number of years and we're all really excited by the prospect of seeing iconic Super Tourers being put through their paces around the twists and dips of Knockhill; and not just in demo mode either. Aside from the mouth-watering prospect of seeing some of the most iconic BTCC cars on the planet at Knockhill, the Super Touring chargers will also be supported by a plethora of Touring Cars from the 80s and 90s. This isn't a demonstration weekend – it will be full-on racing the likes of which will hark back to the 'golden era' of Touring Car Racing.



2016 Knockhill provisional dates can be viewed at [Knockhill Dates 2016](#)



Facebook.com/eddiekellymotorsportphotography



A selection of photos from events this season

SCOTTISH ASSOCIATION OF CAR CLUBS AUTOSOLO CHALLENGE

The Scottish Association of Car Clubs is supporting an exciting new Autosolo series in 2016. Cars used must be road going (tax, MOT, and insured) and courses will be all forwards, "open" and not require specialised manoeuvres such as spin turns. The design, numbering, and marking of gates, slaloms etc will also make the routes easy to follow. Compared to traditional auto tests, the speed through corners may be a little higher and tests a bit longer. The routes will be published before the event and there will be classes to cater for different car types and engine sizes.

The object is to encourage new competitors to take part and be involved in motor sport, give existing competitors quality events to do, raise the profile of club motorsport and provide new members for participating clubs.

The first event will be at Knockhill on 20th March 2016 with Glenrothes Motor Sport Club, the second at Kames on 5th June with East Ayrshire Car Club, and the third at Ardeer on 21st August with Scottish Sporting Car Club.

More news updates in the next SACC newsletter.....

SCOTTISH ASSOCIATION OF CAR CLUBS SCOTTISH AUTOSOLO CHALLENGE 2016

What is an AutoSolo?

An AutoSolo has a series of timed, all-forwards courses, on hard surfaces. The route is made as clear as possible, so you can focus on achieving your best time, not on remembering the way. Compared to traditional autotests, the course doesn't involve specialised techniques like spin turns, is usually longer, and can involve a bit more speed through the corners.

Cars must be taxed, insured, have an MOT certificate if their age requires, and be driven to the event. Safety requirements are as for autotests, keeping entry fees low. Helmets and overalls aren't needed, and for events of Clubsport status you don't need a competition licence, just your membership of the organising club, or of an invited club. In fact, it couldn't be easier to enter these events.....

An Autosolo event consists of a number of timed "all forwards" courses, on sealed surfaces. The tests are timed to a tenth of a second and the lowest score is the winner. The cars used must be road going and driven to the event. The courses do not require specialised manoeuvres such as spin turns and their design and marking are intended to make the routes easy to follow. There will be classes to cater for different car types and engine sizes. Compared to traditional auto tests, speeds through the corners may be a little higher and the tests longer.

- 1 The Challenge will be administered by The Scottish Association of Car Clubs.
- 2 Competitors must be members of a Scottish Association Car Club.
- 3 A list of qualifying events held at Knockhill, Ardeer and Kames will be published (3 events). Events will be organised in accordance with MSA regulations. All entrants in a qualifying event will automatically be registered for the Challenge.
- 4 The Challenge will be class based. The competitor with the highest number of points will be the overall winner. The competitor with the highest number of points in each class will be the class winner. The overall winner will not be eligible for a class win. Points will be based on position in class. 1st -10 points, 2nd 9 points 3rd 8 points, and so on. 10th and lower and all finishers 1 point. The best total score in one less than the number of events run will count. Any ties will be decided in favour of the greater number of maximum scores.
- 5 Classes
 - 1 Series Production Saloons up to 1400cc
 - 2 Series Production Saloons 1400cc to 1800cc.
 - 3 Series Production Saloons over 1800cc.
 - 4 Sports Cars.
 - 5 All other cars.

ALL cars must be capable of being driven to the event (Taxed, MOT and insured)
- 6 Awards

| | |
|---------------------|--|
| First Overall | Scottish Autosolo Challenge Trophy |
| First in Class | Class award |
| First team (3 cars) | Team Award |
| First Newcomer | Award (A newcomer must not have competed in an MSA event before) |

(Other awards at the discretion of SACC).
- 7 Note that competitors must be 16 years old or over.

Aquarius Rally
Glenrothes Motor Sport Club
23/24 January

www.glenrothes-msc.com

Perth & Kinross and Fife

Richard Crozier 07942 359208

aquarius@glenrothes-msc.com

Nuit Blanche Rally
Edinburgh University Motor Sport Club

13/14 February

www.eumsc.co.uk

Lothians

Sam Stein 07792 910609

s_stein@hotmail.co.uk

Gropers Rally
Stonehaven & District Motor Club
26/27 March

www.sdmc.co.uk

South Aberdeenshire

Duncan Cameron 01561 320653

abospeed@hotmail.com

Boontree Birl Rally
750 Motor Club Scotland
Date TBC

www.750mc-scotland.co.uk

Angus

Charlie Brown 07803 296592

charliebrown750@yahoo.co.uk

Autumn Rally
Highland Car Club
20/21 August

www.highlandcarclub.co.uk

Highlands

Tracy Smith 07789 000028

tracy.smith79@hotmail.com

Hairst Rally
Stonehaven & District Motor Club
29/30 October

www.sdmc.co.uk

North Aberdeenshire

Gerry Potter 01651 806862

potterg@gight.org.uk

Aquarius Navigational Rally

On behalf of Glenrothes MSC, it is our pleasure to welcome you to the 2016 Aquarius Navigational Rally, on the night of 23/24 January 2016. The rally will feature approx 120 miles of the best lanes in Fife & Lowland Perthshire, on OS Maps 58 & 59, based out of our fantastic new start venue, the Loch Leven Community Campus in Kinross. With a "no nonsense" pre-plot navigational format, we aim to encourage newcomers to night events, whilst still providing experienced crews with a rewarding night's sport (& a well-earned breakfast!)

Marshals will also be made very welcome, and we'll do our best to give you a great night's sport. We offer a free breakfast for all marshals manning two controls, cosy gloves and hats, and you'll also receive free Glenrothes MSC membership for 2016. This year we shall be the opening round of the 2016 SACC Navigational Rally Championship and - new for this year - a round of the 2016 HRCR Premier Rally Championship.

We look forward to extending you a warm welcome to Kinross on 23rd January!

[Click Here to Enter the Aquarius Navigational Rally 2016](#)

12 Car Navigational Rally gets a Full House

Well done to all the competitors on the 12 Car Rally organised by Saltire Rally Club. The Navigational Training in the afternoon was fully subscribed as was the rally itself. Thanks to all the marshals who had a dry but cold night. Some competitors found their first experience of Plot & Bash easier than others but they all seemed to have great fun.....and that was the whole point of the day.

They will run another 12 car early in 2016.

Well done to the Booths for fine 1st Novices in the Rover 80. Thanks to Graeme Couser and Bob Shearer for organising both parts of the event.

Highland Car Club bumper entry!

A full entry of 20 cars took part in HCC Honker Rally the opening round of the championship. The event based at Ardross near Alness was 55 miles long. An increased effort to attract Novice crews paid off and accounted for the bulk of the starters,

David Munro/Paul Beaton won the event ahead of Stewart Christie/David Law. Stuart Cobb/Stewart Douglas won the Non-Expert Class. Beefy Fraser/Gary Clark took the Novice win with only 1 penalty!

Full results and photos on the [link](#)

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

Round 3 – 12th July, Alford Sprint Grampian Automobile Club

Unfortunately my “home” round at Coneyhatch was cancelled due to the Aberdeen Western Peripheral route going straight through the track. It was far from a fast and flowing stage but it was a venue where a small car can get closer to quicker machinery due to the tight confines and short straights, so it’s a shame to see it go. But kudos to Gerry Potter for getting MSA and competitor approval to replace this round with the GAC Alford Sprint. It wasn’t quite the usual fare for the RTT guys but a day’s sport of any kind is better than losing a round.

Speaking of last minute additions, Tegan successfully baked our bun all the way to 37 weeks which is considered pretty much full term, so by the time Alford came around I had a healthy little 5lb 11oz apprentice to get trained up. Hopefully rallying is still on the go by the time Esmé turns 17!

At the Alford Transport Museum we were greeted by sun and blue sky. Unfortunately, having given Pete the day off from service duties, I drove the car to the venue and was also greeted by a flat tyre on arrival. I only had one grotty spare for emergencies so it got pressed into service on the right rear. But other than fitting a set of road tyres and removing the sump guard, the car was exactly the same as when it left Inchnacardoch.

Having never done one of these sprints before the main concern was figuring out exactly how the starting procedure works, remembering exactly what route to take around the figure-of-eight track, and try not to get fruity with any hay bales. In the end it was all fairly straight forward. I’ve never been keen on tarmac so was trying to be as smooth as possible and hope that translated to a decent time. In the grand scheme of things my times were pretty pathetic compared to the regular sprinters with big BHP and sticky tyres etc, but fairly consistent. Two of these runs were timed, the best of which was a 65.26 second run. Almost a full ten seconds down on the class record, but enough to collect an overall win as far as the RTT championship was concerned.

Colin Baxter in the Impreza had actually recorded a quicker time, but the RTT Championship runs a class-correction system to equalise the results between smaller, larger and 4WD cars. By the time this was applied, I’d been promoted to first, with Eric second and Colin back to third. Conspicuous by his absence at Alford was previous championship leader Liam. So, going into the final round, I suddenly found myself with a healthy points lead and the championship basically mine to lose.



Photo credit – Tegan Kemp

Round 4 – Skeabost RTT, Isle of Skye Skye Rally Club

It did seem daft doing maths to figure out what I would need to win or lose the championship given so few people registered for it, but I have to admit I did the sums anyway. It boiled down to me turning up, and putting a single competitive run on the board to seal the deal. The only way to come second would be for Liam Wood to take the full 30 points and for me to fail to score anything. However, on arrival at the event, there was no Liam to be seen, so that pretty much brought the issue to a close. However, maths has never been my strong point so I wanted to put one solid run on the board at least!

There was one minor issue which could have complicated matters, however. A couple of days before heading up to Skye I got a phone call from Eyeline Media who make *Air an Rathad* on BBC Alba. Gaelic Top Gear, if you will. They had planned to film a piece about a recent BARS graduate from Lewis making her debut on the event, but had crossed their wires about who was providing the car. So basically, they were looking for someone daft enough to let her share their car, as well as volunteer to be shadowed by a film crew all weekend. The tenuous link between myself and Gaelic television was the aforementioned Roy MacIennan who's graced *Air an Rathad* in the past. If it had been anyone else asking the question the answer might have been different, but Roy's been a great help in getting me started and set up rallying, so it would have been bad form to refuse. Plus, I get to be on the telly. This was all on the condition that I was given the opportunity to get a run in before handing over the keys – luckily the organisers had no issue with this!



Photo Credit – Peter Stark

Having watched various pieces of in-car video from Skeabost, I had a good idea what we were in for. A fast, flowing stage with lots of undulation and jumps. Although after a few accidents in previous years, the biggest jump had been moved to after the flying finish, and three chicanes had been added to reduce speeds. Still looked like a cracking stage though. I'd travelled up early on Friday with Tegan and Esmé with the intention of making a long weekend of it and having our first family break together, with Pete due up with the van and trailer later Friday evening. However, for one reason or another, we missed the cut for Friday scrutineering, so my evening was pretty much spent talking nonsense up the lens of a camera, occasionally taking a break to give Pete a bollocking over the phone. I did get a lift back to Portree from Mairi Ross, my new driving partner. I just hoped she wasn't planning pedalling the 205 like she did her Focus ST on those back roads.

We scrutineered early Saturday morning, and heading to the event everything looked in order. Telling Pete we'd be on telly has resulted in the car arriving covered in Stark Motorsport decals. Possibly the reason for his late arrival? Anyway, it looked great. There was a good entry for the event and I couldn't wait to get out. I decided I would retry my Fort Augustus approach. Slow first run, attack the straights second run, then attack the corners on the third. My first run was fine, although with two miles of stage and roughly three miles of return road, we'd probably need to do a fuel run at lunchtime as I'd not taken this into account! The stage was impressive, exactly as expected – fast bits, and lots of crests and jumps, and the addition of the chicanes hadn't broken up the flow too much. Well done to the Skye Rally Club for coming up with such a great stage.

The car was running great, so I gave Mairi a last minute patronising pep-talk and helped her get strapped in. As she drove off to the start line, Pete came up and congratulated me on my championship. I will admit the thought was far from my mind as I watched my little yellow 205 disappear into the distance! But credit to Mairi, she brought it back in one piece, having got a steady run in the bag her first time out. With Eye-line's cameras filling the car it's not as if she'd be able to come up with an excuse for not doing so!

So with the car running perfectly I got strapped in for my second attempt. Following the plan, I would be attacking the straight bits, but easing off for the corners and building confidence in the car and conditions. The start of the stage is a big long straight then a chicane, then an easily flat right then another straight bit. So I would be attacking pretty much all of that before having to behave myself. My only excuse for what happened next is that I got tunnel vision and just went a bit mental, or simply forgot the plan by the time I got to a corner. As has been well documented by videos posted on Facebook and Instagram, just over halfway into the stage I put it off at the end of a straight into a long L8. I got the car sliding the wrong way off a jump and by the time I'd pointed it in the right direction for the corner, I was off the outside and up a bank. Too fast, too soon and paid the price.

There was no option of putting it off gently anywhere, all I could see was piles of compacted hardcore so I had to keep the boot in and hope for some temporary relaxation of the laws of physics. Which of course didn't happen. I went shooting up a bank at unabated speed and took two or three hard hits on what were either earth banks or a tree stump, still not sure. I'd pretty much resigned myself to going over, so had given up on the steering wheel and braced for impact. I'd braced with my foot still down on the throttle, but as the various impacts had ripped both driveshafts out this didn't really matter. By the time I came to rest nosing back onto the track I was blurry-eyed, winded and had a lot of lower back pain. And still on the throttle. Probably best to switch it off.

The marshals were on the scene literally in a few seconds. They asked if I was ok or if I'd need medical assistance. Much as it would put a delay on the event's running I wasn't willing to take a chance. Sorry guys. The SMMC Rescue guys and Doctor arrived quickly and started assessing things. They planned to immobilize me on a spinal board, remove me from the car, then transfer me to a land ambulance for a trip to hospital for x-rays. All of this while dealing with a dickhead cracking jokes, taking the mick and gibbering rubbish, as dickheads in a little bit of shock tend to do. They took their time and did everything right, as you'd expect from these guys. Constantly reassuring and communicating and going through the motions, they quickly had me into the ambulance and away from the scene of the crime.



Photo credit – Brian Foggo

As I was transferred into the land ambulance and off to Broadford Hospital (Portree A&E don't do x-rays) I got to speak to Tegan and give her a few toe twiddles to reassure her I was ok, had just tweaked my back a little and everyone was being over-careful. In hindsight I don't think she believed me. Either way, she looked pretty miffed that I'd had the nerve to hurt myself. She also wasn't too impressed at having to follow the ambulance for 40 minutes to Broadford with Esmé protesting that she hadn't been fed. Oh, and because she was seeing our first family holiday probably being spent at my bedside. As it turned out, the x-rays showed that while I had fractured a vertebrae, it was a stable and minor fracture so didn't need anything more than pain-killers and rest.

I managed to get out of hospital the same day, and even managed to make a brief appearance at the awards do to collect the RTT championship trophy. And, most importantly, managed to enjoy a relaxed short family break on Skye for the next few days instead of enduring a severe kicking from Tegan. So, all's well that ends well. And as it turns out, the 205 might actually be salvageable. Quite aside from the steering rack that snapped in three places, the two broken driveshafts, two trashed bottom arms, flattened front panel and right front wing, and the hub which had the bottom pinch-joint snapped clean off it, in addition the right front wheel was pushed so far back into the arch that it's forced the arch metalwork into the footwell, ripping it clean away from the chassis leg. However, as the chassis leg is where it's meant to be, we'll just beat everything else back to its original position and seam weld it up. Winner.

So, as you can imagine I've got quite a few people to thank for what's been an incredibly enjoyable year of sport. First has to be Gerry Potter for organising the championship. Unfortunately, despite good entries on the RTT events themselves the championship was poorly supported this year, to the point where the 2016 RTT championship could be the last one unless more people register. I cannot for the life of me think why this series is not booming. Yes, some of the rounds are a bit of a hike away, but let's face it, the locations are all worth seeing, so there's definite potential for a nice long weekend away with a bit of motorsport somewhere in the middle. Plus, the Mull, Fort Augustus and Skye rounds have a wee shindig attached to each of them, so plenty scope for beer and shenanigans – and I'm sure SDMC could be persuaded to put on a barn dance or BBQ if enough people ask nicely!

Another gripe people have about the RTTs is the cost per stage mile. Ok, basic sums say that 6 runs x 2 mile stages at an average entry fee of around £175 = £15 per stage mile. On an SRC round you might get nearer to £10 per stage mile. But that's only based on entry fees and doesn't factor in numerous other costs/hassles. Like no route notes / safety DVD to pay for, no navigator to arrange, and the fact that a set of tyres should last you a whole year. And that's not even taking into account the fact that on a stage rally you're much less likely to get your full amount of competitive mileage than on an RTT due to the format. Punctures, silly little offs and minor car faults can put you clean out of a stage event. Who's ever DNF'd on the Speyside without even getting out of Cooper Park? I have and it blows. On an RTT you either limp or get towed back to service, get sorted and get back out. So you're much more likely to actually get your intended stage miles in real world scenarios. Oh, and there's no significant road mileage to endure and pay for either.

Another reason to give the RTTs a bash, especially for smaller cars, is that your day is not affected by seeding position. Guys in 205s etc are not simply skipping from rut to rut on a surface that's trashed by the time you get there, you're actually picking your own lines and driving your own rally. The seeding on RTTs is largely irrelevant as there are fewer cars going through, so the surfaces might only start to deteriorate towards the end of the day. And even then, it's a level playing field as everyone is dealing with the same conditions. Another boost for smaller cars is the class handicapping system. Even if you can't quite match the bigger cars for outright pace, if you can even get close you might find you're elevated above them in the results once the sums are done.

Where was I before I went into PR mode? Oh yes, thanking people. I simply wouldn't have been out this year if I'd not had Pete's help. He might know his way around a spanner but his inability to work maps and clocks does remind me why I had to navigate for him years ago. But seriously, the best thing about this year has been being able to just jump into the car and drive, Pete doing everything else made this possible. Cheers pal. Now go straighten the pug. A further shout-out to everyone else at Coneyhatch who mucked in, helped, loaded vans, made tea etc etc, and also for Roy Mac for doing me a great deal on the car to help me get started.

The event organisers and marshals as always deserve special credit. I generally have a problem with any kind of authority but still didn't manage to fall out with anyone all year. This should tell you how laid back and helpful everyone has been on these events. The events themselves are fun but it's these guys that make competing a pleasure.

And lastly thanks to my ever-understanding wife Tegan. Much crap has been taken from me this year due to my need to go and play daft in a little yellow car, usually while you're dealing with things much more important. I really need to spoil you rotten. I heard Mull in March is a lovely place for a wee family getaway....

So, in summary, not too shabby a first year driving. Couldn't hold a candle to Liam even on corrected times though, and I'm sure David Wilson would have been very quick if he'd not come to grief on Mull. But therein lies the joy of committing to do every round. So, even with the offs taken into account I'm happy with my performances in the 205. Which is just as well, because I swear I cannot drive that damned Dutton for toffee

Roy Kemp

Scottish Rally Championship

The organising team of the ARR Craib MSA Scottish Rally Championship are delighted to announce that the Aberdeen based Haulage firm have confirmed that 2016 will be their fourth season as title sponsors to the highest profile motorsport series in Scotland.

In confirming the continuation of their support, Eddie Anderson of ARR Craib was quick to praise those involved in the sport;

“We are delighted to continue as title sponsors of the Scottish Rally Championship for 2016, and we look forward to working with Championship and Event Organisers, Officials and Competitors throughout the coming year.

We have a superb group of people involved in Rallying in Scotland, from competitors to spectators, and the sheer effort that the organisers put into making events happen deserves to be recognised.

It’s a pleasure for us to be involved, and gives us great exposure throughout Scotland and beyond.”

Dave Robson, Chairman of the ARR Craib MSA Scottish Rally Championship commented;

“Whilst there is no doubt that 2015 was a difficult season, we are working hard to provide the best Championship possible in 2016, and we take a great deal of confidence in the continued support from ARR Craib.

The changes to the calendar will give the championship a fresh feel, and we continue to work towards putting incentives in place to help attract both existing & new competitors throughout the field.

We feel that these changes will help to ensure that the Scottish Rally Championship remains the place to be in 2016, and we look forward to another great season starting with February’s Snowman Rally in Inverness.”

Championship Calendar

The programme of events for 2016 has numerous changes;

- Calendar features 7 rounds from February to September
- Jurys Inn join Arnold Clark as title sponsors for the Snowman Rally
- Brick & Steel Construction return as title sponsors of the Border Counties Rally
- McDonald & Munro Speyside Stages moves from August to April
- A new name for the Aberdeen based event in the championship – the Coltel Communications Grampian Stages Rally, which becomes round 6 of the Championship headed by the same team who were awarded the Chairmans Cup for the best event of the 2015 Series at last weekend’s Championship Awards Ceremony.
- Armstrong Galloway Hills joins the Championship as the final round, moving to September.



Date Event Location

| | | |
|---------------|--|-------------------------------------|
| 20th Feb 2016 | Jurys Inn Arnold Clark Snowman Rally (Gravel) | Inverness, Highlands |
| 19th Mar 2016 | Brick and Steel Border Counties Rally (Gravel) | Jedburgh, Scottish Borders |
| 23rd Apr 2016 | McDonald & Munro Speyside Stages (Gravel) | Elgin, Moray |
| 5th Jun 2016 | Jim Clark Reivers Rally (Gravel) | Kelso, Scottish Borders |
| 25th Jun 2016 | RSAC Scottish Rally (Gravel) | Dumfries, Dumfries & Galloway |
| 13th Aug 2016 | Coltel Communications Grampian Stages Rally (Gravel) | Aberdeen, Grampian |
| 10th Sep 2016 | Armstrong Galloway Hills Rally (Gravel) | Castle Douglas, Dumfries & Galloway |

Format & Structure

All events are 45 mile, predominantly gravel based rallies run on Saturdays with the exception of the Jim Clark Reivers event held on Sunday 5th June, and Scrutineering & Documentation will be available on the day of each event.

The RSAC Scottish Rally will be a major part of a rally weekend alongside the British Rally Championship. Following successful changes made to the class structure for the 2015 season the Championship will continue to offer categories for all types of competition car, from almost standard 1000cc 2 wheel drive to full specification World Rally Car machinery.



To help develop & maintain good competition throughout the field, plans are in place to introduce a number of initiatives;

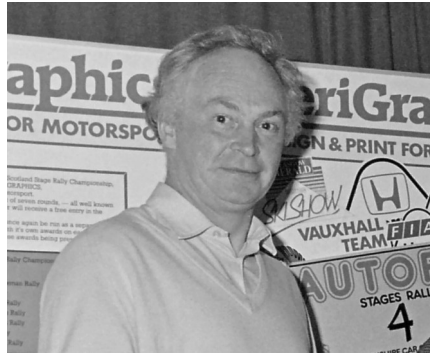
- Re-introduction of the famous Challengers Championship, open to competitors who haven't finished in the top 10 on an SRC counting round in the last 10 years
- An SRC Subaru Cup, for controlled specification clubman 4wd cars. The championship organising team hope to confirm the specification for this series following their meeting on 12th December.
- An SRC 205 Cup, providing a home for the cars which have previously provided close competition in the Ecosse Challenge
- Rebranding the Clubman 2WD Championship to the Scottish 2WD Rally Championship
- A Northern Challenge, catering for the high number of Clubmen in the North of Scotland

The SRC management team are working on incentives for all of these schemes and look forward to providing a championship which appeals to competitors throughout Scotland & beyond.

Next Steps

Keep an eye on the Championship website (soon to be updated) – www.scottishrallychampionship.co.uk – for further details of the 2016 series which will be released as they are confirmed. Regulations & registration forms should be available from the Championship website by the end of December.





Obituary – Robin H Christie by John Fife

Obituary: Robin Henry Christie, 1943 – 2015 ...

Not so much a personality as a character, the sport has lost another much loved figure this morning with the news that Robin Christie passed away after a short illness.

I first came across this restless and relentless individual in the mid 1970s, with my earliest recollection of him aboard a Morris 1800 co-driven by Iain Robinson. He was entered in the 1976 Bowmaker Autumn Stages and I was with a certain Mr Cleland. I don't remember how well he fared (I don't even recall how we did!) but he ended the season with 34th place overall in the Scotsman Scottish Rally Championship standings that year. Not bad for a newcomer given the fact that he was rallying a BMC product up against the growing dominance of Ford and its Escorts.

The 1800, or Land Crab as they were then known, gave way to a Vauxhall Magnum for the 1977 and '78 seasons before a Chevette 2300 was acquired for 1979. Having gone through a variety of co-drivers including Jim McDowall and Eric Stewart the Chevette's arrival coincided with the acquisition of Roy Campbell to fill the left hand seat.

The new team turned out to be quite successful almost winning the Challenger's Championship in 1980. They just lost out to Wilson Girvan and Dougie Riach – when they rolled the Chevette on the Arbroath Stages Rally that year.

That result pitched Robin in to the main Championship where he finished third overall in 1982 behind Ken Wood and Wilson Girvan, but ahead of Dougie Riach! In 1983 'Ramblin' Robin' finished 5th overall in the Championship at a time when the competition was pretty fierce between himself, 'Wild Wilson' Girvan, 'Dastardly Dougie' Riach and 'Uncle Bruce' Lyle.

Those were his best years, before turning his attention more towards business. Sadly, he never won a major rally outright. He went rallying primarily for fun, but that didn't mean he wasn't competitive and was a regular top six contender.

For someone who looked a bit ungainly outside the car, he was a veritable devil behind the wheel, and not just in the stages. Typical of the man, his uncompromising attacking style was evident on the 1980 Snowman Rally. He had earlier been slowed with water in the fuel and then the petrol pump jammed. This was fixed using much Galloway-Irish vernacular and a variety of flailing blunt instruments. Then came Stage 12. He was at full chat when he encountered a 'lost' bus full of mountaineers coming towards him on the stage. Did he stop? Did he lift? Did he heck. He took to the ditch, at full chat and with mud flying in all directions shot past windows full of open mouthed, white faces pressed up against the glass.

This same approach to driving was repeated on the public road. To put it politely, he never had time to drive slowly. How he managed to retain his licence will never be known, but quite often, the Traffic Polis took one look at whatever he was driving and decided that such a device could not travel at such a speed. That was certainly the reason on one occasion when he was running (ever so slightly) late to a meeting and was clocked on the Biggar/Edinburgh road in a Volvo estate at well over three figures. The Polis took one look at the reading, shook their heads, and waved him on.

And that was just one tale of many as he continued to pack twice as much into life as any normal human being. Even when he stopped competing there was rarely a Machars Car Club event or Scottish Rally where he wasn't setting up stages, doing clear-up, running course car or marshalling. Machars recognised this huge effort by making him Honorary President of the club.them.

Somehow he also found time to run the 2000 acre Dourie Farming Company family business at Port William and combined that with duties as an Officer in the National Farmers Union, and was a Member of the Scottish Agricultural Wages Board and former NFU Scotland milk committee chairman. Needless to say, these posts were tackled with the same gusto as his rallying exploits including vociferous participation in the infamous 'Battle of St Andrews' in 2003 when top politicians on either side of the Scottish independence debate turned the NFU AGM into a battleground for farmers' votes.

He was also involved in the notorious 1997 Beef War when the ports of Stranraer and Cairnryan were blockaded by farmers protesting against cheap beef imports. Always interested in 'politics' I daresay the powers that be in Edinburgh will be entirely relieved that he confined his interests and activities to agricultural matters. Holyrood would not have been able to cope.

Oh yes. His nickname. Ramblin' Robin. It was hard to reconcile the laidback, long winded, raconteur outside the car to the dervish which drove it, but this hugely sociable, welcoming man was the very opposite of the feverish presence behind the wheel. That character also became apparent when shown a dance-floor. If his driving was flamboyant and energetic, his dancing was a sight to behold. Not so much the 'Strictly' ballroom or 'Dads' Dancing' approach, as the offspring of a demented combine harvester and a windmill in a tornado.

Given his nature it will come as no surprise that he was still trying to organise things last month. Shortly after being told on the 24th of November that nothing more could be done, he told 'Big Roy' Campbell that he had already advised Ian Broll (the local undertaker – and rally fan) that he was to be cremated in Ayr and as no car had ever passed him on the 'Girvan bends' he had better pull the finger out while driving the hearse, because he did not want to lose his record on his last trip!

Aye, we'll never see his like again.

To his wife Rose, sons Rory and Gregor, daughters Kim and Judy, brothers Ian and Peter, his wider family and huge circle of friends, our heartfelt sympathies go out to all of them.



Scottish Karting 2015

Once again Scottish Karting and the West of Scotland Kart Club have produced a British Kart Champion. Dexter Paterson sealed his Championship after the final round of the championship at PF International. This follows in the wake of Dean McDonald and, a little while ago, Paul DiResta. Generally karting in Scotland is in poor shape with all clubs reporting low numbers. This seems to be the trend around the UK. Many other disciplines are showing increased licence holders and/or events according to the MSA statistics, with only karting showing dipping numbers. The ASKC have been having some constructive meetings recently and will continue to do so in order to support each other during 2016.

Personally I feel the root cause is the continuing rising costs which are in some part brought about by poor driving standards and lack of respect for officials and fellow competitors. This is leading to damage of expensive equipment and hence the large bills. The MSA are to extend the CIK Karting Trial and hopefully further establish a level playing field for the judicial system around the whole of the UK. I am pleased to report that during October and November all kart meetings were, or will be observed by Ray Kavanagh, an MSA Steward from North Wales. I am not aware of the brief that he was given except to observe that he has sat in on all judicial matters during his visits. I feel that this concern does show the commitment that the MSA has to the entry point our sport.

Rod Taylor November 2015

SACC Rally Time Trial Championship

| | Date | Event Location | Organisers |
|----------------------------|----------------------------|----------------|------------------------|
| Round 1 | 12 th March | Mull | Mull CC |
| Round 2 | 21 st May | Fort Augustus | HCC |
| Round 3 | 16 th July | Drumtochty | SDMC |
| Round 4 | TBA | Alness | HCC |
| Round 5 | 17 th September | Skye I | sle of Skye Rally Club |
| Awards Presentation | 17 th September | | Skye SACC |

For 2016 all competitors will be automatically registered in the Championship which hiopefully will generate a more competitive atmosphere and encourage more people to get involved. More details will be available once I have the Championship Permit

First event of the 2016 Scottish Motorsport Calendar

Hawick & Border Car Clubs' traditional 'Hangover Autotest'. A great way to blow off the cobwebs and any other after effects!

Saturday 2nd January,

Selkirk Swimming Pool car park.

First test at 10am.

Regs and entry form available on www.hawickandbordercarclub.co.uk

Scottish “Borders” Hill Rally

This year’s Scottish “Borders” Hill Rally on the 21st & 22nd of November 2015 was a great success. Due to competitor demand the entry list was extended to 50 cars and the event was run in Forrest Estate near St John’s Town of Dalry. Competitors came from all over Europe and were driving an impressive range of Off-Road Racing vehicles - from Polaris UTV’s through various vintages of Land Rovers and Bowlers to 5.0 v8 powered machines. We were delighted to also be hosting the final round of the Land Rover Defender Challenge with their Defender 90’s and a special appearance from the v6 supercharged Defender 110.



After 100 competitive miles along the forest tracks, through the quarries and over the man-made & natural offroad sections, through both day and night stages, through the sunshine (rather than the traditional rain and fog) and through a light covering of snow(!), we had a winner. Chris Bird, with his Co-Driver Amanda Garratley came out on top in their Milner R5, followed by Ben Duckworth & Matt Cook in their Milner LRM-1. In the Defender Challenge Edd Cobley took the overall Championship with his win at Forrest Estate along with his co driver John Tomley.

The event could not run without the enthusiastic team of Marshals that travelled from all over the UK - a special thank you to them for all their commitment.

Preparations are already underway for next year’s event and more details will be available at www.scottish-hillrally.co.uk.

Dean Pugh



Your event not featured? Got some news?

Next newsletter 25th January

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 news and photos

Please contact me with any comments or suggestions for the next issue

Have Merry Christmas and all the best for 2016

David Law

DavidLaw@scottishcarclubs.com



Jack Morgan

Well Done to SACC Navigational Co-ordinator and MSA Academy co-driver Richard Crozier. Richard navigated Simon Mellings to 4th overall and collected a Gold medal on the LEJOG earlier this month. A number of Scottish clubs provided marshals to the endurance event.



Like the SACC Facebook page



Follow @scottishcarclub on twitter

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

www.scottishcarclubs.com