

Newsletter from



Summer 2016



**Speed Event Special
plus Autosolo, Rallying, Train-
ing, Super Lap Scotland and
more**



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Rally Time Trial	Drumtochty	Rally Time Trial	16-Jul-16	Stonehaven
Grass Autotest		Autotest	17-Jul-16	Solway
Damsel Rally		Treasure Hunt	17-Jul-16	Highland
Scottish Championship Car Racing	Knockhill	Car Race	17-Jul-16	Scottish Motor Racing
Autotest		Autotest	23-Jul-16	Stonehaven
MSA/BTRDA Autotest	Dumfries	Autotest	23-Jul-16	South of Scotland
Grasstest	Pinwherry	Autotest	24-Jul-16	East Ayrshire
Maximum Attack Inter-Association	Dumfries	Autotest	24-Jul-16	South of Scotland
Autocross	Causey Park	Autocross	24-Jul-16	Cramlington
Sprint	Kames	Sprint	30-Jul-16	East Ayrshire
SLS Round 4	Knockhill	Time Attack	30-Jul-16	Knockhill MSC
Sprint	Kames	Sprint	31-Jul-16	East Ayrshire
SLS Round 5	Knockhill	Time Attack	31-Jul-16	Knockhill MSC
Rally Marshals Training Evening	Aberdeen	Training	02-Aug-16	Stonehaven
Production Car Trial		Production Trial	04-Aug-16	750
UsedCarParts Solway	Dundrennan	Stage Rally	06-Aug-16	Solway
Autotest/PCA	Dallachy/other	Autotest	07-Aug-16	63
Tyneside Stages	Otterburn	Stage Rally	07-Aug-16	Alnwick
Solway Coast Junior Rally	Dundrennan	Stage Rally	07-Aug-16	Solway
Rally Marshals	Stornoway	Training	09-Aug-16	Scottish Association
Dunlop MSA British Touring Car Championship	Knockhill	Car Race	13-Aug-16	14-Aug-16 Other
Grampian Stages Rally		Stage Rally	13-Aug-16	Stonehaven
Hill Climb	Fintray	Hillclimb	13-Aug-16	Grampian
Hill Climb	Fintray	Hillclimb	14-Aug-16	Grampian

Rose & Thistle Challenge Run	Cumbria	Other	20-Aug-16		Wigton
Autumn Rally	Highlands	Navigational Rally	20-Aug-16	21-Aug-16	Highland
Autosolo	Ardeer	Autosolo	21-Aug-16		Scottish Sporting
Inter-Association Autosolo	Kemble nr Bath	Autosolo	21-Aug-16		Other
SACC Challenge Autotest	Ardeer	Autotest	21-Aug-16		Scottish Sporting
Autotest	Kames	Autotest	21-Aug-16		East Ayrshire
Grass Autotest		Autotest	21-Aug-16		Solway
Scottish Retro and Classic Car Show	Driftland Lochgelly	Other	21-Aug-16		N/A
Cumbria Classic Show	Dalemain nr Ullswater	Other	21-Aug-16		Wigton
Scottish Championship Car Racing	Knockhill	Car Race	21-Aug-16		Scottish Motor Racing
Autocross Open Day	Causey Park	Autocross	27-Aug-16		Cramlington
Hill Climb	Forrestburn	Hillclimb	27-Aug-16		Monklands Sporting
Grasstest	Pinwherry	Autotest	28-Aug-16		East Ayrshire
Production Car Autotest		Prodn car autotest	28-Aug-16		Stonehaven
Mewla	Builth Wells	Stage Rally	28-Aug-16		Other
Colin Wright Memorial Autocross	Causey Park	Autocross	28-Aug-16		Cramlington
Hill Climb	Forrestburn	Hillclimb	28-Aug-16		Monklands Sporting
La Croftera		Touring Assembly	03-Sep-16	04-Sep-16	Highland
Bo'ness Hillclimb Revival	Kinneil	Hillclimb	03-Sep-16	04-Sep-16	Bo'ness
Sprint	Lochgelly Driftland	Sprint	03-Sep-16		4 Two
Rally/Speed/XC Marshals - Running an event	South	Training	03-Sep-16		Scottish Association
Autotest/PCA	Dallachy	Autotest	04-Sep-16		63
Autotest		Autotest	04-Sep-16		750

View from the Chair

I wrote my last piece for the newsletter just before we heard the very sad news about the death of Roger Reed although it was included in that edition as 'stop press'. Since then, much has been written and said about him and readers may have their own views on the part he played in the life of motor sport in Scotland and beyond. The fact that MSA chief executive Rob Jones and SMS chairman and MSA board member Tom Purves travelled from London for his funeral in Aberdeen goes some way to express the regard in which he was held at the sport's highest level.

I just wanted to add my own thoughts on what Roger meant to me and in particular, to recognise the personal support to me when I took on the role of vice chairman. We spoke regularly and even in the past few weeks of his life, his interest in what was going on was not diminished. The task I have taken on in trying to fill his (large) shoes as Association chairman will be made harder by not having access to his wise council.

A big regret is that due to his health, I was not able to personally present the Lifetime Achievement certificate pictured in the last newsletter. Treasurer Gerry and I made a couple of arrangements to take Roger and his wife Pat out for lunch but Roger was too ill. Gerry and his wife Rae have since been to visit Pat and passed it on to her. Pat in turn was very appreciative of the hundreds of cards and messages she received from people in the sport.

My motorsport diary has been as busy as ever since I last wrote

Since the start of April, I have officiated, marshalled or just visited events across all of the disciplines represented by SACC including off road at Callendar, hillclimb at Doune, sprint at Kames, time attack at Knockhill, karting at Larkhall, a race meeting at Knockhill and my first experience of a Gymkhana also at Knockhill.

This Eddie Kelly picture shows me walking the track at Kames on on Club Steward duty for the SSCC sprint in the company of former AWSMC chairman Stan Quirk and MSA Steward Ken



I am not competing on the Scottish forest championship this year but I have competed on two tarmac rallies (Ingliston and Crail) and have done radio duty at the Speyside and stop line marshal for the Junior 1000 rally at Kames.

The picture shows me on the eve of the recent Scottish Rally sitting with Dave Weston planning where we were going to do our duty as Judges of Fact to make sure everyone was sticking to the rules on management service.

The rest of the year looks just as busy and I want to try to get round as many SACC member clubs as I can.

All of this was in addition to a number of organisational and governance meetings. Perhaps the most significant of these was the SMS strategy launch event with Sir Jackie Stewart. This event gained significant national media exposure with both TV and newspaper coverage. It was great to see the sport portrayed in a positive light.

I will not repeat everything I said last time but just say again that we have a tremendous opportunity to make positive steps forward in terms of strengthening motor sport in Scotland by building on the fantastic base that already exists. Please let's not let this opportunity pass us by.

Pete Weall



WE ARE OPEN!

Regulations are now available and the online entry system live for the Coltel Grampian Stages on 13th August.

Contested over six challenging stages, the route provides competitors with almost 45 stage miles in the Kincardineshire forests to the south-west of Aberdeen, linked by less than 80 road miles.

We are proud to be a qualifying round of the [Scottish Rally Championship](#) & Ecosse Challenge. For more information and to enter online visit:

<http://>

www.grampianstages.co.uk/competitors/downloads/

Tartan Tarmac

TartanTarmac aims to be Scotland's most popular website for motoring enthusiasts and people who think of cars and bikes as more than just a method of getting from A to B.

We aim to provide:

- News and reviews of the latest 'interesting' cars to launch in the UK while always comparing them to our favourites from the past
- Provide a timetable for all motoring events happening across Scotland
- Give motorsport teams a platform to display their results
- Provide news, reviews and results from as many motorsports events across Scotland as possible
- Build a community for debate on cars, bikes, roads, events and Scotland

While the UK has many motoring websites ranging from owners club forums to international classifieds sites, the founders of TartanTarmac felt that there was a need for site that was more focussed on Scotland. As Scotland has some of the best roads in the world, we felt that a site based here would provide more entertaining content than one based in the more gridlocked areas of the UK.

Not just satisfied with running a successful website, the founders of TartanTarmac aim to attend and organise as many motoring events and runs as they possibly can, after all, this is the most fun part of motoring!

Tartan Tarmac have asked He asked me if any teams, drivers or engineers that are keen to raise their profile and would like to do an interview with them

Contact andrew@tartantarmac.com

www.tartantarmac.com





Rory Bryant - National Development Manager

It's been a fairly busy month for us since the last SACC newsletter. Interviews have taken place for the National Development Manager position at SMS and I am absolutely delighted to have been appointed into this role for the next four years. The recruitment of the development officer role is still ongoing (see below for more details) and we aim to have someone appointed before the end of June.

In addition, as you will have no doubt seen, earlier in May we officially announced sportscotland's investment into motor sport at our Launch event. There is a full report on the announcement elsewhere in this newsletter so for now I would simply like to say that it is fantastic and long overdue for our sport to gain this new public recognition and support. To date, there has been a huge amount of work put into gaining this support but now the focus switches to delivering on the targets set out in the strategic plan and I am very much looking forward to working with everyone in the sport to ensure that we exceed expectations over the coming years.

*Best wishes,
Rory Bryant*

Club Development Programme.

Thanks to new investment and a soon to be expanded workforce, we are now able to take on a more visible role within the Scottish motor sport community. This role will have a strong focus on delivering services that support you as clubs; we understand that strong clubs are absolutely essential to the future growth and success of motor sport in Scotland.

With this in mind, we have launched our Club Development Programme, which has been created in partnership with the SACC. In short, this programme aims to support clubs to become stronger, with a focus on: sustainability, improving governance and increasing club membership.



As well as encouraging clubs to take advantage of the professional support we are able to offer, the programme also sets a series of club challenges. We're asking each club to complete **two** or more of these challenges before the end of 2016, so the race starts now!

We will be allocating some space in the next SACC meeting to discuss the programme and clubs progress with the challenges. So with this in mind, please take some time to read the Club Development Programme (link below), ask us some questions and get involved.

[Club Development Programme](#)

WE'RE RECRUITING!

Are you passionate about sports development and want to work in motor sport? We're seeking a Development Officer to progress the development of 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/>

MSA Coaching Qualification Comes to Scotland

In 2015 the MSA launched the Level 2 coaching in motorsport qualification. This Coaching Certificate is in addition to ARDS and the other Associations (ARKS / BARS / AHASS), but this is not about adding layers of bureaucracy to the process. This is about raising standards across the board, having a recognised coaching structure, having an assessment of competency to be able to coach (competence to teach, not competency to race – these are very different), and most importantly to ensure that people being coached – whether they're recreational participants or career driven competitors – get the best possible coaching appropriate to their needs.

Up until now, individuals have had to attend Mercedes Benz World, near London, to gain this coaching certificate. However, we recognise that this poses a geographical challenge to those based north of the border! We are therefore delighted to announce that a Level 2 course will be held at Knockhill racing circuit in September. The course comprises of two blocks of two days (dates below) with a mixture of classroom theory and practical coaching activity.

Block 1: 14 & 15 September

Block 2: 28 & 29 September

Pre-requisites

Ideally candidates should have been through the MSA's Introduction to Coaching course and/or be in possession of an ARDS/BARS/ARKS licence before they gain the level 2 coaching certificate. However, we recognise that there have been no Intro to Coaching courses held in Scotland to date and that the concept of coaching is still very new to our sport.

With this in mind, we would like to invite anyone with an interest in coaching in motor sport to apply for a place on the course, particularly if you are a club who wants to develop coaching for your members. Interested parties should contact National Development Manager, Rory Bryant (rory.bryant@scottishmotorsports.co.uk) for more info.

If you would like more information on the coaching course, check out Rory's review of the qualification [here](#)

www.scottishmotorsports.co.uk



Training Co-Ordinator



The 2016 training programme has been going at a fast pace so far with 18 events covering a range of topics including:

- Radio marshalling
- Rally / Speed – Spectators & Safety
- Rally / Speed – Incidents
- Rally / Speed – Running an event
- Motorsport Recovery
- Senior Officials
- Stage Commanders
- Club Stewards
- Motorsport Rescue
- Rescue for Medical Students (a collaborative initiative with Dundee University to promote motorsport for the doctors of the future)
- Race Marshalling

Training has been promoted through direct emails to all registered marshals (in all disciplines/grades) on the MSA's database, and a further mailing is planned for early in July to promote the training events in August and September. Additionally the SACC and SMMC websites carry details. There is also a dedicated Facebook page which also generates a lot of interest.

To date we have provided 351 delegate-days of training with a resource commitment of 57 Instructor-days of time. 80 delegates attended SMRC's Race marshals' day, whilst 22 recovery operators benefited from AMRO's training. In Rally/Speed/Cross Country this equates to 169 individuals attending training (some on more than one occasion). This has been possible through a current spend of just over £7k which has been awarded in grant aid to the Association by the British Motor Sports Training Trust (a further c.£2500 total funding has also been awarded direct to SMRC and AMRO for the Race and Recovery training respectively).

Feedback from the training events has been good, with ongoing monitoring of the feedback provided by delegates. This is shared with the BMSTT and demonstrates a high level of satisfaction from delegates with 58% rating courses "Excellent", 39% rating them "Good" and only 3% rating them "Fair" or "Poor". We regularly review the qualitative feedback and Lead Trainers share this with the individual instructors.

Plans for the remainder of 2016 are advanced with forthcoming events:

2 August (evening)	Aberdeen – Altens	Rally (run by SDMC)
9 August (evening)	Stornoway	Rally
3 September	Kames	Rally (inc Timing)
24 September	Knockhill	Rally (inc Timing)
13 October (evening)	Mull	Rally
14 October (morning)	Mull	Medical
18 November	St John’s Town of Dalry	Cross Country (inc Timing)
3-4 December	Knockhill	Rescue/Recovery/Medical

We are also working on a request to deliver training on Skye.

The important task facing us next is the planning of the 2017 Training season and we are particularly keen to ensure that we can deliver the training required by the clubs to support their efforts to recruit and retain marshals. Whilst the numbers above present a solid foundation attendance at rally training sessions has been significantly lower than the capacity we planned for given discussions at previous SACC Meetings. This has been disappointing given the generally agreed need to upskill rally marshals to meet the challenges of the Motorsport Event Safety Review and it has been regrettable that we haven’t seen a universal level of support from clubs with promotion of these events. With this in mind I would be particularly grateful if clubs could provide feedback to the Training Co-ordinator either at the SACC Meeting in June, or by correspondence during June and July:

What are your club’s training needs/requirements for 2017?

From your marshals’ experience, what has gone well/could we improve from 2016?

Who is your training champion? (as mentioned in March, we need a point of contact in each club!)

These requirements will build on the lessons from the 2016 programme and allow us to develop our plans in time for the budget round in September. With the size of the marshal pool and the geographic scale of events, coupled with the complexity of the event calendar, it would not be sensible to run specific training opportunities targeted at individual clubs/events. Instead we will seek to maximise the benefit from our limited numbers of instructors by endeavouring to link up clubs in geographic areas to ensure all marshals can both gain basic training, and develop through the grading schemes, across the different parts of Scotland. Current plans include one or more dedicated training events for Speed marshals, and further efforts to promote consistency and quality in the training programme. We are also planning a Kart Race Marshals training day for March 2017 alongside the regular features of Race marshals and safety crew training.

Please consult others in your club and send your written feedback to training@scottishcarclubs.com

The Scottish MX5 Hillclimb & Sprint Register



The Scottish MX5 Hillclimb and Sprint Register was founded by a small number of motorsport enthusiasts and MX5 owners in 2013, all of us were motorsports club members, most competing in the Scottish Lowland Speed Championship and some in the Scottish Championship. We

wanted to develop and run a group that would be recognised as a single marque class and that would allow for a highly competitive, low cost and fun class within the Scottish Lowland Speed Championship where driving skills, rather than money, would be the top consideration

In 2013 we had 8 members at our first AGM...in 2014 we had a total of 17 members. The next year, 2015, we had grown to 32 members, with 12 of them being complete newcomers to motorsport. We achieved this by word of mouth and by encouraging event spectators to join us.





Today we have 36 fully paid up members, 5 of whom are newcomers to motorsport.(Of the 12 newcomers in 2015, 10 have stayed with us).

To date we have had 3 weekends of competition in the Scottish Lowland Speed Championship, two at East Ayrshire Car Club's Kames track and one weekend at Doune hill climb. At Kames in April we entered 17 Register MX5s out of a total entry list of 66. At Doune in April we

had 10 cars in attendance out of a total entry list of 90. Unfortunately the host club had limited entry numbers or we might have had more. In May at Kames we had 16 entries out of a total of 50. These numbers show that we consistently swell the ranks of entrants, and we continue to contribute newcomers to motorsport.

We are pleased with our progress and continue to attract and encourage new members. Recently at Kames we had a father and daughter sign up. We already have a father/son pairing and they have a healthy competitive spirit between each other. This year we will have trophies for overall Register Championship, 1st, 2nd & 3rd, and MX5 Mark 1 Champion, a Mark 2/2.5 Champion and the Newcomer's Trophy. This will give as many competitors as possible a trophy to aim for.





What are Speed Events?

In the main, it involves two motorsport disciplines, Sprinting and Hill Climbing. Together, they are probably one of the oldest forms of motorsport in the United Kingdom, having their roots back at the very start of the automobile age in the shape of reliability time trials and test hills.

Today, both disciplines are controlled by the MSA, and share the same technical and sporting regulations. Bizarrely, the MSA also includes Drag Racing in the same category, but Drag Racing has its own technical and sporting regulations, and is a form of motorsport that – these days – should really be treated very differently.

So – How Do I get Started?

The first step is to join a club. You should choose a club local to you, and one that takes an active interest in Speed Events. That club may organise its own events, and will also receive invitations to events in the locality organised by other clubs. You might also consider registering for a championship – for newcomers, it is usually free, and it is never too soon to start thinking about competition.

Having joined a club, you will then need a Competition Licence. This is issued by the Motor Sports Association, UK Motor Sport's regulatory body, and enables you to take part in Speed Events. The minimum licence required is referred to as “Non Race National B”, and allows you to enter all events run in Scotland, currently. You can apply for your Competition Licence at any time after your 16th birthday. The licence limits the kind of car you can compete in (certain types of car require a “National A” or “National A Open” licence), and there is a licence upgrade process which is experience related.

When you are sent your Competition Licence you will also receive a copy of the MSA's General Regulations (known colloquially as 'The Blue Book' for reasons which will become obvious when you receive yours). This contains the rules you will need to follow to ensure both you, and your car, are prepared for events. It is a big book, and can be quite daunting, so ask your club for help in understanding which parts of it apply to you and your car.

Most requirements are safety related. You will need a crash helmet, fire resistant overalls and gloves. Depending on the car you choose, you may also need a HANS device. As with all things, the Blue Book defines the requirements, but a reputable supplier will be able to keep you straight, as will your club if you ask for help. Currently, fire resistant underwear, balaclava and boots are not mandatory, but they are a good idea – it really depends on you and your ‘pocket’.

Let's assume that you are going to enter your first event in a road-going car – in these circumstances, you need to do very little to the car at all. First and foremost make sure the car is safe, clean (very important), everything is as it should be mechanically and nothing is in danger of falling off. Basically, if it is up to passing an MOT it is likely to be OK. A race harness is not mandatory in a road-going car but, as with all things safety, it is a good idea. If the car you have chosen is a ‘Specialist Production Car’ (most kit cars would be defined as such), then you will need a roll-over bar that meets MSA requirements. For all other production cars, the roll over bar is only a recommendation.

Your battery "earth" cable should be covered with yellow tape, so that it can be identified as such, should that be necessary. Your ignition switch should show the positions of both "on" and "off" so that if anyone not familiar with the car needs to turn your car off quickly they can do so without having to figure it out.

You will need to equip your car with a "Timing Strut", a device designed to break the "timing beam" at both start and finish lines, enabling the timekeepers to record your time.

Lastly you will need to display the number your entry has been allocated at the event, on both sides of the car and (occasionally) at the front if required by the event regulations. These should be placed on a contrasting coloured background and clearly visible so that the event officials can identify you. Some drivers print these on paper and stick them to the inside of the rear side windows. Note that is an MSA requirement that numbers must be removed or at least covered when you drive your car on the public highway.

That First Event...

Right – let's assume that you have entered your first event, you know where it is and you have received ‘final Instructions’ from the organising club. When you arrive, you should park your car in the space allocated to you in the paddock. The next thing to do is to 'Sign On'. You will need to produce your Competition Licence (which you should have signed and applied a photograph of yourself), which will be examined and then you will be asked to sign on – until you do this, you are not covered by the MSA public liability insurance for the event, so it is really a good idea to do that ASAP after arriving.

If there is time, you should walk the course. At some events, this is mandatory. You will also need to have your car checked by the event scrutineer, who will need you to be there as he/she will also want to see your overalls, gloves and helmet. The 'Clerk of the Course' may call a 'drivers briefing', attendance at which is mandatory. If there is one, the time and location should be described in the Final Instructions. If there is anything upon which you are in any doubt ask him (he is the event manager and in overall charge of everything) and, if you are reluctant to do that publicly, approach him after the briefing.

Most events are run in ‘class order’, but there should also be a paddock marshal who will call you forward when it is your turn. At some events, this will mean proceeding to the start line, while at others it might require that you line up in a holding area.

Take your time on that first run. Racing is so very different to driving on the public road, and it is far too easy to allow the adrenalin to take over, leaving you at best embarrassed, and at worst, under the care of the event doctor. Take your time to adjust to motor racing, and you stand a much better chance of staying safe!

Speed Events

Speed venues and events;

Here in Scotland, we currently have four speed venues hosting Sprints that are part of the various Scottish championships;

Alford; The Grampian Transport Museum, located in the centre of Alford village in Aberdeenshire is the home to the Alford Sprint track; a 410m long course laid down with a Shell motorsport quality surface. The sprint course is flat and follows a figure of 8 layout, with the usual route taking approximately 2 ½ laps to complete. The all-out track record is held by Lee Adams in his GWR Raptor Suzuki with a time of 45.12 seconds set in July 2010. Grampian Automobile Club host a single day sprint event (this year, to be held on Sunday 10th July)

Boyndie Sprint is held at the Grampian Kart Club's circuit near Banff. The 850m long kart circuit hosts four Sprint events through the year, with this year's events planned for 2nd & 3rd July and the 24th & 25th September, run by Aberdeen & District Motor Club. The current course record is held by Lee Adams in his GWR Raptor Suzuki with a time of 55.17 seconds set in September 2009.

Golspie "Little Ferry" race circuit, just West of Golspie village around 60 miles North of Inverness in the Highlands. This purpose-built kart circuit hosts four sprints run by Caithness Car Club, with two track layouts used over each weekend; "Littleferry" at 808.5 metres and "Kylestrome" at 1012.5 metres. The track records for the two layouts are



86.20s for Littleferry set by Jonathon Rarity in the MH Ghost Suzuki in September 2009 and 63.47s for Kylestrome set by Lee Adams in the GWR Raptor Suzuki also in September 2009.

Kames Motorsport Complex, situated just off the A70 in Muirkirk, East Ayrshire was built by East Ayrshire Car Club members and first opened in 1984, being resurfaced in 2000 with the help of other motorsports clubs as well as Lottery funding. At 800m long, the track operates in both clockwise (Record 68.69s, Wallace Menzies, Gould GR55 NME, April 2016) and anti-clockwise layout (Record 63.98s, Wallace Menzies, DJ Firestorm Cosworth, June 2010). East Ayrshire Car Club run two double-header weekend Sprints and Machars Car Club and Scottish Sporting Car Club each run one day events through the year. The next Kames events are on the weekend of the 30th & 31st July.



A new addition is Driftland at Lochgelly Motorsport Complex in Fife, 20 minutes from Edinburgh airport; a newly built venue specialising in drifting but also well suited to hosting sprints. They are passed inspection for an MSA track license and plan to run a couple of practice / test days during 2016 for the speed fraternity, with a sprint already planned for the 5th September.

Hillclimbs;

Doune; “The king of hills”, set in the hills of Carse of Cambus near Stirling hosts rounds of both the British Hillclimb Championship as well as the Guyson Scottish hillclimb Championship.

The 1350m long hill, reckoned by many to be one of the most challenging hills in the country has a current track record of 34.76 seconds, set by Scott Moran in his Gould GR61X NME in June 2014. First run in 1968, the course has altered in length twice in this time (by moving the start line) and has been resurfaced twice. Run by Lothian Car Club, the hill hosts four rounds through the year – the next meeting being on the weekend of 18th and 19th June. The final event of the year is held over the weekend of the 17th and 18th September.



Fintray House Hillclimb, located just outside the village of Hatten of Fintray on the North bank of the River Don used to be on the British Hillclimb Championship calendar. It now holds four rounds of the Scottish Hillclimb Championship, over two weekends in May and August, run by Grampian Automobile Club. The course covers just 611m and consists of three corners including one of the tightest hairpins in the hillclimb calendar. The current course record is held by Stuart Robb junior in the families Pilbeam Judd in a time of 25.28seconds set in August 2009. The next double-header hillclimb weekend will be 13th and 14th August.

Forrestburn is the first purpose built speed hill climb course to be built in the UK since the construction of Brooklands in 1907. It was going to be part of a larger motorsports complex situated just off the M8 motorway at Shotts, but in the end, only the hillclimb course was completed in 1993. Run by Monklands Sporting Car Club, the hill spans 1030metres in length and comprises 11 corners, including two hairpins as it rises the 25 metres from start to finish. Designed by the original MSCC committee members, the course is very technical and challenging – not surprising considering the input from amongst others Kenny Allan, former Scottish Hillclimb Champion. MSCC hold four hillclimbs at Forrestburn, spread over two double-header weekends. This year's events are planned for 25th & 26th June and 27th & 28th August and are all counters in the Guyson Scottish Hillclimb Championship.

The MAXSport Competition Tyres (Scotland) Lowland Speed Championship

For many years, the championship ran as the West of Scotland Speed Championship, and was promoted by the West of Scotland Association of Car Clubs. It then disappeared for a time, primarily because the association could not find a volunteer to run it, and resurfaced as the Lowland Speed Championship thanks to members of the Scottish Speed Association but still under the auspices of the AWSCC.

As interest in the AWSCC waned, so did its championship. Resurrected in 2008 by East Ayrshire Car Club and with sponsorship from Windowcraft, the aim was to promote speed events in the area and provide competitors with an alternative that did not stretch their budget. On this basis the championship has grown to a point where it is now a significant championship for competitors who want a mix of sprints and hill climbs and do not want to travel too far from home to compete. With MAXSport Competition Tyres (Scotland) continue as headline sponsor for 2016, so the championship looks very good indeed.

Benefits of competing in the Lowland Speed Championship

The championship is open to members of any club registered with the Scottish Association of Car Clubs.

The championship shares events and technical regulations with the Scottish Championships. Quite intentionally, the championship avoids 'double-headers' and the number of rounds are limited, primarily to help competitors manage entry costs.

Registration is free to newcomers, and just £10 for others.

Escalating fuel costs make attending events one of the biggest cost factors, and the championship helps competitors in the area manage these costs by including only those events in the south and centre of Scotland – of course, people who want to travel from other areas are very welcome!



Looking for a Shakedown prior to the SRC Coltel Grampian Stages ? with **genuine forest** mileage in similar conditions then...

Enter the **Stonehaven & District Drumtochty Rally Time Trial**

Saturday July 16th 2016

Regulations now available at www.sdmc.co.uk





SACC Autosolo Seriesa

Kames on 5th June run by EACC was another good event with fantastic weather and 18 entries. Again a number of club team entries and passenger rides. Everybody enjoyed the well run event and the running commentary on the PA.



Both events so far have used the same standardised regulations, entry fee, documentation, final instructions, diagrams, on course markers, layout numbering and arrowing, and results etc. and have both featured fast open tests.



The final round in the series is in the hands of Scottish Sporting CC at Ardeer on Sunday 21st of August, and work has already commenced on organising this event where it is hoped that everything will be pulled together to get a good entry, spectators, commentary etc. on the day.

David Robertson



South of Scotland Car Club Ltd
"Maximum Attack" Autotest

Saturday 23rd July 2016

NWF Agriculture Ltd

Heathhall Industrial Estate, Dumfries



2016

"Maximum Attack"
Autotest Challenge

organised by

South of Scotland Car Club Ltd

An individual autotest competition for the experienced championship regulars and the up and coming local clubmen.

Competing together for the **"Maximum Attack"** trophies.

Sunday 24th July 2016

NWF Agriculture Ltd. Heathhall Industrial Estate, Dumfries

"we look forward to welcoming you to Dumfries" by Gordon Clendinning

First of all, **South of Scotland Car Club** would like to thank all the BTRDA competitors who voted our event **"the best round in the 2015 BTRDA National Championship"** An honour and a fantastic achievement for the club at our first attempt.

Our aim is to give you (the competitor) a memorable, sociable, worthwhile and cost effective weekend of autotesting in south west Scotland. The format for our 2016 autotest weekend will be very similar to last year.

Thanks to **London and Scottish Property** we have retained the same venue as last year. We have taken onboard all the comments since last year's event and hope to provide another great weekend with a few improvements and subtle changes here and there to make the events better and also run smoother.

The venue for our event is located just 30 minutes from the M6 at Gretna, just north of Carlisle and 90 minutes from the Port of Cairnryan and the Northern Ireland ferries.

Most of you will require accommodation for the weekend and the club recommends the **Premier Inn Solway Gate** at the eastern end of Dumfries bypass. Situated next door, is the **TableTable** restaurant which will be the venue for a Saturday evening group meal and prize giving. There is a **Tesco Extra** filling station on the way from the Premier Inn to the test site for fuel and essential supplies if required. Please note that the **Shell** filling station across the roundabout from the Premier Inn will be closed for refurbishment in July.

Secure parking with 24hr CCTV is also available close to the Premier Inn courtesy of John Bogie at Oakbank Services if required. (please book this in advance by contacting Gordon Clendinning on 07711 808832)

(for accommodation requirements ,contact Premier Inn via their website or alternatively contact them direct on 0871 527 8316 (sat. nav. postcode DG1 3JX)

There is also lots of alternative accommodation in and around Dumfries.

The **"Maximum Attack" Autotest** on Saturday will be the main event of the weekend, counting towards the **BTRDA** and **MSA National Autotest Championships** and the **BTRDA Allrounders Championship**.

Inter Association Team Autotest

a unique three car team event
competing for the **Scottish Association of Car Clubs** trophies

Sunday 24th July 2016

NWF Agriculture Ltd. Heathhall Industrial Estate, Dumfries

organised and hosted by

South of Scotland Car Club Ltd



Super Lap Scotland – Rounds 2 & 3 recap – May 2016

Rounds 2 and 3 of Super Lap Scotland powered by Rockstar Energy Drink welcomed a number of new faces to the fray for the weekend's double-header on both Knockhill track configurations (Sat – Reverse and Sun – International). In all, 67 drivers lined up on the start grid for two full-on days of competition, a new record for the Championship.

Story of the day at round 2 (Sat), had to be George Rigby (Rosyth) driving his Class C Subaru Impreza. Rigby had been strong all day, dominating SLS qualifying for class C by over 2 seconds; which meant he would have been fairly confident heading into the Final. However, an almighty moment at Clark's corner, where he almost rolled his car, ruined his one and only 'Super Lap'; eventually resulting in a 2nd place finish on the day behind Blair McConachie who surged to victory with an impressive lap time in Class C.

Saturday's class winner:

Pro – Paul Rankin, Eric Holmes, Andrew Barber

A – John Stevenson, Sam Elassar

B – Wayne Sutherland, Fiona Kindness, David Long

C – Blair McConachie, George Rigby, Robbie Wyper

D – Keith Cowie, Paul Tough, David Rybowski

E – Allistair Mowat, Matt Collins, Stuart Buchan

F – Ian Pitman, Allister Phillips, Marshall Wishart

Sunday's at SLS events are show days. Joining the Super Lap Scotland competitors on the day where over 300 show cars from varying Japanese manufacturers including Subaru, Mitsubishi, Mazda and more. Both individual owners and car clubs from all over Scotland participated on the day. There were also other on track activities including Drift demos, drag racing and car trackday sessions – with people in their own cars taking to the track during the event.

In SLS, it was undoubtedly the Pro class that stole the show, packed with cars sporting up to 900bhp under the hood. The sight and sound of these cars at full tilt is something to behold. Regular Scottish Championship race winner Ian Donaldson entered for the first time and duly pushed Armadale's Paul Rankin all the way on the day.

Indeed, Donaldson had been on top all day and looked odds on for victory in his SLS debut. However he overcooked his 'Super Lap' entry to the Hairpin and locked the brakes before squirming through the gravel and back onto track to complete his lap, and still managing to post the fastest time of the day, at that point. Donaldson was later excluded for exceeding track limits but that didn't take the shine of Rankin's win. He'd nursed his Subaru through the entire weekend without a clutch and as he was pushed out of the pitlane for his final 'Super Lap' run he knew he had to come up with something special. He duly obliged by posting a 51.470 second lap, a personal best for him and the quickest SLS lap this season.



Sunday's class winners:

Pro – Paul Rankin, Andrew Barber, Hamish Gordon

A – John Stevenson, Archie Bain, Sam Elassar

B – Fiona Kindness, David Long

C – Blair McConachie, George Rigby, Steven Eyre

D – Keith Cowie, Paul Tough, Stephen Henderson

E – Allister Mowat, Stuart Buchan, Matt Collins

F – Scott Robson, Ian Pitman, Paul Wilson

Class Round Ups

F – Ian Pitman managed to overcome a strong showing from Allister Phillips and Scott Robson in Class F on Saturday, with Phillips spinning on his 'Super Lap' run on Sunday making the Saturday result his best of the weekend. Scott Robson topped qualifying on both days and subsequently converted that to a win in Class F on Sunday with just 0.035s splitting him and Pitman on the timing screens.

E – Ali Mawot was flawless over the entire weekend. Topping every practice and qualification session over the weekend to cement a brace of victories in Class E. Matt Collins had to settle for 3rd place on Sunday, in part due to tyre issues that saw him broadside at almost every corner on Sunday.

D – Keith Cowie seems to be getting to grips with his new car, two sensational last-gasp victories in Class D will no doubt give him confidence for the rest of the season. This class is very competitive with less than a second separating Paul Tough, Steven Henderson and David Rybowski on the Sunday.

C – It was a straight fight between Blair McConachie and George Rigby in Class C all weekend with McConachie eventually getting the upper hand. Rigby however, still heads the Championship by 3 points.

B – Wayne Sutherland secured victory in Class B on Saturday during his first SLS foray of 2016, before a melted piston ended his weekend. Fiona Kindness took full advantage of that to secure Sunday's win which keeps him at the top of the Class B Standings.

A – John Stevenson enjoyed his 2016 SLS debut so much that he shot to victory in Class A on both days. Sam Elassar managed to secure a couple of podiums to remain on top of the standings heading into July.

Pro – Well, despite being pushed hard on both days, Paul Rankin is still undefeated in SLS this year with three straight wins to date; the only blip on his score card this year was Sunday's qualification defeat to Ian Donaldson.

The Edinburgh Watch Company Awards for the 'Perfect Lap' went to Steven McNab on Saturday and Fraser Jamieson on the Sunday. The Wullie Brown Awards went to Martyn Henry (Class C)

and marshal Gordon Hay for his contribution to the event. Keith Cowie (Class D) took the Ian Forrest Driver of the Day Award on Saturday and John Stevenson took it on Sunday.

The next rounds (4 & 5) of Super Lap Scotland powered by Rockstar Energy Drink take place on Saturday 30th and Sunday 31st July. If you are interested in taking part in SLS then please contact Series Coordinator Rory Butcher for further info: rory@superlapscotland.co.uk



Junior 1000

Media Information: For Immediate Release: 19th June 2016

Brick and Steel Junior 1000 Ecosse Challenge

A Crail Corker Win For Retson

Brick & Steel Junior 1000 Ecosse Challenge competitors enjoyed another superb day on Round 3 at The Crail Summer Junior Stages Rally, Crail Raceway on 18th June. The dry hot weather did make a difference and that plus the quality of event laid on by Glenrothes Motor Sport Club meant we had the ingredients for a brilliant day out. All the young 14 to 17 year old drivers took maximum advantage in their 1000cc rally cars and we were rewarded with 13 finishers out of 14 starters (this compares to 53 out of 83 in the Senior event) We lost Josh Hislop/Ellya Gold in SS1 with gearbox problems.

Championship leaders going into the event Finlay Retson/Andrew Falconer (Citroen C1) took control on the first stage and opened up a 10 second lead to second placed crew Ewan Tindall/Paul Hudson (Citroen C1). They built on this lead, scoring 6 fastest times on 6 stages, to end the day 54 seconds ahead of Tindall. But Tindall was not too disappointed. He is nibbling away at Retson's advantage on every rally and he was very pleased to continue to reduce the difference over the first few stages of every rally. And in third place - not having the best of days - was Harry Chalmers in his VW Up! with "guest" co-driver Ian MacIvor. A problem with a jammed on handbrake in the first stage caused knock on problems all day. But they persevered with uncertain braking to hold onto third place.

The next couple of places were filled with Nissan Micra crews but this time it was Lewis Winder/Mike Baird who took the glory by 12 seconds over close rivals Jude MacDonald/Michael Cruickshank. Winder had a trouble free day but MacDonald had exhaust problems when the main pipe broke in two on the first stage.

Lwi Price Edwards and his Dad Howard had made the long journey up from N Wales to compete in Lwi's first ever rally. Edwards rewarded his Dad with an 8th place finish with "borrowed" very experienced Scottish co-driver Martin Forrest guiding him round.

Top 3 driver positions in the Championship remain unchanged – Retson, Tindall, Chalmers - after this the third of eight rounds of the 2016 Championship.

Crews now have a 7 week break until the next round – the Used Car Parts Solway Coast Rally - in Kirkcudbright on 7th August.

Ends

For further information contact
David Barlow, Championship Co-ordinator - coordinator@j1000ecossechallenge.co.uk



Final Junior 1000 Ecosse Challenge Positions – Crail Summer Junior Stages Rally 2016

Driver	Driver Town	Home	Co-Driver	Co-Driver Home Town	Car	Total Time
1 Finlay Retson (16)	<i>Blairgowrie</i>		Andrew Falconer	<i>Inverness</i>	Citroen C1	53.36
2 Ewan Tindall (15)	<i>Ryton, Tyne & Wear</i>		Paul Hudson	<i>Darlington</i>	Citroen C1	54.30
3 Harry Chalmers (16)	<i>Alford</i>		Ian MacIvor	<i>Evanton</i>	VW Up!	54.57
4 Lewis Winder (15)	<i>Dalry</i>		Mike Baird	<i>Castle Douglas</i>	Nissan Micra	56.29
5 Jude MacDonald (15)	<i>Inverness</i>		Michael Cruickshank	<i>Crieff</i>	Nissan Micra	56.51
6 Johnnie Mackay (14)	<i>Newburgh, Aberdeen</i>		Gordon Reid	<i>Stonehaven</i>	Nissan Micra	57.17
7 Lewis Haining (14)	<i>Dumfries</i>		Mark McCulloch	<i>Dumfries</i>	Toyota Aygo	58.25
8 Lwi Edwards (14)	<i>N Wales</i>		Martin Forrest	<i>Aberdeen</i>	Peugeot 107	58.58
9 Peter Beaton (15)	<i>Ardersier</i>		Kenny Foggo	<i>Nairn</i>	Citroen C1	59.01
10 Andrew Blackwood (14)	<i>Stewarton</i>		Steven Smith	<i>East Kilbride</i>	Nissan Micra	60.35
11 Michael Christie (16)	<i>Torphins, Aberdeen</i>		Daniel Christie	<i>Aberdeen</i>	Nissan Micra	62.39
12 Amy Mccubbin (14)	<i>Muirkirk</i>		Brian McClelland	<i>Cumnock</i>	Nissan Micra	63.26
13 Alice Paterson (14)	<i>Dumfries</i>		Ian Crombie	<i>Dumfries</i>	Peugeot 107	67.21
Josh Hislop (15)	<i>Portlethan, Aberdeen</i>		Ellya Gold	<i>N Queensferry</i>	Peugeot 107	Retired Gearbox





IGNITION festival of motoring is a brand new event coming to the SECC Glasgow on 5 – 7 August. As well as paying homage to some of the world's finest motor sporting heroes, the event will showcase all aspects of motoring.

Iconic rally driver Jimmy McRae will inaugurate the specially constructed Street Circuit in Colin McRae's original Subaru which is due to feature in the festival as part of the special Colin McRae Tribute Collection. Mark Webber will be taking to the track on Friday 5 August ahead of Friday evening entertainment where Premium Plus and IGNITE Club ticket holders will enjoy an on-stage chat with motorsport personalities Mark Webber, Shane Lynch and Gordon Shedden. Red Bull Junior Team driver Sergio Sette Camara will be doing laps in the RB7 on Friday 5 August before Scotland's own Formula One star David Coulthard takes to the circuit on Saturday 6 and Sunday 7, giving fans a unique opportunity to see and hear a Formula One machine up close. Alongside the displays of classic cars, supercars, rally cars, motorcycles and more, The Top Gear Stunt team, led by Paul Swift, will inject further thrills into IGNITION as they bring excitement and flair to the live action zone while a Performance Grid curated by Top Gear Magazine will display the finest supercars from McLarens to Lamborghini's.

Team Japspeed and driver Shane Lynch will also be there all weekend, showing off a host of drift demonstrations. Add to this a test drive facility and a young driver area, IGNITION promises to be one of the most exciting weekends on this year's motoring calendar.

Tickets on sale now! [Sign up to the newsletter](#) to be the first to hear latest announcements and ticketing information.

For an idea of what's in store, check out [our official IGNITION video!](#)

IGNITION BRINGS THE SOUND AND FURY OF F1 TO SCOTLAND

Formula 1 cars as driven by champions including Sebastian Vettel, Michael Schumacher, Nelson Piquet, Keke Rosberg and Jenson Button, will form the centrepiece of a remarkable history of Grand Prix racing at Scotland's unique IGNITION Festival of Motoring.

But the Grand Prix greats from Red Bull, Williams, Benetton, Lotus and BAR Honda won't be mere static exhibits. Visitors to the Festival, which runs from 5-7 August, will be able to see and hear the cars in action... the first time F1 cars have been driven through the streets in Scotland. At set times throughout the three days of the Festival they will be powered around a special street circuit laid out on roads between Glasgow's Scottish Exhibition and Conference Centre and the nearby SSE Hydro Arena.

Among the cars will be a Camel Lotus 101, as driven by three times champion Nelson Piquet in 1989, as well as the car that put Michael Schumacher on the F1 map – the Benetton 193B from 1993.

They will be joined by 2011's Red Bull RB7, which will be driven by Scotland's own David Coulthard on Saturday and Sunday 6 and 7 August – and by Sergio Sette Camara from the Red Bull Junior team on the opening Friday.

The unique grid will be completed by Jenson Button's 2004 BAR Honda, which took the Brit to third in that year's drivers' championship, and the Williams FW08 that helped Keke Rosberg to the title in 1982.

F1 anoraks, meanwhile, will be drawn to one of the rarest Grand Prix machines ever produced, the Tec-Mec. Essentially a much-modified Maserati 250F, the Tec-Mec F415 took part in just one Grand Prix, the 1959 USA race, where it was driven by little-known Brazilian Fritz d'Orey. The car completed just six laps before retiring.

"There's nothing quite like the sound of an F1 car in full flight so we are delighted not just to have gathered together such a collection of significant Grand Prix cars for IGNITION but also to have found owners more than happy to put these priceless cars through their paces for the fans," said Jeremy Vaughan, Ignition's Event Director. "To have all these wonderful heart-pounding V8, V10 and V12 racing engines all revving up on the streets of Scotland for the first time really is going to be something very, very special."

IGNITION Festival of Motoring promises three days of all action excitement as well as hall after hall of new cars and classic cars, supercars and super bikes. Among the attractions will be The Top Gear Magazine Performance Grid, which will bring together Lamborghinis, Porsches, McLarens and AMG Mercs for a series of power laps... with a mysterious white suited race ace we know as The Stig heading the driver line-up.

There will also be special displays paying tribute to Scotland's world-beating motor sport heritage with Scottish motoring superstars to the fore. Alongside Grand Prix ace Coulthard, Jimmy McRae will be driving son Colin's World Rally Championship winning Subaru.

And there'll be more live action at the arena where displays will include regular performances by The Top Gear Stunt Team led by Paul Swift and a drifting extravaganza headed by former Boyzone star and racer Shane Lynch.

IGNITION Festival of Motoring is staged by the team behind the globally successful Top Gear Live events, the London Classic Car Show, Top Gear Festivals and the Chris Evans-inspired CarFest North and South family shows.

Advance tickets, with prices to suit every pocket, are now on sale via the show's website: www.ignitionfestival.co.uk. The site has full details on all ticket offers, including special VIP entry to the show's star-studded opening evening, as well as all the latest news and show newsletter.