

# Motorsport In Scotland

SEPTEMBER 2015

SCOTTISH ASSOCIATION OF CAR CLUBS

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

MOTOR SPORTS ASSOCIATION  
UNITED KINGDOM **MSA**

BTCC Prize  
Draw  
Well Done to  
Gregory  
Schneider who  
won a pair of  
weekend  
tickets as part  
of the SACC  
prize draw  
kindly donated  
by Stuart Gray  
of Knockhill.

## SACC inter-association success!

A Scottish Association of Car Clubs team were first equal in the MSA Inter-Association Stage Rally Challenge, which was run as part of the Nicky Grist Stages.

The SACC team were:

Dave Weston Jnr/ Kirsty Riddick

Euan Thorburn/Richard Cooke

Ryan Weston/Mark McCulloch

The Association of Central Southern Car Clubs team shared first place,

After the success of the stage rally team, SACC fielded a team at the Inter-Association Autotest, and finished joint second. The team was Willie Keaning and Paul Fobister from SoSCC, and guest driver Keith Walton from Durham. Well done



Thanks to Eddie Kelly Photography for the shots from Forrestburn Hillclimb



**The next Association meeting is on Tuesday 15th September. MSA Chief Executive, Rob Jones will be a guest at the meeting hopefully as many**

**Representatives as possible will be along**



## Calendar July/August

|  |                  |                     |         |         |                                     |
|--|------------------|---------------------|---------|---------|-------------------------------------|
| Grass Autotest                         | Kypeside farm    | Autotest            | 13Sep15 |         | <a href="#">Coltness</a>            |
| Race Meeting                           | Knockhill        | Car Race            | 13Sep15 |         | <a href="#">Scottish Motor</a>      |
| SACC Meeting                           | Bridge Of Allan  | Other               | 15Sep15 |         | <a href="#">Scottish Associa-</a>   |
| Bob Miller Memo-<br>rial Rally         |                  | Navigational Rally  | 19Sep15 |         | <a href="#">63</a>                  |
| Gravel Sprint                          | Isle of Skye     | Rally Time Trial    | 19Sep15 |         | <a href="#">Skye</a>                |
| Hill Climb                             | Doune            | Hillclimb           | 19Sep15 |         | <a href="#">Lothian</a>             |
| Doonhamer Clas-<br>sic                 | Dumfries         | Historic Road Rally | 20Sep15 |         | <a href="#">South of Scotland</a>   |
| Hill Climb                             | Doune            | Hillclimb           | 20Sep15 |         | <a href="#">Lothian</a>             |
| Superlap                               | Knockhill        | Sprint              | 20Sep15 |         | <a href="#">Knockhill MSC</a>       |
| Tour of Speyside                       | Huntly           | Touring Assembly    | 26Sep15 |         | <a href="#">63</a>                  |
| Ripon                                  | Yorkshire        | Comp Safari         | 26Sep15 | 27Sep15 | <a href="#">Northern ORC</a>        |
| Boyndie sprint                         | Boyndie          | Sprint              | 26Sep15 |         | <a href="#">Aberdeen</a>            |
| Boyndie Sprint                         | Boyndie          | Sprint              | 27Sep15 |         | <a href="#">Aberdeen</a>            |
| <u>Colin McRae For-<br/>est Stages</u> | Perth            | Stage Rally         | 03Oct15 | 04Oct15 | <a href="#">Coltness</a>            |
| Autotest                               |                  | Autotest            | 04Oct15 |         | <a href="#">750</a>                 |
| Race Meeting                           | Knockhill        | Car Race            | 04Oct15 |         | <a href="#">Scottish Motor</a>      |
| <u>Cheviot</u>                         | Otterburn        | Stage Rally         | 04Oct15 |         | <a href="#">Whickham</a>            |
| <u>Mull Rally</u>                      | Isle of Mull     | Stage Rally         | 09Oct15 | 11Oct15 | <a href="#">Mull</a>                |
| Autotest                               |                  | Autotest            | 18Oct15 |         | <a href="#">63</a>                  |
| ABR Rally                              | Kames            | Stage Rally         | 18Oct15 |         | <a href="#">East Ayrshire</a>       |
| Borders                                | Scottish Borders | Comp Safari         | 24Oct15 | 25Oct15 | <a href="#">Scottish Hill Rally</a> |
| Hairst Rally                           |                  | Navigational Rally  | 24Oct15 |         | <a href="#">Stonehaven</a>          |
| <u>Galloway Hills</u>                  | Castle Douglas   | Stage Rally         | 25Oct15 |         | <a href="#">East Ayrshire</a>       |
| Glyn Memorial<br>Rally                 | Anglesey         | Stage Rally         | 31Oct15 | 01Nov15 | <a href="#">Other</a>               |
| Autotest                               |                  | Autotest            | 01Nov15 |         | <a href="#">750</a>                 |
| Seafeld Rally                          |                  | Navigational Rally  | 07Nov15 |         | <a href="#">63</a>                  |
| SACC Challenge                         | Knockhill        | Autotest            | 08Nov15 |         | <a href="#">Glenrothes</a>          |
| Kingdom                                | Crail            | Stage Rally         | 14Nov15 |         | <a href="#">Glenrothes</a>          |
| SACC Meeting                           | Bridge Of Allan  | Other               | 17Nov15 |         | <a href="#">Scottish Associa-</a>   |
| Borders Hill Rally                     | Forrest Lodge    | Hill Rally          | 21Nov15 | 22Nov15 | <a href="#">Scottish Hill Rally</a> |
| Autotest                               |                  | Autotest            | 22Nov15 |         | <a href="#">63</a>                  |

The full calendar for the year is on SACC website [Events Calendar](#) page, where you can search by club, championship or type of event

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

## View From the Vice-Chair

I guess most of us have been busy over the last few months since the last SACC newsletter. I hesitate to say “over the summer” because based on the weather we have had, the summer simply passed us by.

For me, I did not expect anything quite as exciting as sitting beside Kris Meeke at the McRae Challenge event that I wrote about last time. But that was before I had the opportunity to sit alongside Colin Stevenson in this 6200cc beast.

Back at clubman level, I did compete on the Scottish Rally and Solway Coast Junior Rally, marshalled at the Mach 1 Stages and the Speyside Stages (both because cars I was due to co-drive were not ready) and also the Solway Coast Senior Rally as well as Club Steward at the two day Kames Sprint and Knockhill Race meeting.

It is good for me to get round as many events as possible across the range of disciplines represented by the SACC member clubs and I will continue to do this.

I wrote last time about the big joined up effort that went into the McRae Challenge event. Well the SACC clubs have done it again to put on another great show for GoMotorsport Live at Knockhill against the background of the SMRC race meeting in August. There were the usual static displays but more important were the live rescue and recovery demonstrations and better still, the autotest passenger rides. The idea was to showcase as much of what we do as possible and through this to encourage people to get involved and to participate in some aspect of the sport.

Pulling together the resource for this event highlighted yet again how crowded the calendar is and the strain this places on attracting both competitors and marshals to events. In addition to the race meeting at Knockhill (SMRC), the same weekend saw a hillclimb at Fintray (GAC), a kart meeting at Larkhall (WSKC), a stage rally on Lewis (LCC), autotests at Ardeer (SSCC) and Coneyhatch (SDMC), a grasstest at Hartwood (CCC) and also the Biggar Classic car show. These are just the ones I know about. At the risk of sounding like a broken record (because I said the same thing in the last newsletter) is it any wonder that events struggle for both entries and for marshals?

There were also display stands promoting grass roots motor sport at the BTCC event the following weekend. Encouraging participation, at all levels and in all roles, is a key component of a four year strategy plan for motor sport in Scotland. Working alongside our counterparts in motor cycle sport, we are presenting this plan to SportsScotland with a view to securing some funding to help not only get more people involved but also to secure and develop venues; to identify and coach high performing competitors and to support all of the SACC member clubs who form the bedrock of the sport. It may be into next year before we have news on this but it is important that you all know what is going on behind the scene on your behalf.

There has been some encouraging response to me trying to cajole more people to get involved in the work of SACC. A big thank you to those who have come forward but there is always room for more. Please contact me in person or by phone or by e mail if you want to know more.

Pete Weall



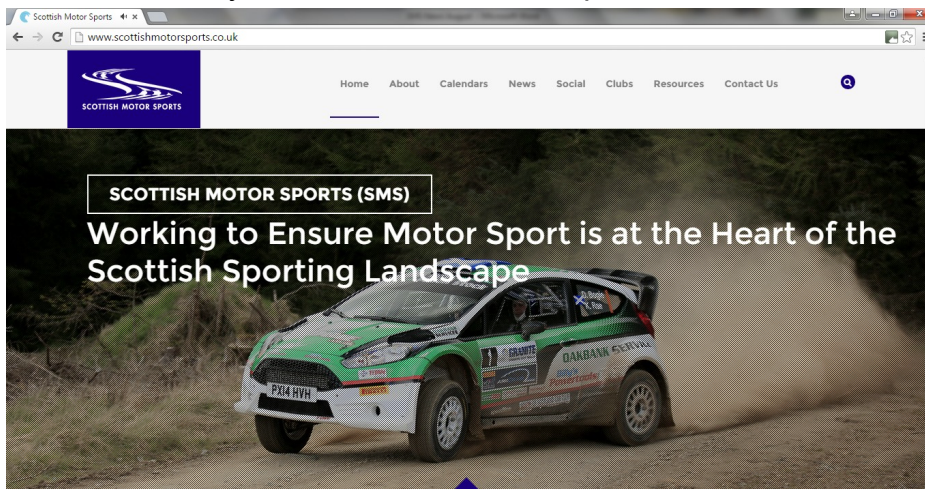




## **SMS News**

### **New website**

We have launched our new website ([www.scottishmotorsports.co.uk](http://www.scottishmotorsports.co.uk)) which includes a club search function and also the new addition of a social wall which pulls content from various motor sport related social media channels and consolidates it onto one page. Please check it out and let us know if any of the club info needs updated!



### **MSA Level 2 Coaching Qualification**

The MSA recently introduced their Level 2 coaching qualification. The course, which is based on principles of human performance, aims to raise the standards of coaching in the UK and gradually change the mind set to one where it is normal for competitors to receive coaching.

We want to lead the way in Scotland and embrace this new qualification. We are therefore aiming to run a coaching event help competitors / ex competitors gain the qualification, without having to travel to London to do so. This will be subject to demand and so we would encourage any individuals interested in gaining the qualification to contact Rory Bryant ([rory.bryant@scottishmotorsports.co.uk](mailto:rory.bryant@scottishmotorsports.co.uk)) to register interest.

## GoMotorsport Live

The GoMotorsport Live event ran successfully on the 16<sup>th</sup> August at very sunny Knockhill Racing Circuit. The event aimed to give people the opportunity to find out how easy it is to get involved in the sport. Various disciplines from rallying and auto testing to karting were represented from 10 different clubs.

The event included Scottish championship racing action courtesy of the Scottish Motor Racing Club, Live auto test demo's and passenger rides from 750 MC, a karting demo from East of Scotland Kart Club, a rescue recovery demo from the Scottish Hill Rally Club and various club stands.

All in all the day was deemed a success with an estimated attendance of around 650 people and over 50 people getting a first-hand introduction to club motor sport through the AutoSolo passenger rides. We would like to say a big thank you to all the clubs and organisers that participated and to the SMRC and Knockhill for accommodating the event.



**Rory Bryant**

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

**sportscotland**  
the national agency for sport



**MSA**



Latest MSA newsletter available [MSA News](#)

Counterfeit equipment the MSA have previously published examples of counterfeit seats, harnesses, helmets and homologation labels, so it is no surprise that a counterfeit Frontal Head Restraint (FHR) has now surfaced, albeit abroad. Look closely at the image; the device is not symmetrical, the corner radii are not identical, the yoke section is unusual, the upstand is not of the normal profile and the threaded inserts are not of the design you would expect to see. Another clue was its weight – it was overly heavy at 1.35kg. Manufactured from fibreglass and body filler, it was demonstrated to have little in the way of strength. With FHRs having recently been made mandatory across several disciplines of the sport, competitors are advised to inspect any FHRs closely prior to purchase.



## Crozier part of New Programme

Grist kicks off new co-driver programme Renowned navigators Nicky Grist and Paul Spooner launched the MSA Academy Co-Driver Programme at the Nicky Grist Stages Rally. The programme aims to support the next generation of UK co-drivers and help ensure that they continue to be the best in the world. SACC Road events co-ordinator Richard Crozier has been selected. Crozier competes on stage and road events across the UK. Greg Symes, MSA Academy Manager, said: "The UK has a proud history of producing many of the world's top rally navigators and this MSA Academy Co-Driver Programme is key to supporting the next generation. It was great to see so much enthusiasm for the launch at the Nicky Grist Stages and we will support the competitors going forward with fixed development sessions alongside remote and on-event support."

Despite the holidays it has been a busy summer at the MSA with lots of progress on the safety programme, particularly around volunteers. Two new working groups have met – the Rally Safety Manual Working Group and the Rally Marshals Working Group. The former are working on an update to the 2015 rally safety requirements, including templates. The rally marshals group discussed progress and it was good to hear the honest views from the grassroots marshals about how we should be communicating with them and about developing the role of the rally marshal. We want the important job of marshals to be recognised and for marshals to feel respected, included and supported.

I will be attending the SACC meeting in September with the MSA Chief Executive Rob Jones – hope as many of you as possible can attend. I was also at Knockhill continuing my marshalling training at the Junior rally event. Looking forward to seeing everyone at the McRae Stages.

Jacqueline Campbell

The Motor Sports Association (MSA) can report significant progress in its response to the Scottish Government's Motorsport Event Safety Review (MESR), which published 29 recommendations for UK stage rallying in January.

The MSA committed to implementing the recommendations in a staged manner over approximately two years, until early 2017. Now known as RallyFuture, this programme of procedural and cultural change has made great progress on several fronts.

#### **Safety Delegate**

In February the MSA confirmed the new role of Safety Delegate, with MSA Director Nicky Moffitt appointed to the post in Scotland on an interim basis. The Safety Delegate has overriding authority in matters of safety and is now an essential part of events north of the border. Further Safety Delegates will soon be appointed to cover all multi-venue stage rally events across the UK.

#### **Radio frequencies**

A second radio frequency was brought online for exclusive use by MSA Licensed Officials and safety personnel on stage rallies in Great Britain. The second MSA81 frequency allows for better management of rallies, particularly when there are stages running concurrently. Significant grant funding was made available to help retune and service existing MSA81 radios, or to replace them where necessary to accommodate the additional frequency.

#### **Multi-Venue Stage Rally Safety Requirements**

Published on 24 April and with effect from 1 June, this document detailed how UK rallies must currently be run. It covers topics including risk management, marshals' training, communication and much more. This document will be superseded by the 2016 Stage Rally Safety Requirements, which will also apply to Single-Venue Stage Rallies and Rally Timed Trials. These are currently being developed and will include detailed guidance for the production of event safety manuals and stage set-up diagrams.

#### **Safety Car Roles & Responsibilities**

This document was published on the MSA website on 1 July, establishing protocols to improve and enhance the safe running of special stages throughout the UK. A pair of pilot training workshops for safety car crews has also been held. More will be run soon, including a unique workshop for closed-road events.

#### **Media accreditation**

A positive and productive meeting of rally media was held in mid-July. This established the framework for a new MSA rally media accreditation system from 2016; the accreditation documents, procedure and guidelines will be made available as soon as possible.

#### **Grant-aid**

The British Motor Sports Training Trust (BMSTT) has offered grant aid towards the purchase of red and white safety tape and additional Spectator Warning Notices required under the multi-venue stage rally safety requirements. Eligible clubs can claim up to 60 per cent of additional expenditure totalling up to £750 in 2015..





### Online marshals' accreditation and training

A new online accreditation and training system for rally and cross country marshals is in development and scheduled for launch in January 2016. Full details will be announced in due course but it is envisaged that there will be three modules, providing training in the basic marshalling skill sets required of rally and cross county marshals.

### Volunteers' recognition scheme

Plans are being developed for a volunteers' recognition scheme to recognise the hard work and dedication of volunteer marshals and officials, without whom the sport could not function. The scheme is due to launch in 2016 and it will cover the full spectrum of volunteers, not just in rallying but across the disciplines. Full details will be announced in due course.

### Tracking systems

Four different rally tracking systems have been live tested this year on the Mid Wales Stages and the Scottish Rally, with a fifth set to be tested on another event in October. This has led to some systems being discounted on grounds of functionality and/or cost, while others continue to be evaluated.

### Artwork

RallyFuture artwork, featuring rally legend Ari Vatanen, has been produced and made available on the MSA website for organisers to download and use in event signage and literature. Visit [msauk.org/rallyfuture](http://msauk.org/rallyfuture).

### MSA commitment

Rob Jones, MSA Chief Executive and Chairman of the RallyFuture Project Steering Group, said:

"A few months ago the Forestry Commission made plain that for it to offer a new Master Agreement, the sport must commit to the Motorsport Event Safety Review's very carefully considered recommendations. Having done so, we are now well advanced with a far-reaching programme of change.

"That is cultural as much as procedural change; as such it challenges the status quo and divides opinion in some quarters. However we see this very much as an opportunity not just to secure the future of UK stage rallying but to set new standards for the rest of the world to follow.

"None of what the governing body has achieved would have been possible without the overall support of the rallying community and I cannot thank them enough for being with us."

Further information and updates can be found at [msauk.org/rallyfuture](http://msauk.org/rallyfuture) and [facebook.com/rallyfuture](https://www.facebook.com/rallyfuture)



Thirty two of the best drivers in the UK and Ireland made the trip to Dumfries for the Maximum Attack Autotest, the first time since the late nineties that Scotland has hosted a round of the British Autotest Championship. The event was organised and hosted by South of Scotland Car Club and was a qualifying round of both the MSA and BTRDA Autotest Championships.

Fifteen challenging tests greeted the drivers from as far away as Gloucestershire and Dublin.

The event was split into four classes:

#### Class A

The class for the classic Mini, Robin Lyons set off at a ferocious pace to lead Dave Mosey by 29 seconds after the first six tests. He continued to lead the class despite incurring two 5 second penalties for failing to cross marked line with both wheels and cruised to victory in the class by a staggering 59 seconds.

#### Class B

Known as the large saloon car class, this is the domain of the Vauxhall Nova with a strong field of 9 entries. Local interest in class B, Dumfries drivers Warren Gillespie and current BTRDA Silver Star and Class B leader Willie Keaning had their work cut out with six very quick drivers from Northern Ireland to contend with. As expected, the Irish drivers were fast from the word go. Mark King and Paul Mooney set the pace only 0.4 apart on the first test but gradually Mooney pulled ahead and was a strong contender for an overall top three position.. Willie Keaning held a slender 1 second lead over his team mate Warren Gillespie after 12 tests but managed to extend his advantage to finish the day 3.5 seconds to the good.

#### Class C

The sports car class is always the most spectacular to watch and Saturday's event saw the cream of the crop with current British Autotest Champion Richard Pinkney in his Caterham up against the current N.Ireland championship leader Paul Blair in his Sylva Striker.

#### Class D

The "Specials" class is made up, as the name suggests, of very specialized, lightweight cars some based around the classic Mini but others designed and hand built specifically to compete at the highest level, these are the Formula 1 cars in the autotesting world. Heading the class was current British championship leader Alastair Moffat and multiple N.Ireland champion Stephen Ferguson, both driving Mini Specials, following them closely was Triple British Champion Paul Swift, making a one off return especially for this event and also coming out of retirement was autotest legend, Ken Irwin, the 75 year old from Castlederg in Co.Tyrone. Paul and Ken, along with event co-ordinator Gordon Clendinning worked together as stunt drivers on the Top Gear Live World Tour for many years and the former autotest champions were reunited at this event in aid of Gordon's "Maximum Attack" fundraising appeal which has been raising money for the Paul O'Gorman Leukaemia Research Centre at Gartnavel in Glasgow for ten years this year.

Moffat and Ferguson battled hard and only 0.1 of a second separated the pair after the first six tests. Ferguson clipped a marked pylon on test 8 and dropped 5 seconds to almost fall into the clutches of 3rd place man Swift. Moffat kept his nerve and finished the event in second place to take maximum points and extend his lead in the British Championships. Meanwhile in the closest of finishes, Paul Swift set some incredible times on the final two tests to finish just 0.1 of a second behind Stephen Ferguson.

Overall, Paul Blair took a thoroughly deserved FTD win (fastest time of the day) on 824.4 (Sylva Striker)



Sunday 26th

### Maximum Attack Triple Crown Team Challenge

Having got away with dry conditions on the previous days event, the expected rain arrived just after the start of day two at NWF, Heathhall. A more relaxed event with eight tests was planned for Sunday with some local club drivers joining in with the competitors from the previous day.

An added bonus to the individual competition for Sunday was a team event, known as the Triple Crown Team Challenge, this event was raising funds for event co-ordinator, Gordon Clendinning's Maximum Attack appeal. The format was something a little different with each three car team being made up of an Englishman, an Irishman and a Scotsman. A draw was held at the prize giving on Saturday night to select the teams and on Sunday morning the battle commences.

Robin Lyons once again was the man to beat in class A, taking the class win by seven seconds, however, this time Dave Mosey was much closer, revelling in the wet conditions.

The Class B battle raged again but Mark King proved to be the rain master, forging ahead in the difficult conditions to pull out a fifteen second lead over David Thompson with Paul Mooney a further 2.3 seconds in arrears. Once again, the local battle was between Warren Gillespie and Willie Keaning with Warren finishing an excellent fifth in class and seventeen seconds in front of his team mate. Also making an impact was newcomer Murray Walker from New Galloway who took the Novice prize and Kelsey Gillespie from Heathhall who was unanimously awarded the "Drive of the Day" for her efforts in her first major event.

In Class C, Richard Pinkney redeemed himself to score an easy class win and finish 3rd overall. Meanwhile in Class D, Stephen Ferguson was locked in a titanic battle for overall honours with the hard charging Mark King. The battle went down to the very last test with Mark taking a very well deserved overall win by only 1.5 seconds.

Class E for road going cars, was won by Gordon Clendinning, driving his wife's Mazda MX5 from Paisley's Grainger Robertson and local driver Drew McLean.

As for the team event, the winners were, Norman Ferguson, Keith Walton and local hero Willie Keaning. They finished the Triple Crown Team Challenge 24.7 seconds in front of David Thompson, Paul Swift and Gordon Clendinning with Warren Gillespie, Chris Chapman and George McMillan a further 3.5 seconds back.



Photos Courtesy Of Carrieann Prince Photography

Full results available at [here](#)

## SACC Autotest Challenge

Glenrothes Motorsport Club are holding the SACC challenge Autotest at Knockhill on Sunday November 08th, the aim of the event is to encourage the best autotest drivers from each club in the SACC to compete individually to win the coveted trophy. There does not appear to be any date clashes with any other autotests on that day, so we hope for some good support from the clubs to make it a great event. Alongside the Clubman event we are running a PCA for the less experienced drivers and hopefully some Juniors. Regs will be published shortly. More information contact [bill.creevy@btinternet.com](mailto:bill.creevy@btinternet.com)

## SACC RTT Championship 2015 - July Report

The third round in the championship was cancelled due to works on the AWPR. The MSA approved a proposal to substitute the GAC Sprint at Alford as a scoring round in our championship to allow our registered competitors to score points. The weather was great all day, with bright sunshine and light winds the rain only stating to come on when the last competitive runs had been completed.

## XXIst LE JOG Reliability & Touring Trial, December 5th to 8th 2015

The 2015 edition will again start from Land's End, but will see an overnight halt in Telford on the Saturday night, thus allowing the event to use new territory through the Midlands and Derbyshire on Sunday before an overnight halt in Newcastle, before the final drive up through Scotland to welcoming piper at John O'Groats.

Following the running of the 20th Le Jog there is a Changing of the Guard as the event comes of age. In 2015, Guy Woodcock will take over the reins from Peter Nedin as Clerk of the Course and following the five successful

years of John Kiff as route planner, we welcome Graham Dance to the organising team. Many of you will know Graham from his involvement with the legendary Carpetbagger Rally, we are pleased to announce that he will become Le Jog Route planner for the 2015 event and beyond.

The Monday and Tuesday route will see a return to the east coast of Scotland, the intention of the new organising team is to revert the event to the early days, bringing more relevance back to the reliability element along with some of the long

regularities that have been used in the past -as well as TC sections on both the Saturday and Monday night. Working with the local clubs and our contacts in the south west, north of England, Wales and Scotland, we hope to be able to bring you a new look Le Jog which will be equally as challenging as those that have been put on over the last few years and hopefully maintaining the title of the toughest event in the UK.

To marshal on this great event visit [web-site](#)

Only three of our registered competitors were in Alford to contest the event, and all managed to score competitive runs. The Championship Results are shown below and on the next page.

Colin Baxter in his Impreza was the fastest of our registered competitors, but after the handicapping was applied Roy Kemp came out on top.

The last round is on Skye in September, hope you will all be there!

Gerry Potter - Championship Co-Ordinator

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

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



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

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

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

### FAQ's

Do you have to be a Registered Marshal with the Motor Sport Association (MSA)? No, whilst MSA Marshal Registration and experience are useful they are not mandatory. Even if you have never marshalled before, you will be made very welcome and can be teamed up with more experienced marshals if desired.

Will Training be provided? Yes, there is a formal training evening on Friday the 20th of November which will be run by the MSA. Whilst this is recommended, again it is not mandatory. Experienced marshals and other officials are always on hand to offer support and guidance throughout the weekend.

Do you need a 4x4 to help out? All the main areas are accessible along the main forest tracks by normal road car, so no problem. If you do have a 4x4 you can take the easy access routes or follow the more challenging rally route!!! In either case, you will be amongst some of the most stunning scenery the Galloway Forest has to offer.

Do you need to do both days? No, we would love to have you help out both days, in which case we can ensure you have a variety of tasks to do. But, if you would prefer to only commit to one, that would be great too.

Is accommodation and catering available? Free "Rustic" camping is available on site for Caravans and Tents, but no drinking water, so please ensure you bring your own. A catering van will be in the main Service & Rally HQ area. Toilet facilities will be there too. Otherwise there are plenty of accommodation options in St John's Town of Dalry and the surrounding villages.

Who should I contact to volunteer or ask questions? Email [dean.pugh@virgin.net](mailto:dean.pugh@virgin.net)



### **Doune Hillclimb**

September 19/20 will see Lothian Car Club will host the final Doune meetings of the 2015 hill climb season. The Doune meetings will incorporate rounds of the following Championships:-

Guyson Scottish Hill Climb Championship

MAXSport Competition Tyres (Scotland) Lowland Speed Championship

Avon Tyres / TTC Group MSA British Hill Climb Championship

Avon Tyres / TTC Group MSA Hill Climb Leaders Championship

Doune National B event is open to competitors who only hold a National B licence and are members of any Motor Club that is part of the Scottish Association of Car Clubs, Scottish Sprint, Hillclimb and Speed Championship, Lothian car Club or invited clubs. Membership or Registration Cards must be shown.

Doune National A events are open to all competitors holding a valid MSA Speed or Race National A or International Competition Licence or the equivalent RIAC licence.

Visit <http://www.dounehillclimb.co.uk/> for details on Competing, Marshalling or Spectating

### **Tour of Speyside September 26th**

63 Car Club (Elgin) are running a Touring event. The event will start at The Market Café Huntly and finish at the Bognie Arms (Forgue) with a route of 160 miles with a lunch halt at Lecht Ski Centre It is hoped to attract club members and friends to enjoy some of the great roads the area offers. [Tour of Speyside Regulations](#)

### **Hairst Navigational Rally**

Stonehaven & District Motor Club Ltd (SDMC) will organise a dual permit National B and Clubmans Navigational Rally on Saturday 24th October 2015, starting at Methlick Scout Centre using Map 38 and 29, A round of the SACC navigational championship

<http://www.sdmc.co.uk/>

### **Galloway Hills Rally**

The organisers of the Galloway Hills Rally, the final Scottish gravel rally of the season, have exciting plans in store for this year's event on Sunday 25 October.

The Castle Douglas based event, which is promoted by Solway, Machars and East Ayrshire Car Clubs, will visit some 'old favourite' stages in the northern Galloway Forests which have not been used on the event for many years. The compact route of six gravel stages all located to the north-west of the host town, will be linked by a visit to a new service area, thanks to assistance from Forestry Commission Scotland.

Interested in marshalling visit <http://www.gallowayhillsrally.co.uk/marshals>

### **Fintray Hillclimb @ 50**

Grampian Automobile Club recently celebrated 50 years of Motorsport at the Hillclimb venue at Fintray. To mark the anniversary a 30 page booklet was produced portraying the history. A small number are still available. Priced at £7.50 email [vickypark2202@hotmail.co.uk](mailto:vickypark2202@hotmail.co.uk) to order



### **Championship Secretary**

The Brick & Steel Junior 1000 Ecosse Challenge is now in its fourth season. The Junior 1000 championships have become the early training ground in the UK for 14 to 17 year old budding rally drivers. The championships are structured to take a youngster from their very first seat in a car right through to competing on events exactly the same as competitors in Senior Championships.

Junior 1000 Ecosse Challenge is in the process of restructuring for the future. The Organising Committee is seeking to recruit a Championship Secretary to join the small team of officials whose responsibility it is to manage and expand the Scottish version of this UK wide MSA approved initiative.

The main areas of responsibility of the role includes:

#### **1. Championship Organisation**

- Annual AGM - agenda and minutes
- Regular meetings - agenda and minutes
- Points table - maintenance and publication

#### **2. Licences**

- Official Holder, registered with MSA
- Applications to MSA for new drivers
- Maintain file of licence paperwork
- Annual renewals
- Presentation of licences at events (shared role)

#### **3. Child Protection**

- Child protection officer (CPO) - shared with Membership Secretary
- PVG Disclosure system for co-drivers

In addition, every member of the team is expected to share the workload involved in attending rallies and promotional events throughout the year.

For more information:

[coordinator@j1000ecossechallenge.co.uk](mailto:coordinator@j1000ecossechallenge.co.uk)

**The weekend of 25th to 26th July saw Knockhill Racing Circuit welcome a number of different motorsport Championships to the venue for two full-on days of super-fast action.**

Headlining the weekend was the Knockhill Motor Sports Club organised Super Lap Scotland Championship in association with RA Motorsport Developments and Track Scotland. The time-trial (MSA Sprint) series enjoyed a bumper entry with over 50 competitors split across six different classes taking part – a new record for the Championship that sees a multitude of vehicles head out on-track in search of the ultimate lap time.

Super Lap Scotland really is a win or bust scenario and often, there are a few surprising casualties along the way. Take Steve Warman for instance, he's been untouchable in Class D so far this season, winning every round so far and topping the 'King of the Hill' standings ahead of more powerful and must faster cars. Warman also won his class on Saturday (Round 4) and posted a new class record time of 57.6 seconds during qualification on Sunday (Round 5). But, hooking that undoubted pace together in one final lap, when the pressure is on and all previous good form counts for nothing, proved to be a step too far this weekend. A 59.085 second lap, some one and a half seconds slower than his best time of the day, goes to show that you can't take anything for granted during that final lap of Super Lap Scotland Championship battle.

Warman's disappointment will be the polar opposite to eventual Class D winner Viney Chan, with the Monster Unit BMW E90 M3 driver taking his first SLS class win – in only his first full season of competition. Indeed, both Chan and second place finisher Paul Tough went slower than their qualification times, but with only a few tenths in it, they managed to hold their nerve to secure some vital Championship points this weekend; lapping the circuit in 58.5 and 58.7 seconds respectively.

Elsewhere, Andy Forrest continued his dominance of the Pro class by taking a brace of wins this weekend; with Round 5 victory coming thanks to a 51.312 second lap in the final. The Forrest machine certainly has a horse-power advantage over the rest of the Pro class field, but the Prestonpans ace set aside water hose issues to seal another straight-forward win. Forrest however, is still searching for that elusive sub-50 second SLS lap – we know the car is capable of it, given that Forrest clocked a 49.6sec effort with SLS driver liaison Rory Butcher in the passenger seat – but hooking all that power and performance together for that one single lap has proved to be his biggest challenge this year.

**You can check out the [Super Lap Scotland](#) website for all the latest news, results and feedback from the latest double-header at Knockhill. Hopefully you'll also consider joining us for the final meeting of the year – our SLS Championship finale and Paul Walker Tribute event on Sunday 20th September.**

Elsewhere on the weekend, we saw Dmitriy Sribnyj power his Subaru Impreza SC36 to a spectacular double – with the Peterborough driver claiming Fueltopia Barrel Sprint victory on Saturday (25th July) and adding overall victory in our inaugural Gymkhana Cup event on Sunday (26th July) ahead of Adam Elder and Jake Archer. The MSA British Sprint Championship provided even more super-fast action with a whole host of single-seater racing cars being put through their paces on track. Additionally, the Darlington and District Motor Club brought their Northern Saloons and Sports Car Championship North of the border for some Reverse and International direction racing with Paul Brydon taking the winning spoils in both races. And, around one hundred or so, individuals and Car Club members set up around the venue to showcase a whole host of road-going machinery.



## Radical Change for McRae Rally

### Colin McRae Forest Stages Rally, October 3-4, 2015

Lanarkshire based Coltness Car Club have finalised plans for their annual 'Colin McRae Forest Stages Rally' which will run through the forests of central Perthshire on the weekend of 3/4 October.

And as the final round of this year's MSA ARR Craib Scottish Rally Championship the organisers have planned something rather unique for the national series finale.

Instead of Friday afternoon and evening documentation and pre-event Scrutineering, this year's event will host its competitor sign-on and technical checks on the Saturday morning with the rally starting at 12 Noon. And instead of a Saturday evening finish, this year's event will conclude at mid-day on Sunday with a rather unique public 'Rally Forum' being staged during the Saturday evening overnight rally halt.

In the past some competitors have struggled to get time off work on a Friday to leave for the traditional Saturday event. It was because of this that the enterprising organisers came up with a new format. Although it still requires one night away from home, the event will be entirely contained within the Saturday and Sunday weekend.

There will be three Special Stages on Forestry Commission roads on the Saturday afternoon with the final two forest stages being run on Sunday morning.

The other big change is that this year's event will start from Perth city centre as opposed to Aberfeldy where the rally has been based for the past 5 years.

"We realise the new format will not please all of the competitors," said Coltness Car Club Chairman, Jim Brown: "but we were keen to try something different. If the competitors support it, then it will give us food for thought next year, but if they

don't like it, then we may well revert to tradition. Motor sport is always about going forward and trying something new and Coltness Car Club are always keen to innovate and experiment."

On the plus side, the Rally Forum on Saturday night will provide an event not to be missed by competitors and serious rally fans. Coltness Car Club are delighted to announce that both the civil servant appointed to oversee the Motor Sports Safety Review Group and the recently appointed Safety Delegate have agreed to participate and take questions from the audience. This will be the first time that both individuals have agreed to appear on a public platform to meet competitors and rally fans.

Over the past few months much has been said about the future direction of the sport and this unique event will provide those interested in that future to find out first hand how the sport is planning to evolve over the next few years.

On that basis, this year's Colin McRae Forest Stages Rally will offer not just a fitting finale to this year's national year-long competition series, but the chance to find out what the future holds for motor rallying in the nation's forests.

The entry list is now open and full information for prospective competitors is on:  
<http://www.coltnesscarclub.com/>

Anyone interested in marshalling should contact Chief Marshal Graeme Sheridan 07769696304 [graeme.sheridan@googlemail.com](mailto:graeme.sheridan@googlemail.com)

## Speyside Date Change

The 2016 McDonald & Munro Speyside Stages will take place on Saturday 23rd April.

## Mull Full

36 hours is all it took for 150 competitors to enter the 2015 Beatson's Building Supplies Mull Rally. Entries include last years winner Calum Duffy switching to a Subaru Impreza. Not since 2009 has a full entry been seen.

## MULL MARSHALS WANTED

Register in advance, produce your vehicle ferry receipt and do two or three legs to qualify for an £85 payment towards your travel costs.

Marshals sign up online <http://mullrally.org/marshal-registration/>

Radio Marshals register at <http://mullrally.org/radio-reg/>

Any questions to Chief Marshal [LockHorsburgh@mullrally.org](mailto:LockHorsburgh@mullrally.org)  
01592 744723  
07721 690016

## Skye Gravel Sprint

Entries are now open for the final round of the SACC RTT Championship. The The Isle of Skye Rally Club Gravel Sprint 2015 will be held on the 19th of September. If you wish to enter details can be found at <http://www.skyerallyclub.co.uk/gravel-sprint-2015/>

## Marshals

Please contact Sally Parker if you wish to get involved marshalling at the Gravel Sprint, this year. Goodie bags for all Marshal's that help. [sally2stand@googlemail.com](mailto:sally2stand@googlemail.com)

## Scottish BMW Compact Cup

**The Scottish BMW Compact Cup has grown from strength to strength and returns this year as a stand alone Championship with the promise of more cars and lots of action.**

Some facts –

Race cars are based on the popular BMW 318ti Compact model (94 – 01), which is still relatively modern and freely available at very low cost



Huge availability of cheap new and second hand spares

Rear wheel drive

Race cars use completely standard engines (140bhp 16v), standard gearboxes and differentials (non LSD).

Cars can easily be kept road legal and driven to and from the circuit.

Very attractive looking car when prepared..... almost looks like a modern Touring Car.

With donor cars being so plentiful and cheap and the series using many tightly regulated "control" parts, cars can be built very economically.

The BMW Compact Cup is currently one of the fastest growing race series in England, and the Scottish Championship is a fully agreed replication. The rules and regulations for the race cars are tightly policed, the result being cars of equal power and performance which means close, competitive racing and genuinely low costs.

The 2015 Scottish BMW Compact Cup has a number of updates to its regulations and these are found in the Scottish BMW Compact Cup Regulations. The main change is that all cars will race on Nankang tyres in 2015. Drivers must register as per the regulations with SMRC. There are 16 rounds in 2015 and all count in this keenly contested competition.

Contacts – SMRC Competition Secretary Graham Brunton  
Email: [g.brunton@smrc-uk.com](mailto:g.brunton@smrc-uk.com) Tel 01383 720046 (Daytime)

Newsletter deadline dates

25th October

20th December

If you have news before this for circulation get in touch and will be sent out

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

David Law

[DavidLaw@scottishcarclubs.com](mailto:DavidLaw@scottishcarclubs.com)



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