



## **Newsletter 10 December 2005**

### **INTRODUCTION by Bruce Lyle, Chairman**

During the last few days we have become aware of rumours which have been circulating regarding the demise of RSAC Motorsport, possibly as soon as the end of December 2005! Nothing could be further from the truth, and, in fact, we expect 2006 to be one of our busiest years for some time. I am pleased to have the opportunity of putting the record straight and of reassuring readers of this Newsletter that we remain committed to the development of Scottish motorsport in partnership with the MSA, the Regional Associations and registered clubs.

There are about to be some changes in the structure of the company, and I would like to explain these changes now, in the hope of avoiding further conjecture.

RSAC Motorsport Limited is a company limited by guarantee and has two members at present: the old Royal Scottish Automobile Club and the Motor Sports Association. Although the Club still technically exists, it ceased operations three years ago and, in fact, RSAC Motorsport has operated independently of the Clubhouse operation for nearly ten years. Since 2002 the Club's affairs have been administered by a Trustee who has given us notice that he expects to complete his work of winding up the affairs of the Club within the next few months. It is therefore prudent to consider how the Club should be replaced as a member of RSAC Motorsport Limited.

At the same time, we have been notified by the MSA that, although they wish us to continue the work as the development officer for the sport in Scotland, they foresee a time during 2007 when it will no longer be appropriate for them to finance this work by a direct grant as they have done for the last ten years. In anticipation of that change, they would like to withdraw as members of the Company, although as I have said they will continue to support us by direct funding for the next eighteen months. This policy will bring Scotland into line with England, Wales and Northern Ireland, where Government funding to develop our sport is already in place.

With a view to replacing the MSA's financial contribution when this becomes necessary, we have begun discussions with several external bodies which may be in a position to provide support. We are also speaking to politicians from all sides of the Scottish Parliament regarding the development of the sport in Scotland.

In order to proceed through this transitional phase in an orderly manner, we are proposing that the existing Scottish-based directors should themselves become the members of the company, replacing the two existing "corporate" members. I should explain that, with the exception of our two part-time members of staff Jonathan Lord and Catherine Higgins, nobody associated with the company receives any form of payment for their work on our behalf.

To broaden the membership of the company and to make it more representative of the Scottish motorsport community – an important point when dealing with public funding bodies - we have suggested to the two Scottish Regional Associations that they should consider becoming members of the company. This has been the subject of discussions privately with the two Association Chairmen and publicly at Association meetings, and at present neither Association has reached a decision regarding the matter. We regard the Associations as an essential part of the development plan, and hope that they will in due course agree to become members of the Company and participate in our efforts to develop motor sport in Scotland.

Our plans and forecasts have been drawn up for 2006 and beyond, and you may be assured that we remain committed to our principal role as development officer for Scotland.

I hope that this will clear up any confusion, but I or our Director Jonathan Lord would be pleased to talk to anyone who would like to discuss the matter further. You may contact me on mobile number 07771 717517 or Jonathan at our Linwood office.

I should like to take this opportunity of thanking everybody who has supported our activities during 2005. May I wish you a very Merry Christmas and a successful and safe motorsport year in 2006.

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## **TARMAC VENUES NEEDED**

Tarmac rallying is very well supported in Scotland, with the championship run by Dunfermline CC bringing the sport to locations which the gravel championship doesn't reach. So that this part of the sport can continue to develop, there is a constant need for new venues: disused airfields, military land or anywhere else which has sufficient sealed surfaces to allow stage routes to be laid out. Sometimes all that's needed to bring a new venue into the sport is a little bit of lateral thinking. If any readers of this Newsletter have any bright ideas regarding potential venues, please let us know and we will work with you to see if they can be used for competition.

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## **AWARDS FOR ALL A SUCCESSFUL APPLICANT WRITES**

Unfortunately this article doesn't tell you how to win the Lottery but gives you information regarding how a club might obtain Lottery funding from a successful applicant's point of view. You may have heard of various bodies that have been set up to share out Lottery cash. Well, one of these bodies is Awards for All Scotland which "gives small grants to help small groups. We award grants of between £500 and £5,000, for projects that get people involved in the community".

As Monklands Sporting Car Club had been thinking of carrying out some development work at Forrestburn, Jonathan Lord suggested to us that we should apply to Awards for All for some help in financing the work. He pointed us in the direction of their website <http://www.awardsforall.org.uk/scotland/index.html> to apply. We were pleasantly surprised to find a simple, but well laid out site, with easy to follow instructions. We printed off and completed the application form, detailing the development work that we wanted to do, and applied for the maximum of £5,000.

For us there was one small hiccup as we had to re-apply explaining the connection between the MSA, detailed on our application form as our governing body, and RSAC Motorsport which according to Sport Scotland is the governing body for motor sport in Scotland. But as we have been through this with Awards for All you won't have to! (Although I recommend that you include some detail about RSAC Motorsport with your application – Jonathan will help you out here as he helped us).

One re-application later and we were awarded the full grant.

There are a few other things to bear in mind before you apply for your club. At the time of writing your yearly income has to be less than £20,000, you have to have an independent referee and you have to spend the grant within a year. But I can't imagine these would be a problem, particularly not when it comes to spending the money within a certain time – not a problem I have ever come across!

**Roslyn Cooper**  
**Treasurer**  
**Monklands Sporting Car Club**

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## **DEVELOPMENT TASKS**

Some of RSAC Motorsport's development activities may not be generally known. The following is a summary of some of the more important points:

- Assisting Scottish clubs to apply to Sport Scotland for Lottery funding of capital projects. Among those who have received support are Lothian Car Club, Monklands Sporting Car Club and Knockhill Circuit.
- Developing new disciplines of the sport in Scotland by organising events which fill a niche in the market, such as the Scottish Hillrally, which will be run for the tenth time in 2006, the UK Rally Challenge, which has brought television coverage for Scottish rallying, and Rally Scotland, the first endurance rally to be run in Scotland.
- Representing motor sport at Sport Scotland and the Scottish Sports Association, with whom a close relationship has developed with a view to obtaining public funding for motorsport.
- Providing assistance and support to student organisations throughout Scotland for the development of their activities. Among the universities and colleges assisted are Glasgow University, Edinburgh University, Strathclyde University, Clydebank College and Bell College.
- Making the case to the Scottish Executive for enabling legislation which will allow road closure orders for motorsport throughout Scotland. There are signs that this is coming to fruition.
- Assisting new clubs to become established, most recently in Moffat where the new motor club is being used as a pilot project for other parts of the country.
- Providing expert legal advice to car and motorcycle clubs on the new land reform legislation and its interpretation in relation to motorsport.
- Establishing links with the Scottish Auto-Cycle Union to the benefit of both car and motorcycle sport.
- Providing a central contact point for all aspects of our sport, for competitors, clubs, and anyone requiring help or guidance
- Assisting and encouraging new officials to become involved and to develop their talents for the benefit of the sport.

- Administering and providing supporting evidence for applications by competitors to the Lottery Sports Fund and other public funding bodies. Grants to motorsport competitors have exceeded £300,000.
  - Co-ordinating the proposed development centre at Dalquhandy in South Lanarkshire in conjunction with Scottish Coal, a commercial consortium and public funding bodies.
  - Bringing all disciplines within our sport together through our Development Group, where discussion takes place on all aspects, problems and current issues.
  - Providing a regular update on important aspects affecting the sport by means of this Newsletter.
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### **BOOK FOR SALE ....**

Diane Davidson contacted us recently to say that she had a copy of the RSAC's history "Gang Warily" for sale. Published in 1949, the book is written in a rather quaint style which makes it a period piece. Diane will refuse no reasonable offer and may be contacted on 01536 517528 or 07989 300581

### **.... AND ESCORT BUILDER WANTED**

Another recent phone call to our office was from Keith Cornell, who is trying to trace Mike Redford who built a Mk 2 Escort rally car HRS 394V which was sold in 1985 to Yuk Hodgson. If you can help, please contact Keith on 07957 160747.

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### **RALLY SCOTLAND**

Arrangements are proceeding well for the inaugural Rally Scotland, which will take place from Thursday 20 to Saturday 22 April 2006. This endurance rally, the first of its kind to be held in Scotland, will start at Stirling Castle and finish at Aviemore. Using the same regulations which have aided the success of the Lombard Revival Rally in England, Rally Scotland will be open to two-wheel-drive cars up to 1400 cc (petrol) and 2000 cc (diesel). Plans are, however, being considered which would allow more powerful cars to compete in a Medal Class which would be restricted to tarmac roads and would not venture into the forests.

Regulations will be available shortly from our Linwood office, but, if you'd like more information before then, please don't hesitate to phone 0141 887 9905 for a chat.

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### **MOFFAT MOTORSPORT MANIA**

RSAC Motorsport recently participated in the launch of Scotland's newest motor club, based in Moffat in Dumfries and Galloway. The new club is the result of much hard work by members of the local community, who are determined to give local car and bike enthusiasts a means of using their machinery safely and responsibly, rather than contributing to some of the anti-social behaviour which has recently been a problem in the area.

The launch evening on 6 December saw almost two hundred people turn up, far in excess of the numbers predicted by the organisers. Guest of honour Jim McRae was besieged by fans anxious to meet him and talk about his career on two and four wheels. RSAC Motorsport was also represented by Bruce Lyle and Jonathan Lord, who spoke about our involvement in the sport and the ways in which we can assist with the development of the new club.

It's hoped that the experience gained in Moffat can be used to good effect elsewhere in Scotland, and specifically in areas where the inconsiderate use of cars and bikes creates a major social problem. An innovative idea is that the new club plans to prepare its own competition cars which club members will take turns to drive, navigate and service. It won't be long before they are running their own events but, until then, they plan to gain experience by offering their services as marshals on other clubs' events.

Judging by the number of members who signed up on the night, it won't be long before Moffat Motor Club is ready to apply for membership of the West Association and for MSA affiliation. We wish them all the very best.

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## **VOLUNTEERS IN MOTORSPORT**

The MSA has announced a new programme called *Volunteers in Motorsport*, which aims to increase the number of volunteer officials and marshals across all disciplines of the sport. The new scheme will cover four key areas: a recruitment campaign to increase numbers across the sport; a retention strategy to recognise experience, increase motivation and reduce further decline; a national programme to provide relevant, structured and professional training that is accessible to all; and a framework for schemes that recognise personal development and simplify the process of cross-discipline participation. Running parallel to this, the MSA will be looking at marshals' welfare, such as the provision of better facilities, in order to improve the environment for volunteers. By coincidence, the day before the new scheme was announced, our own Development Group was considering the shortage of volunteers in certain key areas of the sport in Scotland. The Group felt that, in particular, there is a shortage of MSA Stewards to cover all disciplines and MSA Timekeepers for speed events. In future issues of this *Newsletter* we'll be featuring articles by existing Stewards and Timekeepers on how to get started, what qualifications and equipment are required, the time commitment needed and other aspects of their jobs. Meanwhile, if you're interested in becoming an official or marshal of any kind, Jonathan Lord at our Linwood office will be pleased to give you advice.

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## **MOTOR SPORTS COUNCIL - NEW RALLY TECHNICAL REGULATIONS**

The MSA would like to confirm that, contrary to the impression given in the last edition of *Motorsports Now!*, the proposed new rally technical regulations are still out for consultation and are not to be implemented in January 2006. As a member of the Motor Sports Council, Bruce Lyle will be interested in the views of any licence holders on this important matter.

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## MEET THE TEAM

Because the mailing list for this Newsletter has expanded since the last edition, we'd like to repeat our introduction to the members of the RSAC Motorsport management team.

**Bruce Lyle** is company Chairman and a former competitor in most forms of the sport. Among the highlights of his career are tenth place on the 1982 Scottish Rally driving a Chevette. In the same year – and in the same car – he was Scottish Sprint Champion. Turning to racing, he then took three race wins at the wheel of a Fiesta XR2. Bruce is also President of Scottish Sporting Car Club and our representative on the Motor Sports Council. His wide business experience as Chairman of Merson Signs Limited is of incalculable worth to RSAC Motorsport as we move into the next stage of our development.

**John Cleland** needs no introduction to followers of the sport worldwide. He is as familiar a figure in Australia as in his native Borders. He raced professionally for Vauxhall for 15 years and twice won both the British Thundersaloon Championship and the British Touring Car Championship. He has also competed in rallies and speed events, and once – memorably – the Scottish Hillrally. John is also a regular competitor in Australia's top saloon car event, the Bathurst 1000.

**John Cowan** has been involved with the Scottish Rally for over thirty years, starting as a marshal and working his way up to Deputy Clerk of the Course and Steward. As a former Chairman of 55 Car Club, John has detailed knowledge of the Perthshire area which has proved invaluable in the organisation of the Scottish Rally and the Scottish Hillrally.

**Mike Gascoigne** has been involved with the Scottish Rally as a marshal and as an official for over 30 years. He is the Chairman of its organising committee and those of the Scottish Hillrally and the UK Rally Challenge. Mike is a former Chairman of the Scottish Motor Racing Club and acts as Chief Observer on Knockhill race days. He is the long-serving Secretary of the Scottish Motorsport Marshals Club and is the Scottish representative on the MSA's Training Steering Group.

**Gordon Hastie** has held many official posts within motor sport and is a former member of the MSA Regional Committee and Rallies Committee as well as a former Chairman of the West of Scotland Association. He was one of Scotland's finest road rally navigators for many years and also competed in stage events in a variety of machinery before becoming a regular Competitors' Relations Officer on British and Scottish Championship rallies. As an MSA Steward Gordon attends many different events from karting to autocross.

**Catherine Higgins** is one of our two members of staff and works with Jonathan Lord at our office in Linwood. As Motorsport Administrator, Catherine is Secretary of the Meeting for all our events as well as looking after route authorisations and many other administrative tasks.

**Jonathan Lord** is chief executive of RSAC Motorsport. He is Clerk of the Course for the Scottish Rally, the Scottish Hillrally and the UK Rally Challenge as well as making the odd guest appearance as Clerk of the Course on other rounds of the British Rally Championship. Jonathan competed on stage rallies as a co-driver for many years but never had the desire or, he admits, the ability, to take the wheel himself.

**Jim McRae** is another member whose name is known worldwide as the founder of the McRae rallying dynasty. His five British Championships speak for themselves, and his heavy involvement in the current World Rally Championship scene as mentor to sons Colin and Alister is invaluable to our discussions.

**Andrew Pemberton** has years of experience in national and international rallying, co-driving on Scottish Championship events and contesting the Rally of Great Britain on several occasions. Andrew's second rallying home is the Isle of Man, where he has formed a successful partnership with his regular driver James Vickers.

**Andrew Wood** is also a former Vauxhall works driver and a double champion, but in his case his titles were won in the forests rather than on the track. A former member of the British Junior Rally Team, Andrew has won the Scottish Rally Championship twice, most recently in 2000 at the wheel of his Audi Quattro, and remains a force to be reckoned with.

**Barry Wood** specialises in classic and historic motor sport, racing and rallying a variety of machinery including a brace of Lister Jaguars and a special Healey 3000 built for Stirling Moss. His experience of this fast-growing area will enable RSAC Motorsport to become more involved in historic motor sport.

Our team members are keen to help motor clubs in any way possible and, in particular, would be pleased to come to speak at social evenings. Please let us know if you are interested in arranging this.

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***Don't forget – we welcome your views on matters mentioned in this Newsletter. Please don't hesitate to contact us if you have any opinions regarding articles which have appeared. If you'd like to suggest items we could feature in the next edition, just phone or send us an e-mail.***

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