

# WHEEL



*125 mph at Kames  
National Sprint at Kames  
Galloway Hills preview*

*Sept Rally Time Trial  
Grass Tests report  
Dinner Dance details*

***The Magazine of  
EAST AYRSHIRE CAR CLUB***

# WHEEL

## *The Magazine of East Ayrshire Car Club*

With the Club's half-century coming up in 2013, Ian Gemmell thought it would be a good idea to publish a history of East Ayrshire Car Club including Kames and over a year ago he approached me as a fellow founder-member to take on the work. This has turned out to be a mammoth task and I have completed over 300 pages of results, photographs, and stories. I would, nevertheless like to hear from anyone who has any copies of "Wheel" or as it was known in the early days "At The Wheel" or results, photos, etc.

For a number of years now I have produced *Speedsport Scotland* for the Scottish Sprint and Hillclimb Committee and have reported, often from afar on every speed event in Scotland during that time.

The history of EACC is of course an ongoing story, so I have done my best to include the activities of recent times and have attended rallying activities at Kames and am seeking photos on grass tests, etc. Having put so much time into the history I am anxious that as much current information as possible is committed to print so that any future historian or archivist will have an easier passage.

I have therefore suggested to the EACC directors that as I already have a considerable amount of recent data at my disposal it would fit in with what I have already said for an on-line magazine to be produced. The intervals between issues would depend on time of year, activity level and my other aforementioned commitments, but over the course of a year I would hope to have recorded full results of each EACC event and others at Kames. Such publications would then in themselves become the Club's history.

How successful the new-look magazine is will depend a lot on how the membership support me. I need to get reports from the events I cannot cover and news from competitors about their outings and how they have fared. It is hoped to update the membership on what is happening at Board level and on the marshalling and social sides of the Club.

If there is something happening within or outwith the Club which members should know or be interested in, I would like to learn about it. As with much of life itself, you only get out of it as much as you put in, so let's hear from you.



### **Editorial**

### **LOOKING AHEAD.....**

The winter months affect some clubs differently from others. Those with a calendar dependant on speed events tend to hibernate until the better weather returns but some turn to autotests, production car trials or autotests. The rallying close season is the shortest of all, the final fling of the season at the Galloway Hills being followed a couple of months later by the Snowman,

The Galloway Hills Rally is of course the highlight of our winter programme, an event we co-promote with Solway and Machars Car Clubs in the Galloway forests in the first Sunday of December. It is the only major forest rally not in the Scottish Rally Championship as it comes too late in the year for administrative purposes. Nevertheless it attracts a quality field with a strong contingent from Northern Ireland. Needless to say we will need a lot of marshals to meet our share of duties in the forests and elsewhere. Do try to help out contact Graeme Shaw at [graeme@eastayrshirecc.co.uk](mailto:graeme@eastayrshirecc.co.uk) or Ian Gemmell on 01292 591226.

Talking of Graeme, we have been fortunate in having his mother Jan in the Kames kitchen this season, ably assisted by daughter Heather, and occasionally by her sister Lynn and by Louise Gemmell. Our thanks to all of them.

In January comes the big social occasion with the Dinner-Dance and Presentation of Awards in the Lochside House Hotel, New Cumnock. It is always a lively affair with an excellent meal and we can recommend it to anyone who has been an absentee in recent years. Not an event to miss!

East Ayrshire Car Club is fortunate in having a very good well-designed website but to get the best out of it there must be regular input of fresh information and members should access it as a matter of habit, just as you would your own personal E-mail. The Forum is a handy tool for exchange of information, but at times it has gone a little quiet, so let's see a few more members contributing. Personally, I prefer quite open debates with a minimum of "in" jokes so that all readers can fully understand the content. But if you have a serious complaint, the Forum is not the place to air it—get in touch with one of the Club directors and kill the matter quickly.

Front Cover: Alastair Cunningham/ Jim Smith in their Opel Manta at the September Rally Time Trial at Kames.

**Editor: Robert Smith, 25 Ballochmyle View, Catrine, Ayrshire KA5 6EN Tel  
01290 550897**

**Email: [robert@speedsport.freeserve.co.uk](mailto:robert@speedsport.freeserve.co.uk)**

**JULY 18**

## **JULY RALLY TIME TRIAL WON BY ALAN GARDINER**

A large number of spectators turned up at Kames in good weather, many of them arriving early and remaining for most of the day.

The day's programme consisted of four stages, each to be tackled three times the best of which was to count in aggregate. Billy Cowe took his Impreza into an early lead on 1.33.3 followed by the Escorts of Alan Gardner and George Bryson, both on 1.34.6. Next stage saw Alan Gardiner take the lead which he was not to relinquish. George Bryson was 2.1 seconds adrift on the section with Chris McCallum third. Gardiner extended his lead on the third stage where Barry Lindsay was third, behind George Bryson.

Going into the final action Alan's lead was four seconds which George Bryson failed to reduce, although it was Blair McCulloch who set fastest time with Barry Lindsay second. At the end of the day the Gardiner/Todd crew won by four and a half seconds from George and Jaqueline Bryson.

It was good to see Carlisle driver Geoff Harkness back at Kames where he used to be a regular sprinter with brother Nigel.

1. Alan Gardiner/Alan Todd (Escort) 5.55.1 2. George & Jacqueline Bryson (Escort) 5.59.6 3. Barry & Michael Lindsay (Peugeot 106) 6.01.5 4. Blair & Alec McCulloch (Nova) 5. Chris & Peter McCallum (Escort) 6. Geoff Harkness/Caroline Lodge 7. Bob Adamson/Scott McMinn (Escort) 8. Bernie Rooney/Mike Hoskins (RX7) 9. John & Mary Willis Metro) 10. Kevin MacIver/Robin Nicolson (205) 11. Neil & Tony Fleming (205) 12. Steven Bogle/Miles Cartwright (Mini). Non-finishers: Duncan & Janice Ferguson (Escort), Billy Cowe/Laura Marshall (Impreza).

Jock Millar celebrated his 77th birthday by competing in the British Sprint championship round at Kames on 1st August in his Dutton. It is quite remarkable the number of OAPs, sorry Senior Citizens who are still competing. Mike Murchie is well into his seventies as is Kenny Allen. Good on them.

During the summer thieves stole a substantial amount of lead flashings from the roof of Kames clubhouse. The police are believed to have made an arrest. Other premises in the area were also attacked.

Overall winner of the 2010 Lowlands Speed Championship was Archie Bain. The three Divisional winners were John Roddick (Road Car Division), Mike Hunter (Modified Car Division) and Allan McDonald (Racing Car Division). The awards will be presented at the East Ayrshire Car Club Annual Dinner-Dance in late January.

We are short of photos from the grass tests at Pinwherry so if anyone out there can help, do get in touch with us. Similarly if you have a photograph or snippet of news which would be of interest to readers again we would like to hear from you.



**JUNE 5**

Autoecosse International Classic Rally ran two tests at Kames. BBC Scotland filmed visit for Landward programme which appeared on Television the following Friday.



The car below, called the Waybre was built in a back garden in Catrine, by Garry Seaman, son Gavin and grandson Brett, who own The Pit stop fast-food takeaway in the village but were formerly farmers in Zimbabwe. It is 100% their own design and as to be expected with a brand new project they have been having some teething troubles.

Scrutineers and others have been impressed by the build quality and the car is thought to have great potential. The team's main problem is the lack of testing, partly due to business pressures but Gavin, who raced in various formulae in Zimbabwe and South Africa assures us they will be out again in 2011.

Brett is likely to be the No1 driver but there are thoughts of Gavin who had to leave, among other things a Caterham behind in Africa acquiring such a vehicle for him to drive at Kames. His other son Wayne is also likely to make his debut next season.



**KAMES TROPHY RALLY 18/7/2010**

Car No 1 John Willis (Metro) 2. Steven Bogle 3. Kevin McIver 4. Barry Lindsay 5. Geoff Harkness 6. Blair McCulloch 7. N/S 8. Neil Fleming  
9. N/S 10. Bob Adamson 11. George Bryson 12. Chris McCallum 14. N/S 15. Duncan Ferguson 16. N/S 17. N/S 18. Alan Gardiner 19.  
Bernie Rooney 20. Billy Cowe.



**SBD MOTORSPORT  
BRITISH SPRINT  
CHAMPIONSHIP**

**GUYSON SCOTTISH  
SPRINT  
CHAMPIONSHIP**

**KAMES  
JULY 31 &  
AUGUST 1  
2010**

*Photos by  
Bob Reid of  
Cameron Thompson  
Photography (RR)  
and  
Malcolm Smith (MS)*

## LEE ADAMS SCORES NATIONAL DOUBLE



(RR)

*British Sprint Champion Nick Algar recorded 125mph his V8 Gould*

Organised by East Ayrshire Car Club

It took around sixteen years of hard graft to build a track at Kames and when it opened we never dreamed of a British Championship round being run there. Even after it was announced the National series was coming there were many people who doubted whether the track could handle either the big powerful V8s or the number of entries.

Not only was the 2009 meeting a big success, but the



*Lee Adams*

(MS)

Championship returned for a second year. The weather may not have been perfect, but the entertainment was probably the best ever seen hereabouts, with only Alastair McRae's rally car display last June coming anywhere near.

After the classes were run each day the top twelve qualifiers had two extra runs for British Championship points. These run-offs were electrifying and one of the Championship officials Steve Wilkinson reported in the national motoring press these were probably the most exciting run-offs he had ever seen on either hills or sprints.

The top competitors were very evenly matched with at least four competitors in the frame right up to the last minute. In the run up to the big day, Scots hopes were mainly focused on two regulars on the British Championship trail, Stewart Robb Senr and Ross Napier. Reigning British Sprint Champion Nick Algar posted the fastest speed ever

### SATURDAY RUN-OFF

Lee Adams	70.53
Nick Algar	70.98
Stewart Robb Senr	71.04
Terry Holmes	72.99
Ross Napier	73.23
Colin Birkbeck	74.95
Gary Thomas	77.22
Jonathan Toulmin	77.84
Graham Porrett	78.55
Dave Robertson	80.39
Simon Bainbridge	82.02
Simon Clemow	84.18.

### SUNDAY RUN-OFF

Lee Adams	64.09
Ross Napier	64.65
Stewart Robb Senr	64.94
Nick Algar	65.00
Terry Holmes	66.33
Jonathan Toulmin	70.24
Graham Porrett	70.26
Colin Birkbeck	71.06
Dave Robertson	71.38
Gary Thomas	73.57
Graham Harden	81.15
Simon Bainbridge	88.91

recorded at Kames of 125mph, only to go off at the next corner!

The surprise package was Aberdonian Lee Adams whose 1600cc Raptor, designed and built by Graeme Wight junr outcornered the more powerful racing cars to take top points both days.

The Scottish "A" Team of Drew Murray, John Mackenzie and Lee Adams won the MSA Inter-Region Sprint Challenge against teams from as far away as Northern Ireland and the South West of England.

Another highlight of the weekend was the successful social evening on Saturday. Jan Shaw and her team served up over eighty meals, a feat in itself and a dance followed in a marquee (with bar) with a live band in attendance. Results on next page.



*Simon Bainbridge*

(MS)

## SATURDAY CLASSES:

### Class A1 (Record 100.55):

Ricky Gauld 101.70, David Wiggins 101.81, Callum Gauld 102.92, Jo Young 105.28, John McGill 106.02.

**A2 (Record 92.48):** Melvin Ross 97.97, Ian Wright 100.18, Peter Locke 103.03.

**A3 (Record 87.13):** Jac Koumides 88.50, Archie Bain 88.75, David Coutts 91.05.

**A4 (Record 84.24):** Paul Lawrence 87.35, Mathew Matonti 87.43, Andrew Thoires 88.74, Russell Lawrence 89.05.

**A5 (Record 83.70):** Gavin Marshall 95.81.

**A6 (Record 82.09):** Les Mutch 83.24, Stephen Alexander 83.99, Mike Jolly 84.81, Adam Young 84.96, David Loomes 85.67, Melvyn Hartley 88.26, John Lowe 92.65.

**A7 (Record 93.52):** Bob MacGillivray 100.87, Donald MacDonald 105.88, William Scott 115.28.

**A8 (Record 88.04):** Ian Duncan 95.89, Kevin Hamilton 96.21, Alistair Matheson 97.37, Jamie McDonald 99.41, Duncan McAdam 99.51.

**B1 (Record 94.69):** Mike Hunter 96.37, Stuart Sugden 96.58, Jim Sugden 98.33, Gary McDermaid 100.75.

**B3 (Record 85.41):** Graham Hutchison 91.50. **B4 (Record**

## SBD MOTORSPORT BRITISH SPRINT CHAMPIONSHIP



Seamus Morris from Northern Ireland holds a team conference

**81.74):** Drew Murray 82.53, Bill Lambie 87.00, Grahame Harden 87.30, Lesley Sheridan 87.33, Billy Lambie 105.75.

**B6 (Record 83.98):** Graham Clark 88.67, Louise Nowell 97.27. **C0 (Record 93.07):** Michael Gray 92.21 New Record, Mike Murchie 97.92.

**C1 (Record 78.96):** Simon Clemow 85.22, Angus Buchan 85.61, Allan McDonald 89.47, Martin Clemow 90.10, Ian Howard 90.39.

**C2 (Record 79.53):** John Mackenzie 71.37.

**C3 (Record 81.17):** Graeme Bremner 81.83, Simon Bainbridge 84.56, Jennifer Bremner 91.38, Neil Dugan 93.42.

**C4 (Record 75.77):** Gary Thomas 79.59, Roy Munro 81.13, Keith Weeks 83.44, Alastair Fraser 85.95, Andrew Grover 86.44.

**C5 (Record 74.03):** Lee Adams 72.06 (New Record), Drew Dawson 78.62, Jonathan Toulmin 79.35, Eric Kiltie 80.45.

**C6 (Record 72.16):** Stewart Robb Senr 72.06 (New Record), Nick Algar 72.07, Terry Holmes 74.12, Ross Napier 74.78, Colin Birkbeck 78.76, Seamus Morris 80.28, Graham Porrett 81.20, Dave Robertson 82.59.

**Ginettas (Record 87.38):** Steve Fidler 89.06, Robert Pallett 94.77, Mark Paterson 98.73, Tim Moore 104.34.

## SUNDAY CLASSES:

**A1 (Record 92.43):** Callum Gauld 93.68, Ricky Gauld 94.25, Jo Young 94.42, John McGill 97.01.

**A2 (Record 84.16):** Ian Wright 88.86, Melvin Ross 91.00, Peter Locke 92.33.

**A3 (Record 79.44):** Jac Koumides 80.58, Archie Bain 81.39,



Graham Porrett

David Coutts 82.63.

**A4 (Record 76.33):** Paul Lawrence 77.30, Mathew Matonti 78.99, Russell Lawrence 79.79, Andrew Thoires 80.12.

**A5 (Record 74.54):** Gavin Marshall 86.06.

**A6 (Record 74.58):** Les Mutch 74.56 New Record, Adam Young 76.52, Mike Jolly 76.79, Melvyn Hartley 79.48, John Lowe 84.00.

**A7 (Record 83.89):** Bob MacGillivray 93.36, Donald MacDonald 97.87, Kenny Baird 99.05, William Scott 101.53.

**A8 (Record 80.03):** Ian Duncan 86.15, Alistair Matheson 87.84, Kevin Hamilton 88.60, Jamie McDonald 88.87.

**B1 (Record 86.74):** Stuart Sugden 85.75 New Record, Mike Hunter 85.83, Jim Sugden 90.20, Gary McDermaid 93.41.

**B4 (Record 74.35):** Drew Murray 75.43, Grahame Harden 76.31, Bill Lambie 77.98, Billy Lambie 79.63.

**B5 (Record 72.25):** Jock Millar 84.40.

**B6 (Record 76.23):** Graham Clark 80.90.

**C0 (Record 84.61):** Michael Gray 82.46 New Record, Mike Murchie 90.25.

**C1 (Record 73.09):** Simon Clemow 76.53, Angus Buchan 76.98, Allan McDonald 79.61, Ian Howard 80.12, Martin Clemow 81.01.

**C2 (Record 72.01):** John Mackenzie 72.35.

**C3 (Record 76.48):** Simon Bainbridge 75.29 New Record, Neil Dugan 81.55, Graeme Bremner 89.36, Jennifer Bremner 92.19.

**C4 (Record 67.10):** Roy Munro 71.08, Gary Thomas 72.14, Andrew Grover 74.41, Keith Weeks 75.90, Alastair Fraser 76.25.

**C5 (Record 68.22):** Lee Adams 64.59 New Record, Drew Dawson 71.52, Jonathan Toulmin 71.59, Colin Birkbeck 72.09, Eric Kiltie 72.19.

**C6 (Record 63.98):** Stewart Robb Senr 65.01, Ross Napier 65.65, Nick Algar 66.16, Terry Holmes 66.84, Graham Porrett 68.86, Seamus Morris 72.43, Dave Robertson 73.23.

**Ginettas:** Steve Fidler 81.32, Tim Moore 81.55, Robert Pallett 85.53, Mark Paterson 90.00.



Simon Clemow

## RALLY TIME TRIAL AT KAMES 5TH SEPTEMBER 2010

### SEPTEMBER 5 RALLY TIME TRIAL AT KAMES

- |                                                    |        |
|----------------------------------------------------|--------|
| 1. Stuart Baillie/Peter McCallum (Impreza)         | 4:54.7 |
| 2. Gordon Alexander/Ian Clark (Nova)               | 5:08.7 |
| 3. Alistair Cunningham/Jim Smith (Manta)           | 5:09.4 |
| 4. Keith Seager/Laura Baillie (205)                | 5:10.4 |
| 5. Mike Willis/David Alexander (Darrian)           | 5:18.2 |
| 6. Blair & Alec McCulloch (Nova)                   | 5:20.7 |
| 7. Kieran O'Kane/Mike Hoskins (Ascona)             | 5:22.3 |
| 8. John & Mary Willis (Metro)                      | 5:24.4 |
| 9. Brian & Alec McClelland (Chevette)              | 5:36.0 |
| 10. Steven Bogle/ David Murie (Mini)               | 5:39.6 |
| 11. Gary Keenan/William Campbell (Stratos Replica) | 5:41.7 |
| 12. David Connell/Jock Frew (Corsa)                | 5:46.2 |
| 13. Alex Hall/ David Armstrong (Corsa)             | 6:42.3 |
- Non-finishers:  
Kevin MacIver/Robin Nicolson (Peugeot 205)  
Colin & Fraser Stewart (Escort)  
Bernie Rooney/Peter McCallum (Stratos Replica).

The day's sport utilised the usual format of three runs at four tests with the best of each test to be added together, not that the outcome would have been much different whatever the method used as Stuart Baillie in his Impreza was quite a bit faster than anyone else. In fact he was only beaten in one of the twelve runs and that run was dropped from his scores.

There was a superb battle for the runner-up spot. Alastair Cunningham went into the last layout with a hard-earned but slender one second lead, but the ultra-tight nature of that test favoured the more agile cars and Gordon Alexander slipped in to relegate the Manta to third spot.

There was another good turnout of spectators who must be been surprised to see not only one but two Lancia Stratos. OK, so they may have been replicas but they still brought back memories of seeing the originals in action some years back.



Weird machine seen at Bo'ness.  
What is it?

One month after watching two replica Stratos at Kames in September I found myself facing an original version of the Lancia. It was being loaded onto a transporter with three Ferraris, a Lamborghini, a Caterham, an Alfa Spyder and other classics dockside at Toulon returning from a classic rally in Corsica.

Six or seven years ago on Lake Garda I stumbled across two top-of-the-range Porsche supercars, then a closer look showed they were merely invited guests on a Pagani Owners Club rally. Round the corner were no fewer than 14 Zondas.

Have any of our readers come across items of interest on their travels? If so. Let us know.

RS



Left To Right: Blair McCulloch, Alec McCulloch, Stephen Bogle and David Murie





Stuart Baillie/Peter McCallum  
Gary Keenan/William Campbell

Gordon Cunningham/Jim Smith  
Steven Bogle/David Murie

**RALLY TIME TRIAL AT KAMES  
5TH SEPTEMBER 2010**

Mike Willis/David Alexander  
Colin and Fraser Stewart

Gordon Alexander/Ian Clark  
Brian and Alec McClelland



**RALLY TIME TRIAL AT KAMES  
5TH SEPTEMBER 2010**



**Above: Keith Seager/Laura Baillie**



**Above: Keiran O'Kane/Mike Hoskins**



**Left: John Willis/Mary Willis**



**Above: David Connell/Jock Frew**



**Left: Alexander Hall/David Armstrong**



**Above: Blair and Alec McCulloch**



**Left: Kevin MacIver/Robin Nicolson**

## PINWHERRY GRASS TESTS

### SEPTEMBER 26th

With the October 3rd grass tests being cancelled this meeting, put back one week because of the weather was to be the final such event of the season.

Fifteen drivers lined up on a slippery track with Jimmy Stewart coming out on top of the overall results. Young Ryan Bell took Class 2 a full minute ahead of dad Eric. Robert McColm won the the only other class contested.

#### Class 1:

James Stewart	12.56
Davie Drummond	13.17
David Tudhope	13.49
Dougie McVittie	14.08
Leonard McKinnon	14.18
Stephen McKinnon	14.20
David Wallace	14.34
Patrick Jones	14.37

#### Class 2

Ryan Bell	13.40
Kevin McColm	13.52
William Brown	14.03
Eric Bell	14.40
David McCurdie	14.54

#### Class 5

Robert McColm	14.24
Scott Tudhope	15.14

## CHARITY SPRINT

On Saturday November 13th the Club is to organise a sprint at Kames in memory of John and Linda Frew with a view to raising funds for two of their favourite charities.

We call on members to make an effort to contribute in some way to this effort, by entering a car—and there is a class specially for rally cars, by raising sponsorship, by marshalling or to pay for sitting in the hot seat of a competition car.

It is hoped to have a display of interesting cars (and drivers!) and it should be an event to remember.

Some sprint competitors have their cars in bits but are bringing their road cars, while entries have been received from as far away as Aberdeen.

From Forum on EACC Website:

[Thank you EACC - you have helped make a champion](#)

Thanks to the help of Ian Clark and Gordon Alexander we were able to be accommodated into the Kames test day of 29th August at very short notice. To explain, after several seasons in sprints, my son Kyle (20) has been competing in this years Northern Sports & Saloon Car Championship (NSSCC) - a race series at Croft, Mallory, Cadwell and Knockhill. Our Stuart Taylor Locost - Fireblade (just noticed there's an image of it in the EACC website masthead, albeit it has developed somewhat since that image was taken) developed a misfire and engine cut out problem during both races at Cadwell. We solved one fault (fuel pump) and needed to test the car before the final two races at Croft, held just this past weekend. A second fault showed itself at Kames which we soon found out to be a defective rev limiter, causing the engine to cut out. Thanks to Ian, Gordon and those track day drivers who graciously allowed us to run a few extra laps (rather than the usual 3), the car was duly sorted and at the weekend Kyle finished 2010 NSSCC Class Champion and a very creditable 4th overall in the championship.

Thanks everyone, your assistance has been very much appreciated. If you would like to see some of the NSSCC racing, several cars ran cameras and their footage can be seen on You Tube. Search for 'NSSCC 2010' and most of the races will come up. To give you an idea of the scale, the races usually had a mixed grid of some 30 sports and saloon cars, some on slicks, across five classes, with Kyle regularly in the top 10. The starts are particularly good (and frightening) to watch. Our car is identified by its white rear wings with Martini tricolour graphics. Thanks again EACC.

Colin (proud dad) Murchie

PS: ... it may be a two day camel ride from the Scottish Lowlands, but if you ever get the chance to race, sprint, track day or just spectate at Cadwell Park, nr Lincoln just do it. You'll love it. It's referred to as the UK's mini Spa and it lives up to that reputation.



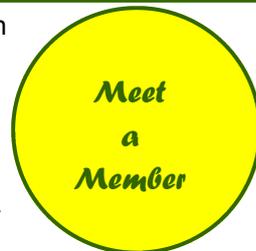
Three Murchie generations: Kyle, grandad Mike and Colin.

Melvyn's first car, believe it or not was a Bond Minicar which took him from his Yorkshire home to Brands Hatch for the 1966 British Grand Prix. Then came the luxury of a Minivan followed by a Mk1 Capri in which he competed in Lindholme Motor Sport Club. When he came up to work at Hunterston Power Station in 1974 he joined EACC, using the Capri in navigational rallies, autotests and eventually after some pressure from Ian Gemmell, sprinting. And it is in sprinting we usually see Melvyn although he is a regular at Doune and Forrestburn hillclimbs often accompanied by his long-suffering wife Janice.

In 1986 the Capri made way for a MkII Escort which sustained terminal damage when used as a course car on the Galloway Hills. The mechanicals were installed in a Autotune Gemini kit which Melvyn collected from Lancashire in 1993. This car brought him a class win in the 1998 Scottish Sprint championship and is still his competition car, the Ford engine now having been replaced by a two litre Honda unit.

He served for a number of years as an EACC director, including being Treasurer, and was an office-bearer in the Scottish Sprint Championship Committee.

He is now retired, living in Kilwinning and has a Boxter as his road car.



Melvyn Hartley

## Northern Speed Championship

# Wigton Motor Club KAMES CLASSIC SPRINT OCTOBER 3 2010

### LEADING TIMES

Drew Dawson	88.19
Stephen Alexander	92.45
David Loomes	92.61
Douglas Anderson	92.71
Graham Hutchison	95.34
Paul Norris	96.47
Angus Buchan	96.54
Darren Coleman	98.48
Melvyn Hartley	98.68
Harry Moody	102.35



Graham Hutchison



Darren Coleman

**C2:** Peter Keen (TR6) 115.22, Peter Sewell (MGB) 116.36.  
**R1:** David Wiggins (205) 106.68, Peter Garforth (Estelle VRS+) 117.50.  
**R2:** Chris Jackson (Clio) 105.66, Dave Exton 109.12, William Jarman (205) 113.23, Angela Jones 116.66, Dennis Hope (MGF) 121.65.  
**R3:** Ben Whiteley (Alfa Romeo 147) 111.02, Richard Shaw (Quattro) 115.45.  
**M1:** Mike Hunter (Metro) 107.18, Gordon Dundee (106) 107.83.  
**M2:** Geoff Harkness (Corsa) 102.86, Caroline Lodge (Corsa) 110.72.  
**M3:** Graham Hutchison (Sierra Cosworth) 95.34, Paul Norris (Sunbeam) 96.47.  
**M5:** Stephen Alexander (Westfield) 92.45, David Loomes (Westfield) 92.61, Darren Coleman (Striker) 98.48, Melvyn Hartley 98.68, Harry Moody (Westfield) 102.35, Philip Rowlands (Sylva Leader) 105.02.

Non-stop rain, covering the whole range of drizzle prevailed and while conditions were not quite as extreme as at The Ryder Cup the same weekend, it was nevertheless a day for being indoors.

Scots drivers were prominent in the overall results on the final round of the Wigton MC organised championship. Fastest Time of the Day was set by Drew Dawson in his DJ Firehawk, the only singleseater entered.

Drew was four seconds clear of the field in the first competition run yet he was beaten on every other run, two practice and three competition, suggesting he was relying on a banker and exercising caution thereafter.

Yet there was fine scrap for the overall places, Stephen Alexander needing a late flier to deprive co-driver David Loomes of the runner-up spot by a margin of 0.16. Only a tenth of a second behind David was Douglas Anderson in Angus Buchan's Radical and he opted out of the third run in which most people found the most productive.

Graham Hutchison in his smart Sierra Cosworth put in another classy drive to fifth overall a full second clear of Paul Norris whose powerful Talbot Sunbeam did enough on it's one run to stay ahead of Angus Buchan by 0.07.

**Class V1:** Douglas Anderson (Austin 7 Special) 130.23, Angus Buchan (Austin 7 Special) 130.40.

**C1:** Colin Sutherland (Spitfire) 108.68, Paul Buchanan Smith (Mini Marcos) 111.26, Kenny Baird (Sprite) 111.89, John Buchanan Smith (Mini Marcos) 117.10, Daniel Smith (Mini) 118.91. Bob MacGillivray retired his Turner.



Melvyn Hartley



FTD man Drew Dawson



**Flying the Flag**  
**Where East Ayrshire**  
**members have been**  
**competing recently**

On the Merrick Stages in early September, Calum and Claudia McLeod, over from their home in Germany won Class 11 in an MG S2000. George and Jacqueline Bryson were second in Class 6 to the Escort RS of Roger Kilty, who we think used to drive a singleseater in speed events.

Drew Murray and Scott Sheridan have between them dominated the B4 class this season. Drew had the edge early on, then it was Scott's turn for a few wins until his engine blew. First event in September was Golspie where Drew won from Scott on the Saturday only to have their positions reversed next day. At Doune Drew had the upper hand.

Scott and Lesley Sheridan travelled down to Shropshire for the final round of the British Sprint championship at Loton Park. Scott was fourth in class, Lesley eighth. In the Championship run-offs, Wallace Menzies was eighth in the morning session and seventh in the afternoon. Allan McDonald was fastest in the Hagley & DLCC Members Class but this was run on handicap and he was unplaced.

The Club had a team of marshals at the ill-fated Colin McRae Stages as well as a number of competitors. The competitors included Ruary MacLeod / Will Rogers, Blair and Alec McCulloch, Duncan Campbell / Gary Patrick, Gordon Maine / Gavin Heseltine, Calum MacLeod / Claudia MacLeod, Colin Gemmell / Stuart Cant.

***If you are competing at events outside EACC let us know how you get on and we will give you a mention in a future issue.***



**Drew Murray had an "off" at Forrestburn in August.**

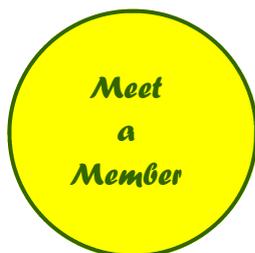
**BILL TROUGHEAR**

The death of Bill Troghear aged 73 on 16th October has come as a shock to many competitors and officials from various branches of motorsport, as the popular Cumbrian was active as recently as early October on The Tour of Mull.

Bill had been in the sport for over half a century competing locally and nationally in stage and navigational rallies, trials, sprints and autotests before devoting so much of his leisure time to the administrative side of motorsport. He held most senior offices in Cumberland Sporting Car Club and other clubs and was active in the Association of North East & Cumbria Car Clubs. Bill played a leading role in getting the Pirelli International Rally off the ground and served for 22 years as Chairman of The MSA Regional Committee. He later received a lifetime achievement award from The Motorsport Council.

But Bill Troghear will be remembered most for the friendly manner in which he carried out his duties as an MSA Steward up and down the country and enjoyed his visits to Kames. Most Clerks of the Course would be delighted when Bill was appointed to their event, for although he would make everyone toe the line, it was known that when he did come up with a problem, he usually contributed to the solution. A true gentleman.

My friendship with Bill goes back to the early seventies and like all the many readers who have worked with him I will sorely miss the mild mannered Cumbrian. There are events where I will still expect to see him walking in smoking his pipe.



**Davy**  
**Drummond**

The farmer from Hollybush near Ayr started his motorsport career sprinting a Peugeot 205 with wife Martha. When her times were getting uncomfortably close to his he decided rather than shed some body weight to remain competitive he would go stage rallying in an Escort. More recently he has adapted well to the grass tests in his Joynor Buggy.

Very much a hands-on member he has proved invaluable at various competitions and is currently a director of the Club with responsibilities for the track at Kames.

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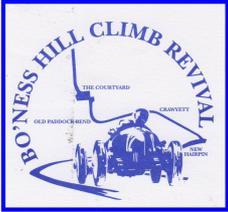
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## Favourite Outings



SEPT 11/12TH

It is only three years since the hillclimb course on the shores of the Forth estuary at Bo'ness was resurrected as a speed venue almost half a century after it was last used as a round of the British Hillclimb Championship.

The course does not cater for modern racing cars, which is not all that important as it paves the way for more attention to be paid to the vintage racing and sports cars.

For anyone interesting in the days when sporting car styling was at its peak this is a must. Not only in the paddock, but in the static display area which is a treasure trove.

Within a few seconds of entering this area I was confronted by an AC Ace, Astons, Ferraris, Jaguar and a selection of Lotus models.

Equally interesting were the number of motorsports personalities competing and spectating, the former including Kenny Allen, Simon Durling, Alex Graham, Stewart Robb Senr, Chris Merrick and a number of faces one would see at Kames.

As if the cars were not enough of a spectacle, there was a fly-past of the last airworthy Avro Vulcan bomber which had been at Leuchars Battle of Britain Air Display the previous day.

Put this in your diary for 2011.



What is your favourite Outing? Mull? The TT Races? Goodwood? Shelsley Walsh? Silverstone? Tell us all about it.

**NEXT ISSUE**

**CHARITY SPRINT**

**GALLOWAY HILLS RALLY**  
**Photos wanted**

**CLUB CHAMPIONSHIPS**  
**RESULTS**

**PREVIEW OF DINNER-DANCE**

**DETAILED CALENDAR FOR 2012**

**MEET MORE MEMBERS**