



SACU Motorcycle Sport Scotland

Well I certainly got it wrong in May when I said it would be a warm dry summer. With all the rain and Foot and Mouth thrown in it is amazing the number of events that were able to run. At the annual presentation it was very gratifying to see the large number of competitors receiving awards, and to find that all the championships had been able to be completed.



I must personally thank on behalf of the management Yvonne and Stella for an amazing display of trophies and a most professional way that the whole event was run, especially when the venue that was booked went into receivership only a few weeks before the event. The alternative venue in Dunfermline was a great choice and will be booked for next year.

The North Lanarkshire Scramble and Quad Bike Club had a display in the Scottish Parliament 20th to 22nd. Nov. and were able to lobby M.S.P.s on the need for Councils to set aside land and facilities for off road Motor Cycle leisure activities.

Eric in the office was very involved with the preparation of explanatory leaflets and a registration scheme for the leisure Clubs. We also managed to produce a basic rule book for these riders.

What's new in this issue.

The future of motorcycling – with the support of national and local government.

MX1 – The way forward in MX

Bikesafe – Ride with the Police and have your skills assessed

Scottish Youth MX excels

Unfortunately we did not manage to have the meeting for Club Chairmen and Secretaries on 7th.October due to lack of interest.

We recently had a very constructive meeting with our Insurers Loctons and due to our very good claims record we hope to see a reduction in our events insurance, well done to all the marshals and trained officials.

The next big event will be our A.G.M .on 24th. Feb. when it will be necessary to look at Constitutional changes to keep up with new developments it the way that we are running the S.A.C.U.

A.J.Shedden SACU Chairman.

YMX Scotland

YMX SCOTLAND – WHAT A YEAR FOR YOUTH MOTOCROSS!

2007 has been a busy year for Youth Motocross in Scotland!

With a 9 round Scottish Championship, several of our riders contesting the British Championships, and two team events during the year you can see why!

Firstly, I would like to congratulate our new Scottish Champions (Greg Queen – 65cc, Matthew Fleming – 85cc SW, Ewan McLaren – 85cc BW, Ryan Blair – 125cc SP)and also thanks to everyone who took part in what was an exciting championship.

Racing has been close all year with everyone raising their game and giving their all. A big well done and we look forward to seeing you all receive your trophies at the awards ceremony!

Matthew Fleming it has to be said, has been simply outstanding this year in the Small Wheel 85cc class. At Scottish level he didn't drop one point all year, taking maximum scores in every race. Not only that, but he came out and trounced the opposition in the BYMX Championships too! How long is it since Scotland last had a Youth British Champion? Good for you Matthew! The other lads competing in the British did us proud too and made sure there was always a good few Saltires flying at each round.

An enthusiastic team of Youth Riders headed off to Sweden in August to fly the Scottish flag, led by Stuart Flockhart and Andy Russell. See Andy's separate report.

September came around and a squad from Scottish Youth MCC travelled south to Haverigg in Cumbria to take on the might of thirteen other teams, to compete for the title of **BYMX (British Youth Motocross) Team Champion**.



Led by team manager, Chris Pohlen they went without any particular expectations, just a lot of hope and determination from the lads themselves.

20 riders across 4 youth classes plus an adult class donned their stunning NCS Scottish Youth team shirts and gave their all.

Chris told us " Everyone pulled together and really raised their game, pulling out all the stops to do their very best and show the rest of the UK that the NCS Scottish Youth team was a force to be reckoned with!"

"After the first block of races the team was in 9th position so we really felt like we were going to be up against it, but the lads resolve was never broken - they all rode like their lives depended on it, and by the end of Saturdays racing had climbed up to 5th." Chris added.

A huge effort in every class on day 2 finally saw the Scottish Youth Team finish in runner up spot! A fantastic result! Well done all of you.

So all in all 2007 has been a great success for our young Scottish riders.

What can we do to better it in 2008? Well, we have designed a new format for the Scottish Championship which I feel will raise the profile and make for even better competition throughout the year. The Championship will be run over 6 rounds, each round being held over two days. The youth riders will get 5 races over the weekend, with the worst scoring race from each round being dropped. In addition they will get double points in the last round provided they have contested all

previous rounds. This should keep the championship alive until the very last moments and will see much closer points scoring. There are also some other incentives which we are working on to be revealed later!!

We will also, I think, see more of our riders head off for the British Championships so watch this space for how they are getting on!

I would personally like to thank all the clubs for their efforts in running the YMX Championship this year and also thank the YMX Committee for their support in moving the championship forward.

We look forward to seeing you all at Rd 1 of the Youth Scottish Championships on 9th March 2008!!

Jim Smith
YMX Scotland Chairman

Supermoto in Scotland

SCOTTISH SUPERMOTO

Despite SACU efforts through 2003 and 2004 to support and promote Supermoto Competition at a National level the sport has progressed very little. Demonstrations at the Scottish Motorcycle Show in the past few years has kept it "on show" but without follow on provision its more of an exhibition and play day for the riders taking part.



The demo ride at The Scottish Bike Show.
Photo © www.digitaloffroad.co.uk

2005 and 2006 saw the East of Scotland Kart Club at Crail maintain and develop interest in the sport by way of accommodating Supermoto riders within their Karting membership and Insurance structure. They supported a Scottish Championship both years and a Winter Championship between the years.

All was going nicely. The structure and organisation provisioned for simple, safe and low cost entry with progression to competition racing

for those that wanted the challenge. It was also a benefit to the Kart Club as the extra income and increased membership financed track and facility development to the benefit of all concerned; Karts and Supermoto

This however came to an abrupt stop in December 2006 when a complaint to the Council forced them to put a stop to Supermoto until further notice. The Kart Club has remained positive and worked closely with the Council all through 2007. The process is now in the last stages of qualifying an acceptable solution for all concerned. It is fairly certain that Supermoto will return to the Crail track in 2008 with arrangements pretty much as previous. A positive from the experience is that Supermoto's right to co-exist with other interests in the area will be established.

Off the back of the issues at Crail, riders were looking at all sorts of options to get out on their bikes. One was an approach to the Grampian Kart Club at Banff. Those riders involved, with the support of the Bon Accord Motorcycle Club, managed to organise a demonstration day and two track days in 2007

The experience has been enjoyed by all concerned with the result that the Kart Club are now committed to working with Supermoto to develop opportunities for track and practice time at the Boyndie track near Banff.

Getting started in a fun way is relatively easy and inexpensive for those out there with motocross or enduro machines and similarly for quad owners. The Bon Accord Motorcycle Club track days at Boyndie are not just for Supermoto racing machinery, its open to all solos and quads without limitation on wheel size and tyre selection. Riders and machinery are grouped accordingly. Age and machine size is restricted by the ACU 2007 Rules. Leathers or approved road riding gear is mandatory even for quad riders - tarmac can wear through motocross gear very quickly !

The SACU are totally supportive of what is happening, offering support and guidance as required. Grass roots entry level provision for any form of motorcycle or quad sport through whatever channel can only be good for our sports in Scotland.

If you are keen to move the sport forward and finally get some racing in Scotland contact the office at Broxburn. The SACU is keen to get some certified officials and a committee going to drive this forward in 2008.

Road Race

Well 2007 has come and gone and it was a bit of an

up and down one for everybody with the weather interrupting what was good racing, when it got started.

Unfortunately there were instances throughout the season when for one reason or another patience was stretched beyond personal limits for some riders and officials. This led to the Road Race Committee having to take a course of action on more than one occasion that they would rather have not had to. Lets hope that there will be a lot less of it next year so that we can all get on with what we want to do – **Go Racing.**

On the plus side, the significant increase of novice licence holders entering the sport was a heartening development and our thanks are due to Hugh Ward, Dougie Brotherston and the Instructors for the work they put into this important aspect to the sport. Getting newcomers to the sport of in the right direction and with the proper approach to how things should be done can only make things easier all round. The co-operation of the Knockhill Circuit and Melville Motor Club at the Assessment Days is also appreciated.



Bruce Birnie in Action
Photo © www.power-images.co.uk

If you happen to know of any youngster between the ages of seven and thirteen years old who want to take up racing, put them in touch with Alan MacIntosh. Alan is running a competition on Sunday 13 January 2008 at Kartstart - Mitchelston Industrial Estate, Kirkcaldy which will give the winner the use of a mini moto to use in the Scottish Mini Moto Championship in 2008.

Alan has for some time now helped and encouraged youngsters to get started in our sport, most notably with Kev Coghlan, Robbie Stewart and more recently Dean Brown and Timmy Hastings. Jimmy Storrar, Michael Robertson and Dave Paton Jnr. (who will be representing Scotland in this years Celtic Match Races) have also benefited from Alan's endeavours. Anyone interested can get further details from Alan by phone on 0131-654-0786.

New Regulations for 2008

Race Numbers

- Race numbers are now required to be shown on the side of your fairing.

Remember too that there is a minimum clear space required between the number plate and any advertising (page 242 in your ACU Handbook).

Riders Meetings

- This year some riders have missed or been late for these briefings by the Clerk of the Course but remember that the meeting is there to bring you up to date with what will be happening during the course of the meeting not least of which will be matters relating to your own and fellow competitors safety, so make sure that you get to them on time please.



Bill and Graeme Davie in action
Photo © www.power-images.co.uk

A big thank you to all the clubs, officials, sponsors, marshals and everybody who helped in any way to put on the racing this year. It's a joint effort, so remember, without their help we would have no racing to go to.

Finally, on behalf of the Road Race Committee and myself may I wish you all a Merry Christmas and a Happy New Year.

Safe racing in 2008.

Ian Thomson
(Racing & Sprints Committee Chairman).

Quad Racing

The First Quad Inter-Nations Challenge

Five Top quad national and international riders represented their respected countries in October at the first Quad Inter-Nations Challenge held in Hereford. Teams from Wales, Scotland, Northern Ireland, England and Europe all competed in three individual races to win the inter-nations award.

For Scotland we had Top national & international quad rider John Mitchell all the way from Stornaway, National & international rider, Leon Beda from Fife, National rider Andrew Britton from Lanarkshire, Scott McMillan from Stranraer, and our team reserve Albert Smith from Aberdeenshire the Team Manager Ian Neill from Ayrshire coached the boys along.

Rain and a wet track greeted the Scots riders but by mid day it started to dry up slightly. With timed practice under way we had all the Scottish team riders in top 14 positions for pick of the gates, this was vital as a second row start was not good, due to the conditions.

Race -1 As the gates dropped the international field ripped up the start and it was mixed fortunes for the Scots, with John Mitchell jostling positions with Paul Winrow (Wales) Simon Hammersley (Wales) and Belgium rider Davy Brems who was fighting to stay in front of Leon Beda and David Hammersley. Andrew Britton had a steady ride and disaster struck for young Scott McMillan as his Honda trx450's gear-box gave up with only 4 laps to go. With a 'did not finish' for Scott the Scots team had a hefty 30 points added to their score. However the muddy and tricky riding conditions claimed another dnf from Ireland from Ex British quad champion Justin Reid. Before race two got under orders young Scott was quickly offered Andy Britton's Spare Honda Machine for the Second race.

Race -2 At the end of the lap Paul Winrow was leading followed closely by Beda and Mitchell with the Hammersley in pursuit and Northern Ireland's Sean Goss keeping Brems at his rear wheels. A mistake from Beda altered the top 6 positions which lead to close racing throughout. Scott unfortunately had a clash with the chestnut fencing but battled on to save the team from having another dnf. Britton had his own battles fending off the English team riders. The drying track took it's toll on other teams as there were dnfs from Wales and two from England. With Scott feeling slightly worse for wear (with a shoulder injury) we called up our reserve rider Albert Smith. Albert moved from the youth Blaster class to Adult Support class this year, so it was a real test of nerves from the youngster, as he lined up with Europe's fastest quad riders. The Scottish eagerly waited for the overall results from the first two races and were delighted to find out that with consistent riding we were only 9 points behind the winning team of Wales. Following the Scots were Ireland then Belgium and

England suffering with 1 dnf and a disqualification of a rider from race 2. With only 9 points behind and 4 points in front of Ireland it was vital that all our riders understood that riding safe to ensure everyone finished the race was vital but to remain competitive was the key to success here.

Race 3- Gates dropped and it was a mega race between Winrow and Mitchell for first place, Beda was again right in the mix with the Hammersley brothers and Britton fighting again with the English riders of Stephen Murphy and Paul Holmes. Albert had his own battle with the Belgium riders. It was a huge relief to all as the chequered flag dropped and our lads had secured 2nd place overall in our first Inter-teams event.

Results-

1/. Team Wales. 2/. Team Scotland. 3/. Team Ireland 4/. Belgium, 5/. England

Other Scottish Results:-

In addition to the main competition there were further success for Scottish Riders:

Ian Neill (Team Manager) won all three races in the Two-Stroke class

Joe Baroclough was persuaded out of retirement to secure the winning position in The Past Master's Class.

Zoe Dunlevey had a fantastic start to the day taking 2nd place in the first race of the Ladies Championship but then hit trouble with an incident with a bump causing a severe winding.

Mike Dunlevey secured 14th place in the Open class and Kyle Morrison secured 4th in the same.

The competitors did Scotland proud and everyone would like to thank **Quad Racing Scotland** and **The SACU** for their support in this event. As always many Scots also made the long journey to support our team and as such for that we are incredibly grateful.

Report By Ian Neill and Rhona Beda

Moto X

Motocross in Scotland in 2007

2007 has been a strange kind of a year for motocross. We had meetings in January and February in weather that was summery. By the summer came time we had more meetings cancelled because of bad weather than anyone

could remember. Sprinkle in some restrictions because of foot and mouth and it became a very disjointed year indeed.

We had to move meetings around, change dates, to try and get this years championships brought to a conclusion. Eventually we got there, but I hope things go a little more smoothly next year.

Scotland has a new British Champion in Billy Mackenzie who took the Maxxis MX 1 title this year. He has also been a regular points scorer in the GP series , finishing 7th in the world standings. Billy completed a hat-trick of GP wins in Japan this year. It must be the saki or sushi that they feed him on when he's out there , but it certainly seems to work. I spoke to him recently and he was hopeful that Japan would get 7 of the 8 rounds next year.

The Scottish Open championships Main sponsor for this year was **Gordon Brown of Safe Access Highland Ltd.** I can confirm that he is to be the principal sponsor of the championship for 2008.

MX set for a cracking year in 2008 !!

With a total revamp of the Championship 2008 will set the standard.

New rules and regs and an organization team already in place will bring a championship to be remembered

For next year the **Scottish MX1 Championship** is going to be run more like the British Championship. The entries will be processed by the S.A.C.U. office and I have put together a team of enthusiastic people to run all of the 6 rounds throughout the year. The goal behind this is to try to run the series more professionally and in a more business like fashion. We have already attracted sponsorship deals worth £14,000, so you can see that there many like minded people out there who are willing to put money into our sport, but sponsorship is a two way street and we must make sure that these people get value for money. I will be striving towards this and hope that all motocrossers out there will support the championship and indeed get involved next year. If you holeshot each race and win it, you will be pocketing around £450 for your days racing.

Now that will raise the profile of this championship.

Scottish 2007 MX Adult Championship

1 st	Stuart Flockhart
2 nd	Scott Findlay
3 rd	Ross Rutherford

Rab Duncan MX Chairman

SACU RECREATIONAL SECTION

A very successful exhibition and reception was held over the 3 days from 20 to 22 November at the Scottish Parliament at Holyrood. A large number of MSPs visited the stand and all went away suitably impressed with what we are trying to achieve. The First Minister **Alex Salmond** was with us for at least 15 minutes and asked a lot of questions. He was very impressed with the achievements of the North Lanarkshire Club and as a result he has asked us, with his sanction, to speak with the Sports Minister as a matter of urgency. As the exhibition progressed the MSP's collectively realised that from a very negative social problem real community benefits could be achieved through creative partnerships. Most of the MSPs reported problems within their own constituencies and I am sure that we will be hearing further from them.



The First Minister Alex Salmond discusses the issues with Bob Reid and two young riders

The evening reception was hosted by the North Lanarkshire Council and our guest was Jack McConnell. Several very important statements were made at the evening reception.

- a) The SACU now has a leisure and recreation registration licence. This can be implemented very quickly but before registrations are issued all Local Authorities will need to identify suitable ground where leisure activities can be held.
- b) The petition has also been warmly received and it was confirmed that the Scottish Government Petitions Committee will be meeting on 15 January to assess our case for going forward. The petition seeks that the Government carries out a National Review and for National Guidelines to be produced for Local Authorities' Planning Departments to identify ground suitable for proper facilities and that off road motorised sport provision should now feature in all Councils' Strategy Plans.

- c) The issue of noise legislation has also been tabled for further assessment at Government level.
- d) The North Lanarkshire Council have agreed, in partnership with the SACU National Recreational Steering Group, to host a Local Authority and Police conference in 2008 to take forward the issues surrounding the illegal use of off road motorcycles.



MSP Jack McConnell with North Lanarkshire Depute Provost Councillor Jim Robertson, and Bob Reid present Claire Komar and Andrew Waddell with their new registration cards.

You will see that there is a busy year ahead of us. Now that the SACU has been fully acknowledged within Government circles as **THE** Governing Body of the Sport in Scotland will, I am sure have an impact on the way ahead for both competitive and non competitive off road riding.

What has also been identified this year is the number of leisure riders who are now taking out full SACU licences and I hope that what we are doing on the leisure side will ultimately benefit the sporting side.

Bob Reid Chairman Recreation Section

Enduro

We may not have a Tough One in Scotland (yet..) but the riders here are certainly tough. From the tiring sand at Lossie and the long moors at Selkirk to the bogs at Griffin it was a long season and the standard of events still seems to get better each year.

Murray Thomson emerged as the Expert Champ to repeat last year's success – and also managed to fit in a win in the British Championship as well. Riding like a man possessed all season he inspired the rest of the field with some very quick times from the rest of the riders as they tried to catch him.

As Murray has always said "I like mud" – well this was the year for it.

2007 also saw the first SACU Inter Club Enduro. With 8 man teams riding from 4 clubs at the end of season Bon Accord event. Some close racing and all riders having to push for a finish and club points. The event was popular and clubs will have competition for places next year.

The winners were Melville MC just ahead of Grampian MCC. Well done to all the clubs.



The mud at Griffin – now that's Enduro ..
Photo www.scottishenduros.co.uk

The Scottish Borders Club has been revitalised this year with new events planned for 2008. New secretary and committee and looking for new members. If you live in the borders give them a call – you have a chance to grow with the club.

New rules for 2008 .

There is to be a new class – the Clubman 'B' class. Designed for Sportsmen moving up it has the same number of laps as Clubman – but extra time to get round. So move on up and give it a try.

And we will allow 144 cc 2 strokes to compete in the Clubman E1 class in SACU events.

Noise is the same as last year – lets keep it quiet. All clubs are getting their own noise meters so members can get tested. 94 dBa.

Get your licences early. Licence holders get a handbook and the newsletters sent to them. A day licence is fine to try one event – but two of these and you could have had a full licence. With a full calendar I hope we will see riders more than once. The SACU is there for the riders – let us keep you informed

And as we now have 6 certified SACU trainers more training days are planned in 2008. The first will be in February and others as land is available. Each club can have a training day – so ask your committee to book one and see what it is all about.



Sean Wooley – Over 40 Champ gets some air at Melville MC's Selkirk 2 Day.
Photo © www.scottishenduros.co.uk

Finally a big thank you - to you – the riders for making it another great season. It was a tough one – but you all kept going in true enduro style – and hopefully will be ready for more next season.

10 rounds scheduled over 8 weekends with 2 two day rounds. One Extreme event and of course the BEC Round at Lossie .

And with several clubs now running winter hare and hounds there is no reason not to keep fit. The Melville Club have even managed to get Paul Edmondson on the start line – all you have to do is pass him !

Have a great year – and stay fit.

Charlie Mackenzie
SACU Enduro Chairman

Speedway in Scotland

The 2007 Speedway season once again saw Glasgow Tigers and Edinburgh Monarchs competing in the British Premier League and both teams took a very different approach to their team building for the new season. Speedway rules dictate that each club starts the new season with evenly balanced teams, using the rider's points scoring average to make up a team with a combined average that is the same throughout the country. The trick is to select 7 riders who can improve and score more points per match than their starting average. Simple really, but with injuries and loss of form always likely with any team, especially one made up of promising young riders, getting the right balance of experienced solid scorers and emerging new talent is always a tricky proposition.

Glasgow went for a familiar, solid, though perhaps slightly uninspiring looking side, hoping each rider could up their scoring average, while their fierce rivals in the East rolled the dice with a new look team that would require someone to really come good to see them challenging for the top honours.



Scottish Open 2007

Photo © www.scottishspeedway.co.uk

Perhaps surprisingly, Glasgow appeared to get the mix of experience and potential improvement just about right as virtually every member of the team rode above themselves to make a very health start to the speedway year. The Monarchs however, struggled badly and it took a massive shake up mid way through the season before they really started to make any real progress and lift themselves off the bottom of the league table.

Glasgow's early season form dipped mid season and they too swung the axe, despatching long time Glasgow favourite George Stancl, whose form had dropped so dramatically that few Tigers fans complained about this departure, even though his replacement, Aussie Craig Watson, failed to offer a significant improvement. A rejuvenated Stancl was subsequently snapped up by the Monarchs as part of their wholesale team changes which brought a little bit of pride back to the East, the Monarchs having lost their unbeaten home record against

Glasgow. The power shift swung back again at the end of the season as the Monarchs retained the Scottish Cup, so an interesting winter lies ahead as both teams start the rebuilding process for the 2008 season with some major changes predicted as both clubs seek to return to title contention.

Despite the poor showing of both Scottish clubs, there was some good news on the individual front, as many Scottish riders did very well. Scotland's number 1, James Grieves was in stunning form. An excellent 2005 season for Newcastle was followed by a poor 2006, but a switch to Redcar in 2007 saw James return to his very best, highlighted by his

almost invincible form, especially around most of the Northern tracks where he tormented former clubs, Edinburgh, Glasgow and Newcastle.

One shining light in the Edinburgh season was the form of Andrew Tully who made his debut in the Premier League whilst doubling up with his Conference League side Scunthorpe, where he was the top averaging rider in the league until a badly broken ankle ended his season. Derek Sneddon too enjoyed a decent season, and his appointment as captain of the new look Monarchs mid-way through the season had a huge impact on the team's performances.

Sean Stoddart, discarded at the end of the 2006 season by Edinburgh, won the rider of the year trophy at Newcastle where he made huge strides forward and has really established himself as a rising star in the Premier League.

Scotland's only permanent Elite League rider is Wolverhampton's William Lawson, who also started out the year doubling up with the Monarchs, before it became obvious he was struggling to improve racing in both leagues and he was encouraged to pursue his Elite League ambitions as part of the Monarchs wholesale changes. Improve he did, winning the **Young Rider of the Year Title** and the **Most Exciting Rider of the Year** award with Wolves.



Andrew Tully in control

Photo © www.scottishspeedway.co.uk

Outside of the Elite & Premier Leagues, there was disappointing progress made by the vast majority of Scottish riders in the lower Conference League. With the exception of Edinburgh and Scunthorpe rider Andrew Tully who dominated the league scoring, only Greg Blair of Cleveland can be happy with his year, having started the season as a virtual novice and improving at such a rate that he looked well able to hold down a reserve slot in the Premier League. Greg's season ended early following a very nasty crash but there is no doubt that the progress he made during the year was nothing short of sensational, and done in a somewhat spectacular style at times. Definitely a star of the future, and

with some very good people around him, like former star Kevin Little, to steer his career in the right direction, he is sure to make a big impact in 2008.

Gary Beaton ending his year in determined fashion, winning the Heathersfield Gold Helmet, and with it, the Scottish Junior Championship, a title he last held in 2004. He now looks set for a run at reserve in the Premier League with Glasgow, and perhaps he is now ready to make the step up. Time will tell, but it may well be now or never at Glasgow.

On a sad note, during 2007 we were reminded on a number of occasions throughout the speedway world of just how dangerous our sport can be with some terrible accidents ending careers and in some cases the lives of riders. Glasgow's season ended badly as we witnessed a number of very bad looking accidents, one of which saw Scottish Internationalist David McAllan suffer a serious back injury which is expected to keep him out of the sport for at least a year, but which now, thankfully, does not appear to be as debilitating as first feared.

On the training side of things, things look very depressing indeed. With nowhere in Scotland to practice, and no apparent hope of some land on which to build a training facility, the conveyor belt of emerging young riders has stopped, with just 14-year-old Dale Lamb looking to join the current handful of junior riders. The financial burden of travelling hundreds of miles in the hope of getting some track time south of the border has left many of our promising young Scottish riders penniless and deeply disillusioned with the sport. Despite the obvious talent displayed by the current crop of youngsters who benefited from racing in the Conference League with the now defunct Dale Devils, there is now a very serious danger that there may well be no Scottish riders participating in the sport in the future unless urgent action is taken to build a training facility to replace those that have been lost at Linlithgow, Armadale and Glasgow

Scotland has a long history of producing world stars in all forms of motor sport, and there is no doubt there is a Scottish Speedway rider out there who could compete at the highest level, maybe even a world champion!

Trouble is, without training facilities he can't even give Speedway a go in Scotland!

Report by Allan McDade

Trials

The 2007 Trials championships have now been settled with Gary Macdonald (Kinlochleven) securing the Scottish Trials Championship (Adult)

for the second successive year. He has won every single round he entered, missing only one round due to British Championship commitments. Evergreen Gavin Johnston (Inverness; 8 times previous winner) was runner up.

On the youth front, Allan McMaster (Fort William) takes the Youth A; Duncan Macdonald (Ballachulish) won the Youth B and Tom Howie (Inverness) the Youth C class. Good to see enthusiastic youngsters travelling all over Scotland to ride trials and riding in ACU events as well. The young riders are the sports future, However....

It is incredible that in 2007 the entry list or results for the adult championships is almost completely carbon copies of those of twenty... yes, **twenty** years ago. The same handful of riders at the top, were up there almost a quarter of a century ago! More youths needed please!

For full details of how the various SACU Trials championships finished up, log on to the SACU website www.sacu.co.uk



The photo shows the presentation of the Scottish Six Days sponsorship cheque to representatives of the Lochaber Mountain Rescue [Left to Right: Mark Whitham (SSDT C of C); John Stevenson (LMRA& trials enthusiast); Miller Harris (LMRA); Terry Confield (LMRA Team Leader) Dougie Gibson (LMRA team member & Lochaber Club Trials Rider); Rab Paterson (SSDT Committee Chairman)]

The Scottish Six Days Trial committee decided to raise funds for the Lochaber Mountain Rescue Association (the famous search and rescue service) this summer and what a challenge they set themselves, entering a three rider charity team in the Scott Trial in North Yorkshire on October 20th – probably the toughest one-day motorcycle trial in the world!

For those of you unfamiliar with the Scott, it is an annual event run by the Richmond Motor Club and the riders don't just ride observed sections, they are trying to set the fastest (or standard) time to complete the gruelling 91 mile course. Marks are lost not only in the sections, but for being later than

the rider who sets standard time. The course consists of open moor-land in the North Yorkshire National Park which encompasses most of “James Herriot” country, very picturesque, but very hard going! Always run on a Saturday, it’s a great trial to watch, worth while taking the weekend off to see it! SACU entrants this year were Allan Adamson (Dunfermline) Gavin Johnston; Iain & Lee Shankie (Lanarkshire). Allan & Gavin finished, sadly Iain and Lee were out on time penalties this, their first attempt.

The SSDT Charity team consisted of Mark Whitham (SSDT Clerk of Course) Leigh Bremner from Inverness and Grant Taylor from Perth. The aim was to complete a “relay ride” within the trial for sponsorship purposes. The organisers allow this type of entry. Unfortunately Grant’s 250cc Beta seized early on (having to push it for miles back to the start) and that effectively put pressure on Mark and Leigh to cover the ground. They were ably assisted and supported (very vocally by Rab Paterson in fact!) by some of the SSDT committee who had travelled down to “cheer them on” at various points on the course.

However, so impressed with their effort, the Richmond Club presented the team with the highly coveted “Endeavour Award” for raising the princely sum of £2,500 for Lochaber Mountain Rescue.

The SACU have also made a donation to the Lochaber Mountain Rescue, but possibly more importantly recognised the efforts of the SSDT team by awarding them this year a “special trials award” at the Scottish Championships Award ceremony. A truly great effort in the good name of motorcycle trials sport, well done to all involved.

I must record thanks to the Perth & District Committee for once again organising the annual SACU Inter-Club Team Trial at Monzie estate. The Perth & District, celebrating its’ Centenary in 2007 is the oldest surviving SACU affiliated club in Scotland, formed before the SACU itself! Well done Perth here’s to the next 100!

It’s good to look back and review, but now that the trials season is at a close it’s also time to look forward into the coming season, 2008.

SACU clubs are going to be busy next year with quite a number of two-day trials planned by the Lanarkshire; SCRMC; Edinburgh & District; Loch Lomond and Inverness clubs. The Scottish Pre65 Two-Day is now well established and massively over-subscribed. The Inverness “Highland Classic” is a two-day event for both Pre65 and Twin-shock bikes at Aviemore. The other events planned are for modern machines with a good mixture of old and new at the SCRMC event at Abington on George Hodge’s ground.

It’s good to see that many of the clubs are now “naming” their trials, mostly in remembrance of former riders such as the Allie Beag – Invaders (Lochaber) in honour of Allie Cameron; Dan Stewart who rode many years and organised the two-day for Loch Lomond. But what of the rest? What is the history behind the annual Ian Pollock and Grace Dignan trials. I know those two, both were organisers who put in a heck of a lot of their time for the Highland; Scottish Six Days and Lochaber Clubs, now immortalised. Maybe next time I’ll tell you a little more of the history of the R.H. Hayward; Valente; Merrilees; John Davies and Bob MacGregor trials!

Finally, a word of heartfelt thanks to this years sponsors. Willie Gillespie of **Off-Road Motorcycles**, Dunfermline, Fife for the Adult and Clubman championships and to Gary Coward of **Highland Leisure Sport** of Invergordon for sponsoring the “Support Championships” that’s Pre65/Twinshock; Over 40 and the three Youth classes.

Keep those feet on the rests guys!

Observed by John Moffat,

Chairman SACU Trials Committee

Lothian & Borders Police Initiatives.



Assessment Points the Way

It is generally accepted that assessment of skills related to any activity can lead to improvement, confidence and fuller enjoyment for the participant.

Biking is no exception to the rule, in fact, for many bikers increasing their roadcraft means an improved safety margin coupled with a significant raising of self satisfaction and confidence, all adding to the pleasure which we get from riding bikes.

Over the past six years ‘Bikeseafe Scotland’ the Scottish Police motorcycle safety scheme has tapped into this belief and made rider assessment and the promotion of advanced training its top priority.

Lothian and Borders Police have been involved since the start and continue to have a commitment which requires a substantial draw on resources. This year saw well over a hundred riders attending



the two 'Theory Nights' resulting in a significant number qualifying for an assessed ride.

Motorcycle Patrol Officers who have had the benefit of training at the Scottish Police College carry out these assessments which typically are of about two hours covering both urban and rural riding. So, what will the assessor be looking for? Road observation and hazard perception, appropriate speed, road positioning for hazards both actual and potential, corners and bends. Also desirable is a smooth riding style with an appreciation of acceleration sense. The 'Theory Night' prior to the assessed ride is a great opportunity to get an idea of what will be required on the day, in simple terms the message being put across is **'never put your bike where your eyes and brain have not been first'**

During the ride any aspects that might require some 'brushing up' are discussed and hopefully the whole experience shows riders there is more to riding and encourages them to seek further training.



Next years launch of 'Bikesafe' will take place at the Scottish Motorcycle Show Stand No. H108. Also Lothian & Borders Safety Camera Partnership will be kicking off a repeat of their 'Around The Corner' campaign with a particular focus on the Scottish Borders, meeting up with bikers at various venues including the ever popular St Mary's Loch. Good website at www.aroundthecorner.org.uk, some useful tips on Borders biking. For further information on 'Bikesafe' see www.bikesafe.co.uk or give me a call – Alan Paterson - on 0131 316 6379.

And Finally



While the rest of us celebrate the New Year a group of 5 Scottish riders will be setting out for DAKAR. The team is making a big effort on 5 KTM 525's and you can follow their progress each day on www.scotlandtodakar.com.

Following Robbie Allan's awesome ride in the 2007 event and being inspired by him the group have invested a lot of time and effort to have a real go at reaching the Lac Rose in Dakar.

With event backup provided by Dakar Vet Patsy Quick and advice and experience from Robbie Allan the team has a great chance of finishing.



The team consists of Neil Buchan, Ewan Buchan, John Whiteford, Iain Shankie and Calum Mackenzie.

They are riding in aid of two charities **CHAS** (Childrens Hospice Assoc Scotland) and **Yorkhill Childrens Fondation**

Good Luck and fly the flag..

Contact us

If you wish more information on any of the items in this newsletter - or for further copies - please contact the office at Broxburn.

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Thanks to www.ecossepix.co.uk for the front cover photo.



Bob Grant
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