



VOYONIC GRAMPIAN FOREST RALLY



9th & 10th AUGUST 2024
STONEHAVEN & DISTRICT MOTOR CLUB



EVENT PROGRAMME



£5

GRAMPIANFORESTRALLY.COM

PROBITE | **ERC**
BRITISH RALLY CHAMPIONSHIP

ASSET ALLIANCE | **STC**
@motorsportuk Scottish Rally Championship 2024

STELLANTIS
MOTORSPORT RALLY CUP IRE & UK



The Voyonic Group

Voyonic are delighted to be the title sponsor of the Grampian Forest Rally after a few years of mainly enforced absence from the British rallying scene. It is good to be back.

Bringing together a broad team with a lifetime of experience in human resources and manning services, Voyonic Crew Management Group was formed to provide offshore employment services to the offshore and marine industry in all its forms, both in oil and gas and renewables, as well as cruise ships, cargo vessels and super yachts. We have an exciting and growing client base in the subsea sector.

Voyonic offers a wide range of integrated international payroll outsourcing solutions to suit every business. These can be deployed either “in house” or as a hosted solution accessed securely by the client via the internet.

With 3 UK offices, including Aberdeen, and overseas in Malta, Mumbai and Manila, Voyonic are perfectly placed to support your activities, wherever they are based.

The energy sector has changed from being primarily involved in the oil and gas sectors to now include wind energy and tidal energy. One thing that is sure is that the vessels providing support to this sector are probably far more complex than in any other sector of shipping because of the nature of the industry.

Voyonic recognise this and the fact that the crew on-board offshore support vessels require to be continuously developing in order for them to cope with the fast changing technology that modern support vessels carry.

The complexities of the rules surrounding the energy sector are often difficult to interpret and this is something that the Voyonic Group are widely experienced in.

In association with our partners in the North East we are able to not only resolve the problems of the offshore employment and management of personnel but also offer a wide range of HR

and Financial support services.

Voyonic work closely with ACCORD Business Partnerships in Aberdeen. ACCORD provide logistics and personnel support to the Voyonic team as well as partnering with clients across the entire employment cycle.

The Group also have access to state of the art training facilities based in Immingham at the MODAL Training Centre where training can not only be provided on modern state of the art Kongsberg Bridge and Engine Room simulators but also more generic STCW training.

The facility also forms a part of the Humber Maritime College and MODAL also house Transafe Training which offers a wide range of LGV driver training as well as ADR and CPC courses. Transafe also has a full size XPI LGV simulator.

As part of the wider TEC Partnership, the facility is able to arrange tailor-made leadership and other management training courses.

In all, the Group is able to provide a whole range of employment related services, too numerous to mention here, so please do visit our websites and make contact. We are always happy to help.





WELCOME TO THE VOYONIC GRAMPIAN FOREST RALLY 2024

On behalf of Stonehaven and District Motor Club may we welcome you to the Voyonic Grampian Forest Rally 2024.

We are delighted to welcome competitors from the Scottish Rally Championship, the British Rally Championship and the Stellantis Cup, to our event and are sure that they will enjoy a great day of sport in our forests.



OUR SPONSORS

We are indebted to our sponsors who have generously contributed to enable the event to take place.

Without their enthusiasm and support for local motorsport rallying in north east Scotland would not survive.



THE RALLY

The forests of Fetteresso, Durriss, Drumtochty and the Correen Hills provide the competitive route of 57 miles and the liaison route mileage is very compact.

The route is a mixture of roads which have now gained reputation for quality and enjoyment plus some old favourites.

VOYONIC GRAMPIAN FOREST

Spectator Guide

The rally is based at Banchory all weekend. On Friday, the cars will be scrutineered and the competitors sign on.

And on the Friday evening we have the Ceremonial Start, held in the King George V Rally Zone (in the centre of Banchory), before the competitors head off for the first two special stages.

The Spectator Area is located at Cowie Bridge in Fetteresso forest.

On Saturday there will be seven more special stages, there are two Spectator Areas in the forests, in Durris and Fetteresso.

The cars will return to the King George V Rally Zone in Banchory three times, twice for Regroups and finally for the Ceremonial Finish.

FRIDAY 9TH AUGUST

Scrutineering begins at 9.00 am at Milton of Crathes.

All competing cars have to be examined by MUK Scrutineers to ensure that they comply with all safety requirements, and for their eligibility to run in the class they have requested, before they are allowed to start the event.

FRIDAY 9H AUGUST CEREMONIAL START KING GEORGE V, RALLY ZONE, BANCHORY 4.30 PM

Come and see the cars and their crews at firsthand -, there's plenty of parking and refreshments and toilets will be available at the venue.

You'll be able to catch the expectations of the crews as they are interviewed before starting the event.

And then, of course there's the spectacular scene when the cars are sent on their way in the centre of Banchory.

First car will be away at 17.30 hrs.

SATURDAY 10TH AUGUST

The competitors begin to return to the King George V Rally Zone for the first time at around 11.00 am in the morning for a regroup, they will return again in the afternoon for another regroup before returning again for the Ceremonial Finish.

The winners will be announced with the traditional champagne spraying at around 17.30 hrs.

SPECTATOR AREAS

The Spectator Areas and car parks have been provided by Forestry & Land Scotland for which we are very grateful. The Car Parks will be manned by charity volunteers proceeds go to charity, parking costs £10 per car. Please use these car parks and give these people your co-operation to make everyone's day as enjoyable as possible.

FRIDAY 9TH AUGUST

Cowie Bridge Spectator Area
SS2 Finglenniel First car due 18.29 hrs

The Spectator Area is accessed from the Slug Road (A957) at Hill of Three Stanes, follow the green arrows through the forest for about 2.5 miles to the car park.

From there it is a short walk to the viewing area (a longer walk if you come late!), this is a forest environment so sensible clothing and good walking shoes or boots are essential for your personal safety.

There will be a Catering Van and Toilets in the area for your comfort and convenience.

VOYONIC GRAMPIAN FOREST

Spectator Guide

The Forest District have put in a lot of effort to produce an outstanding improvement to the viewing in this area and have produced a high level area which gives tremendous views northwards.

Combined with clear felling in the area in recent years the cars can be watched approaching the bridge for a long way, down the hill and swinging around the sweeping bends, brilliant!!

The bank up to the viewing gallery is steep so good footwear is essential to access the best bits.

Please note that the area South of the Cowie Bridge is a scheduled monument and is therefore a prohibited area.

Standing in the burn by the bridge is also prohibited for safety reasons (it has happened in the past!).

SATURDAY 10TH AUGUST

Bruntyaids Wood Spectator Area
SS5 Durris 1 First car due 12:30 pm

The spectator area is in the middle of the stage and the car park is in Bruntyaids Wood to the North of the stage.

It is accessed from the B979 Netherley Road, turn right near the Lairhillock at a signpost to Durris, proceed along the road for approx 2.5 miles and then turn left and then right after about 150 m.

The forest entrance is just under a mile along this road on the left.

There will be green 'Spectator' arrows to assist you. It is about half a mile from the car park to the viewing area (further if you arrive late!) so be prepared to walk and wear appropriate clothing and shoes.

There will be a Catering Van and Toilets available for your comfort and convenience.

The cars will approach from the North West and then power away down the road, there is good viewing from high ground beside the track, please stay behind the tapes and do not walk on the track.

There are no spectating points beyond the zoned area in either direction so please stay within the designated spectator viewing area.

COWIE BRIDGE SPECTATOR AREA

SS8 Finglennie 3 First car due 16.00 hrs

A second opportunity to see the cars at this spectacular viewing point.

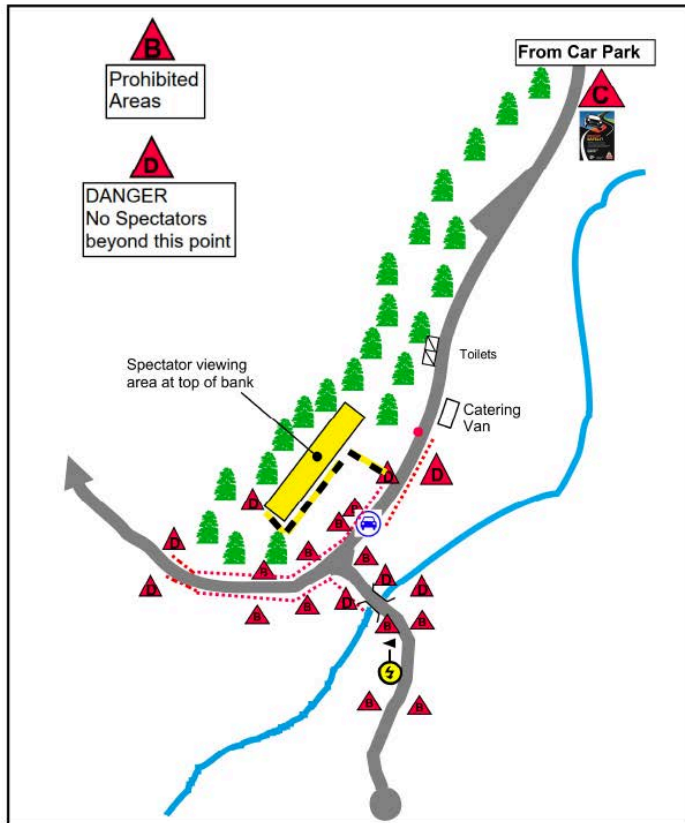


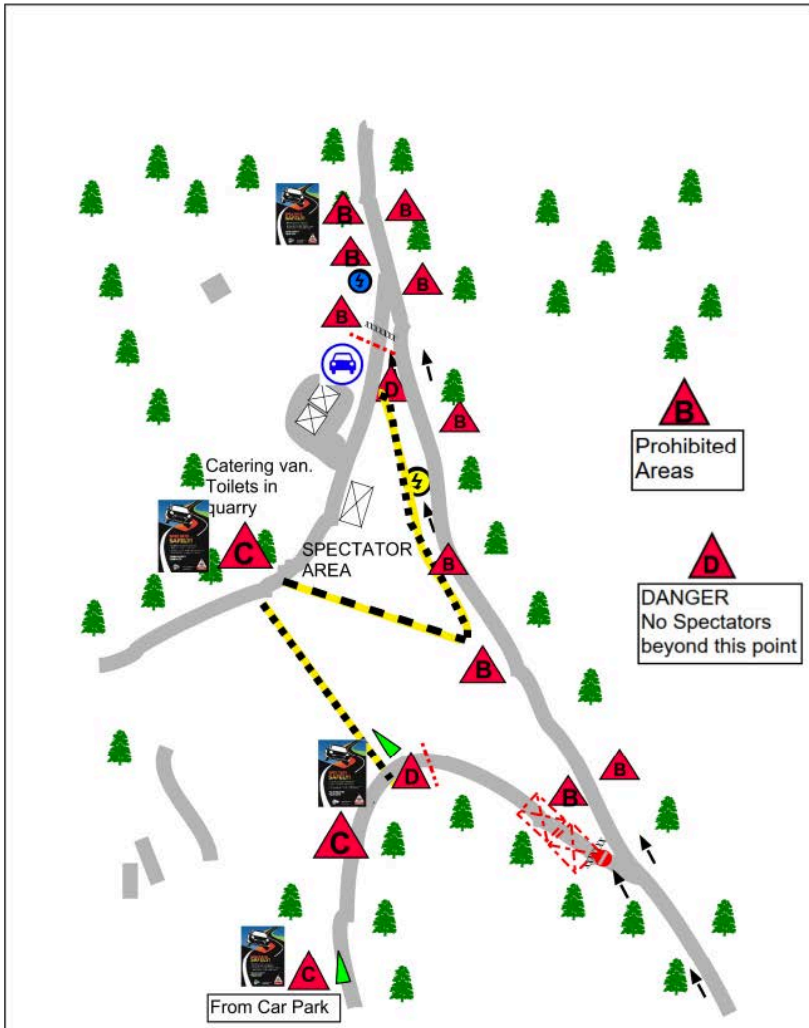
Friday 9 August

SS2 Finniglennie 1 First car due 18.29 hrs

Saturday 10 August

SS8 Finglennie 2 First car due 16.00 hrs





STELLANTIS

MOTORSPORT RALLY CUP IRE & UK

A PATHWAY TO THE FUTURE

Contested over eight flagship events in Ireland and the UK, the Stellantis Motorsport Rally Cup is a manufacturer backed series for the Peugeot 208 Rally4 and Opel Corsa Rally4, with an unrivalled €75,000 prize fund.

Find out more at:
stellantis motorsportcup.com



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VOYONIC GRAMPIAN FOREST

Service Area (Rally Hub)

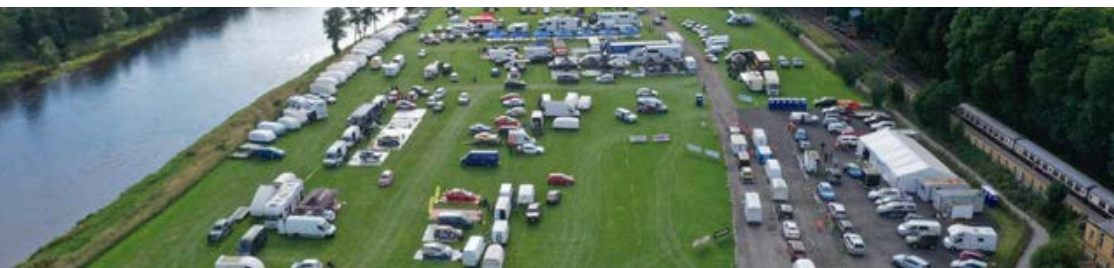
The events field at Milton of Crathes, near Banchory, is again the location for our rally headquarters and central servicing.

All communication will be done digitally but there will be a Rally Hub where event officials and competitor liaison officers will be available to help during the event.

We are delighted, once again, to have a large LED screen will also be set up at the service park to display the SRC (Scottish Rally Championship) live stream to all crews.

The BRC (British Rally Championship) and Stellantis teams will also be joining us this year. They will have on show the very latest in rally technology in the form of various classes of vehicles that compete all over the UK.

Please be aware of moving vehicles at all times, keep yourself safe by following the marshals and officials' instructions.



Achieving your Well Objectives

*in a safe, timely and
cost-effective manner.*



Colin Smith 2023

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Retro Restoration based in Memsie, Aberdeenshire are classic car restorers providing a comprehensive car restoration facility for classic cars, racing cars and vintage cars such as the pre-war car user. Retro Restoration provide car restoration from minor sub-unit rebuilds to complete restoration and race preparation. We also carry out mechanical repairs and servicing of all types of makes and models of classic cars throughout Aberdeenshire and the rest of Scotland as well as the UK



Mk1 and Mk2 Escort Specialists



WELCOME

from the Clerk of the Course

A VERY WARM WELCOME TO THE VOYONIC GRAMPIAN FOREST RALLY 2024.

Everyone here at SDMC are looking forward to welcoming back competitors old and new to our annual visit to the fast flowing, smooth stages of the Grampian forests.

Names such as Correen Hills, Fetteresso, Drumtochty and Durriss should conjure up a mix of history, speed and pure enjoyment of rallying fantastic cars through these long-standing forests. How many miles does the rally cover? Well just across a staggering 57 miles!

Once again Voyonic have agreed again to be our fantastic title sponsor and we give a huge thanks too for all their support this year.

We also have a huge amount of stage sponsors – without them we wouldn't have such a fantastic event.

Returning for 2024 are the [SRC Championship](#), [British Rally Championship](#) plus [Stellantis](#) – every competitor apparently loved coming up to our glorious Aberdeenshire!

We are also joined by competitors from the manufacturer's [Stellantis Motorsport Rally Cup IRE & UK](#). A huge welcome to everyone.

Together with our local crews we should have a very exciting 2 days of motorsport.

THE STAGES ARE LOOKING GREAT!

Thanks go to FLS for all their efforts in getting the forests in such a brilliant condition. Some of you will have heard that we are running 2 stages on the Friday evening starting away from Banchory around 5pm and then a further 7 stages on the Saturday including 2 brand new stages in the morning – more information in this programme. Everything is now in place so here's to thoroughly enjoyable and safe event for everyone.

We have a huge number of volunteers all working towards not just an exciting and competitive rally but most importantly a safe rally.

You'll find details in this programme of the spectator areas, please use this location as it is the safest with great views of the action, nearby parking and our First Aid.

As you approach these locations you will see various notices and see some of the volunteer marshals as well.

Please pay attention to the notices and listen to the marshals requests as they are there to guide everyone and help to ensure our safety.

Enjoy!

Graham Provest

SAFETY FIRST



You will encounter the Safety Code notice in many places.

It is used to remind everyone about the key behaviours to keep everyone safe whilst spectating.



If you are approaching the event from any location, you should come across Warning Notice A to remind you of the specific risks. This will be at any entrance to the event or part of the event, you should remain alert after passing this notice.



In conjunction with red and white tape, you will probably see Warning Notice B. This notice highlights areas of particular danger on a special stage, for instance where a car is likely to go off or where cars have gone off at previous events. These areas defined by red and white tape should not be entered by anyone.



As you approach the stage on a path or road and either on foot or in a vehicle you should also encounter Warning Notice C. This notice carries the same warning as notice A with the addition of the warning that the stage is being approached. You should remain alert after passing this notice.



Then finally, when you are in an area designated as a spectator area, an area will be marked with yellow and black tape defining the safest area to stand and Warning Notice D is used to advise that this boundary is not to be crossed as it is the limit of spectator access.



IN THE RUN UP TO THE FIRST COMPETITION...

You will see a Safety Car convoy traversing the stages. Each vehicle crew has a specific function but the key factor is that they are all ensuring the stage is safe to run.

Please listen to any requests made by the Safety Car crews or marshals as this will help ensure the running of the stage. If all the safety cars are not satisfied the stage is safe to run then it will not run. Don't be that person!

Please don't move position after the safety cars have come through and if there is a gap in the competing cars then an intermediate car will come through the stage within 20 minutes. This car indicates that there are more rally cars to come, so please don't start to leave or move location if there is a gap in the running.

You will know when it is safe to move as there will be a sweeper car after the last of the competing cars. Only after that should you move or access the road the stage was running on.



SAFETY MEASURES

Expect the unexpected, be able to move quickly, stay standing, don't sit or lie down whilst cars are competing.

Stand well back and use the high ground, you get a better view and it is safer if a car does lose control

Leave the drone at home
Respect the marshals, they are there to help ensure your safety

Don't walk on the stage until the sweeper car has passed

And finally
Never risk your own safety!

“

Huge thanks to our officials, marshals, radio comms, emergency and recovery services, local people to the area who put us with us.

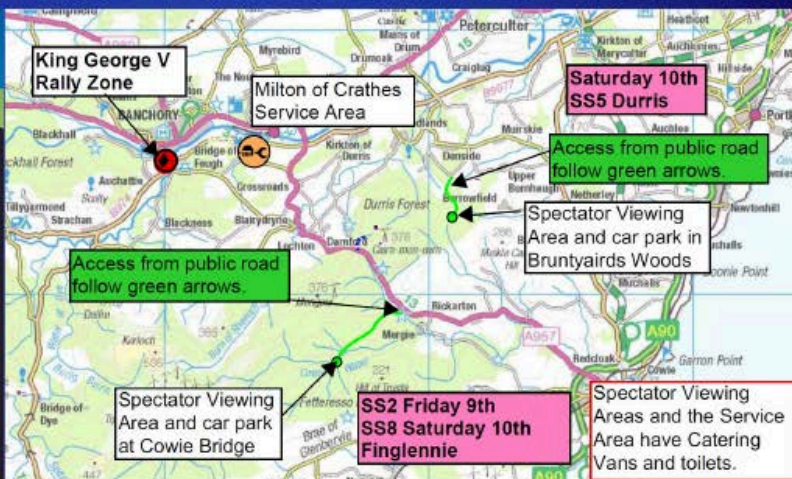
And of course the competitors without each of these people playing their part the event would just not happen - I am extremely grateful for all the support.

Have a safe and fun day everyone!

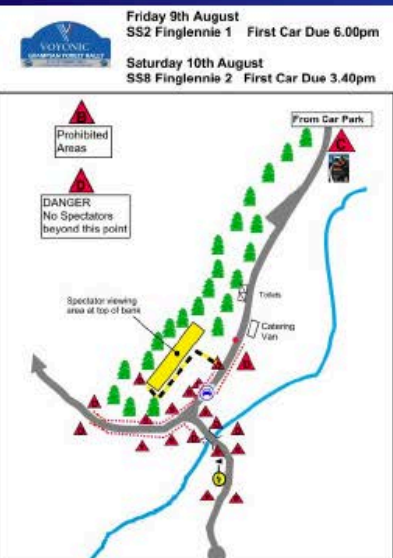
Graham



WWW.GRAMPIANFORESTRALLY.COM



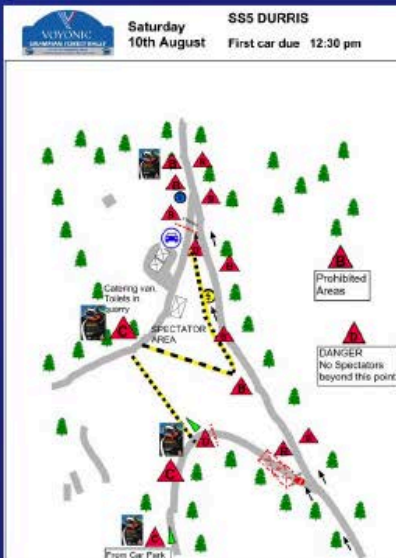
A £10 charity donation is required for car parking in the forests



Facebook



Website



CLASH OF THE TITANS: BRC HEADS BACK TO THE GRAMPIAN

The Voyonic Grampian Forest Rally marks the switch back to gravel for the Probite British Rally Championship and a welcome return to the super-fast and flowing stages in Aberdeenshire.

Last on the BRC roster in 2022, the popular Scottish event is a welcome addition to the calendar this season, which will arguably mark an important event in the fight for the coveted British title.

With three rounds complete in a hugely re-invigorated season, it's 2021 Junior BRC champion and 2023 Junior World Rally Champion William Creighton who heads the leaderboard.

Creighton and co-driver Liam Regan have enjoyed an impressive BRC form in their debut season in Rally2 machinery, taking three second-place results so far this season.

The M-Sport Ford Rally Team crew are dovetailing a WRC2 campaign and head to Scotland in their Ford Fiesta Rally2 fresh from a fifth place in Latvia and may well be looking at a maiden BRC win.

A further sign of the BRC bringing the big guns in 2024, is that 2019 European championship Chris Ingram lies second, starting his season off in fine style with a North West Stages win.

A shift to a Toyota GR Yaris Rally2 may need some getting used to but don't underestimate the pace of Ingram and Alex Kihurani in the forests. A recent non-championship win on the Nicky Grist Stages is a sign of their intent.

A dismal start to the year for four-time BRC champion Keith Cronin was almost forgotten at the Jim Clark with a win in his Fiesta Rally2 and Mike Galvin alongside.

Lying third, the Irishman has a busy year behind the wheel and seat time can only be a good thing heading to Banchory. He is also a former winner of the Grampian, beating Osian Pryce in a ding-dong battle in 2022.

continued.../



CLASH OF THE TITANS

Speaking of Pryce...Osian made a surprise return to the BRC after securing the title in 2022. A win at the Severn Valley Stages shows he's lost none of his prowess, and the Welshman has been on the pace of the front-runners all season so far, just missing a little luck. This year, he has long-time friend Rhodi Evans in the co-driver's seat.

But the BRC1 category is awash with talent and picking a winner is no foregone conclusion. James Williams [Hyundai i20 N], Meirion Evans [Yaris] and Garry Pearson [Fiesta] would well challenge out front. Max McRae [Fiesta] will also be eager to score well on home soil and plenty of points are at stake.

Further down the field, keep an eye out for the Junior BRC crews who will also have their sights set high in Banchory. Many of the rapid youngsters are also chasing the Stellantis Motorsport Rally Cup honours, and home-grown hero Robert Proudlock enjoyed victory on gravel in April so is likely to feel well at home this time around.

Look out for a myriad of BRC contenders in the later event too, with the Open and National Title crews fighting it out, including the likes of John Rintoul [Citroen C3]. John Morrison [Fiesta R5], William Mains [Nova] and Nick Heard [Ginetta G40].

You can catch up with all the BRC action, broadcast on ITV4, ITV4+1 and ITVM shortly after the event. Check out our social media feeds for exact timings.

Keep tabs on all the latest BRC developments & send us your BRC FanCam footage by visiting www.britishrallychampionship.co.uk or by following us on social media: [Facebook](#), [Instagram](#), [TikTok](#), [YouTube](#) and [Twitter](#) using #BRCRally.





SPECTATE SAFELY!

- **Be alert!** Always expect the unexpected.
- Stay at the designated spectator areas.
- Remember that in an accident anything can happen.
- Always follow the instructions of the marshals.

**YOUR SAFETY
YOUR LIFE**



motorsportuk.org
[#rallysafety](https://twitter.com/rallysafety)





THE 'REAL' MCRAE!

People think, and of course history will record, that Jim McRae put Scottish rallying on the international map.

That's true, up to a point. And yet, the real spark which led to the numerous Scottish and British Rally Championship titles plus an FIA World Rally Championship and an Asia-Pacific Championship title was not totally down to Jim, Colin and Alistair.

It was Margaret McRae.

Way back in the early 1970s, Jim McRae's weekend release from work was scrambles, or moto cross as it is better known these days. When Margaret met Jim he was already a successful racer and past master of falling down, getting up and back on the bike to race first across the line. And Margaret was there, sandwiches and flask at the ready – along with the First Aid box.

Fortunately, Jim was pretty good at this scrambling lark and didn't often require any of the contents of the First Aid box but Margaret on the sidelines witnessed only too clearly what happened to the less talented riders during the races behind the leaders.

With this in mind, and Jim now with increased responsibilities employing staff in his plumbing and heating business, it was Margaret who suggested that Jim should perhaps take up something less risky. Golf or tennis might have been her preferred choices, but even something on four wheels would be less risky, like rallying – surely?

There were quite a few racers in South Lanarkshire at the time, like John Cleland, Kenny Allen and Norrie Galbraith but rallying seemed to be the more popular option with a strong club following in both Lanarkshire and Coltness Car Clubs.

It was through Lanarkshire CC that Jim met Allan Arneil a car dealer in the family business in Hamilton and from whom he acquired his first rally car, Allan's Ford Corina Mk1 with a Lotus Twin Cam engine.

And so Margaret was resigned to a life, not in the fast lane, but in the support lane in service vans and chase cars following and supporting 'her men', first with Jim and then with Colin and Alistair and now there's a grandson to worry about!

However, Jim's rapid rise through the rallying ranks did allow Margaret to relax a bit more as with a professional team around him, there was less to worry about.

That was to come, as Jim's rallying career took off on the 1974 Arbroath Stages Rally where he finished just outside the top ten in 11th place on his first event. That was followed by a sixth placed finish on the Border Counties Rally but already, Jim had realised the limitations of the converted 1200cc four door Cortina.

The car was sold, a 1600cc Ford Escort purchased, and the rest is history.

In that first season with the Escort he scored three first places in the Challengers category for newcomers in the national Shell Scottish Rally Championship series and one second place earning him his first national title of Scottish Challenger Champion.

In that first season with the Escort he scored three first places in the Challengers category for newcomers in the national Shell Scottish Rally Championship series and one second place earning him his first national title of Scottish Challenger Champion.

The following year, the already astute businessman took a look around him and saw that all the top drivers were in Ford Escorts, so he bought a Group 1 Vauxhall Magnum from the large SMT dealership just to be different.

It worked. His growing success and the different car attracted attention which led to some sponsorship support from SMT and by 1976 he was 'earning' expenses driving a full 'works' car. From the Magnum he progressed to a Group 4 Vauxhall Chevette and started winning rallies outright including his first International event win in Ireland.

By the end of the 1970s, Jim McRae was a 'works' driver with Dealer Team Vauxhall, but in 1981 he switched to the Dealer Opel Team. Oddly enough, he was a near neighbour of a certain Bill Cleland at Symington and who had an Opel dealership in Peebles. Bill was not only an RAC MSA Scrutineer, he was on the Dealer Opel Team motor sports committee and played a part in getting Jim to sign for the new rally team.



Credit: DirtFish



Credit: Motorsport Images

By this time, Jim was virtually a full time professional rally driver and had to hire a manager to run the plumbing and heating business and where Colin was first appointed as an apprentice plumber! Both Colin and Alister were already competing in Junior motocross and trials, then autotests, followed by rallying, which meant that Margaret was once again embroiled in a task borne with great fortitude, enthusiasm and pride.

And here is Jim once again, fifty years on, still competing, still approachable and still entertaining the crowds. In the intervening half century Jim has driven just about every type of rally car, FWD, RWD and 4WD, supercharged, turbo and non turbo, flat fours to V8s and from all the famous marques, Ford, Vauxhall, Opel, MG, Porsche, Audi, Subaru, Mitsubishi, Toyota, Hyundai, BMW and goodness knows how many more.

Yup, Jim helped put Scottish rallying on the world map, but who helped Jim every step of the way?

John Fife is a retired motor sports journalist who is now writing the history of the Scottish Rally Championship, the first book 'The Scottish Rally Championship 1980-1989' is out now and the next one covering the 1990s is on its way.

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Photo: Ian Buttery

John GODSMAN

It is with a deeply sad heart that I have to inform of the sudden passing of one of the most cherished members of SDMC, Johnny Godsman.

A member who joined circa 1976 John was a keen competitor and navigator and quickly became one of the key members on the club committee. Even back then John's cando attitude, linked to his great list of useful contacts, was a huge asset to the club. Previous to SDMC the local stock car club and Kinneff Young Farmers provided the perfect apprenticeship.

Partnered with school pal Doug McBain in his Escort Sport and RS2000 he was successful as a non-expert navigator. John's career in the oil industry was progressing at this time and so competing had to take a back seat (John will see a joke in there...) but he was always around when available.

His climb to success in the oil was apparent in his participation in autotests and PCT's when his new XR2 was replaced by an XR3i. Then a company SRi.

New events were always supported, if not enabled, by John. A key player in SDMC's return to autocross events in the late 70's and facilitator for work and equipment needed in the late 80's at the Durriss hillclimb track.

The quality of the Dowell Schlumberger paint provided for road and post marking was such that it is still there to this day.

Social events were always made better by John's involvement and participation.

I can still hear his rendition of the Brotherhood of Man's song "Figaro" which was played by "The Deesiders" at one of the annual dinners dances - badly it must be said - so badly it was just hilarious!



It was so bad and so funny we had a vote to try and get them back again the next year... But I still hear John singing... "Oh, oh, Figaro, he's got magico, oh...."!

John came past to see me only a few days ago and we ended up reminiscing as we stood in my shed next to the Imp he'd co-driven several stage rallies.

I told him that we should be entering for the Snowman as it will be 40 years since we competed there (1984) in that car and had the best day ever.

I always had the plan to resurrect it to do that event with John as some anniversary but the 25th, the 30th and the 35th all went by.

It will still happen, some day.

It was also 40 years ago that I convinced John to join me in swinging fireballs at New Year in Stonehaven. We made the BBC news!

continued.../

John GODSMAN

After that, John's career then saw him away from the town, in all corners of the globe, so his motorsport reduced to a quick catch-up on return visits and a copy of "Romer" when it was in print.

It was only when he finally "retired" from employment I managed to persuade him back to help with the Grampian Forest Rally – something I think he wasn't entirely sure about, but which soon saw him back in true character.

Everyone who has now been involved with the GFR will know how much John has added to the success and pleasure in running the event.

It is impossible to sum up John Godsman in a few short words. He was a friend to everyone, a gifted comic, a source of knowledge and experience, someone who knew how to get the best out of people. A true one off.

He never seemed to stop, always kept going – whether that was with the task in hand, his cycling, his 10k running or his voluntary work with the Portlethen community ambulance or the Stonehaven Open Air Pool. He was always stepping in to help.

Last Wednesday John was, true to form, helping others when a freak accident occurred and he was seriously hurt. Despite all efforts he later succumbed to his injuries.

We will all miss him, his positivity and his humour. Perhaps this should have been written in Doric verse as he would have done himself.

Sorry John. But we can all hear you saying the next line... "Richt boys! Fits next...?!"

Andrew Ritchie



FAREWELL TO JOHN GODSMAN

Switch aff his toys, lay past the key's
For Johnnie will nae mare drive them, in the breeze

Lay past his tools, put away his jack
For sortin things, Johnnie will nae mare mack

Mine as his capers n fun at S.D.M.C
For mare lach's fae Johnnie, we will niver see

Lock the container, tack a post tally
For Johnnie will nae mare help, the Grampian Rally

Lay past hi helmet n gear for car zero
For Johnnie will nae mare be, Blackie's hero

Cheerio to Sheila and Hilary n ahh
For Johnnies gone, but he will niver be awa

Farewell to John Godsman a trusty freen
An absolute topper you sure have been

Brian Black (Blackie) 24th December 2023



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Stellantis Motorsport Cup - eager to get onto the gravel

The 2024 Stellantis Motorsport Rally Cup IRE & UK is a manufacturer-supported series designed to offer top-drawer competition and a career pathway for young aspiring drivers in Ireland and the UK.



With a prize fund unrivalled in domestic motorsport for well over a decade, the Stellantis Motorsport Rally Cup will see crews in the Peugeot 208 Rally4 or Opel Corsa Rally4 battle it out for €75,000 and a supported drive in the 2025 FIA Junior European Rally Championship [Junior ERC].

The Cup follows the Irish Tarmac Rally Championship and Probite British Rally Championship, tackling four rounds of each series on both gravel and asphalt surfaces.

The calendar has been constructed to offer the most challenging events on both sides of the Irish Sea, ensuring the greatest competition for all contenders and preparation for the future for career-minded youngsters.

Open to all ages, the Cup offers €6,000 of prize money in each round, with €3,000 going to the highest-placed competitor in every event. Second place receives €1,750, third €750, fourth €500 and fifth receives one Michelin Motorsport tyre from distributors Prot tyre Motorsport Ireland.

With such an amazing prize package on offer, 12 of Ireland and the UK's finest drivers signed up for the series and waded into battle on the Clonakilty-based West Cork Rally for round one.

Reigning Probite British Rally Championship vice-champion, Kyle McBride drew first blood in their Peugeot to hold a slender advantage over Cian Caldwell at the end of Friday's first leg.

However, it would all go wrong for the 20-year-old on Saturday as he touched a bank and burst the water pipe on his Peugeot. With any further progress risking damage to the engine, McBride sensibly elected to retire.

McBride's demise opened the door for Cian Caldwell who battled with loan Lloyd for the top spot, but it would be the Welshman who recorded an important opening-round victory. Caldwell bagged second with Michael Fitzgibbon claiming the final podium place on a hard-fought event.

Round two headed to the world-class Welsh gravel of the Severn Valley Stages, offering iconic tests such as Myherin and Hafren to test the contender's mettle to the limit. And it would be Lloyd who was back on top over the opening loop, with three stage wins from four across the morning.

But, agonisingly, Lloyd's hard work would be undone on the first stage out of service as he spun his 208 Rally4 and was stuck fast. That left the door open for gravel-ace Robert Proudlock to take control and scoop an all-important round two win after his non-finish in West Cork.

Behind the smiling Scotsman, a storm was brewing between two rapid Irishmen, Kyle McBride and Keelan Grogan, as they both threw everything at trying to beat the other for what eventually became second place.

Less than one second split the pair after three of the rally's seven stages, but a strong run over the last stage assured McBride of second spot.

continued.../



Eager to get onto the gravel

Back to the asphalt and the Rally of the Lakes for round three and yet again it was Lloyd who was in the mix from the get-go.

The Welsh pairing battled all rally long with Grogan and Caldwell for the Cup lead, eventually grabbing the top spot for good on the first of Sunday's stages to take the all-important win by just over 26 seconds from Grogan.

It would be Kyle McBride who took the final podium spot, albeit over a minute down on the leader.

The iconic Donegal International Rally would provide a tough challenge for each one of the contenders. Kyle McBride secured his first victory of the season, battling with Keelan Grogan throughout the arduous three-day event, but would grab the lead once and for all on the final day to spray the champagne.

Despite his best efforts, Grogan couldn't match McBride's final day pace but enjoyed an impressive run to second and importantly, giving him and co-driver Ayrton Sherlock the Cup lead heading back onto the gravel and to the Grampian Forest Rally in August.

But there is just one point between Grogan and McBride, with Lloyd just eight points back and with dropped scores yet to take effect, the coveted title is still wide open.

Find out more about the Cup at: www.stellantis motorsportcup.com



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KALMAR

“One of the crews to keep an eye out for on the Voyonic Grampian Forest Rally is the MG3 pairing of Thomas Milne & Neil Jeffrey.”



Photo credit: chasingthecars.com

The Daviot based pilot was a standout in the Junior 1000 Ecosse Challenge onboard his Nissan Micra, regularly taking the fight to the more powerful cars with Neil ever-present in the navigator's seat.

Mid-way through 2023 Thomas and the two other Junior graduates took part in a shoot-out to be awarded a fully funded drive on an SRC event in an Autosshop MG3 Challenge spec car in 2024, Thomas being announced as the winner at the SRC end of year awards.

The initiative is a collaborative effort between the SRC funding the hire of the car, the Junior 1000 Ecosse Challenge, PHG Safety Services Ltd who are providing the entry fee and Triple M Rally who will run the car on the event.

2024 has seen Thomas become a member of the MSUK Academy and he and Neil have become regular podium finishers in the Autosshop MG3 Challenge, taking multiple stage wins against more experienced competitors. He also managed 2nd in the Moates Offshore Juniors category on the recent RSAC Scottish Rally.

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The Asset Alliance Group Scottish Rally Championship is gearing up for Round 5 of the 7 event series.



Over the first half of the season – 2 gravel and 2 closed road rallies – the VW Polo R5 has been the car to beat, taking victory on all 4 events and closing out the podium on both gravel rounds.

With two maximum scores over the sealed surfaces and podiums on the other two events, 3 times Scottish champion Euan Thorburn (Duns) currently tops the drivers' standings.

With two maximum scores over the sealed surfaces and podiums on the other two events, 3 times Scottish champion Euan Thorburn (Duns) currently tops the drivers' standings.

Euan's regular co-driver Paul Beaton (Inverness) also leads the way sitting alongside Euan on the tarmac events and Finlay Retson (Blairgowrie) on the gravel events. With Paul's brother Keir currently lying 2nd co-driver, expect the friendly family rivalry and wind-ups to continue apce.

Although not quite yet on their pace from last season, Mark McCulloch (Dumfries) and Michael Hendry (Aberlour) nevertheless hold 2nd and 3rd overall in their unique Proton Satria Evo.

A 3rd place on the Jim Clark Reivers has been their best result to date But with some tweaks to his driving style, Mark is looking to close the gap to the leading Rally2 and R5 cars.

Currently 3rd and 4th Ian Forgan (Lundin Links) and 2023 Champion Chris Lees (Glasgow) are another crew building their pace, racking up solid scores on all rounds so far and with a switch to last year's Championship winning Fiesta Rally2 they will be looking to push on.

4th overall drive, 6 times Scottish Champion David Bogie (Dumfries), has been victorious on the two gravel events, his recent victory on the RSAC Scottish Rally a record-extending 8th on his local event.

David is not competing on the Grampian but 5th placed driver Finlay Retson will be there and has impressed with his speed and reliability thus far in 2024 to register 3 top 4 finishes.

continued.../

- Outwith the current top 5 contenders there are a whole host of teams capable of fighting for podium places but who have suffered bad luck or misfortune so far. These include:
- John Wink (Huntly) who, after retirement on round one, has shown great pace and consistency in his striking Hyundai i20 R5 to lie in 6th place overall. He will have regular co-driver Neil Shanks (Elgin) alongside once again.
- The equally striking Skoda Fabia of Hugh Brunton (Arbroath) has been dogged with reliability issues, but the pace is certainly there. Hugh has Terry Mallin (Bothwell) alongside for this event.
- Scott Beattie (Alford) goes into his home event after an excellent and morale-boosting 4th overall in his Fiesta R5 last time out. Regular co-driver Peredur Davies makes the long trip north from Pwllheli in Wales.

As well as 16 classes covering all level of car modification and engine size including historic cars there are several high profile sponsored categories:

- Albyn Garage Challengers. Currently being led by the Mitsubishi Evo 7 of Johnnie Mackay (Newburgh) and Rachel Matheson (Beaulieu) whose pace this year also sees them in 6th and 7th in their respective overall championships.
- G&M Mechanical Services 2 Wheel Drive. Paddy Munro (Kyle) and Andrew Stevenson (Grantown) head up 5 Mk2 Escorts at the top of the standings and also lie 2nd in the Challengers category.
- Groundwater Lift Trucks Subaru Cup. Preston's Rob Cotton and co-driver Ethan Kidd (Morecambe) have belied their lack of experience of multi-venue stage rallies to take 3 consecutive maximum points scores.
- Haddo Energy Super Seniors. Gordon Murray's pace across the season has been quick enough to sit 3rd in the 2 wheel drive standings and deliver four maximum scores in the category for drivers over 65.
- Moates Offshore Junior. There are three Junior drivers on the entry list, with the Fiesta R2 of current leader Meghan O'Kane (Kyle) joined by the Renault Clio RT3 of Justin Gunning (Lanark) and the MG3 of local driver Thomas Milne who contests the event as the winner of the MG3 prize from the 2023 Scottish Rally Championship.

Check out scottishrallychampionship.co.uk for more details and the SRC Facebook page and YouTube page at www.youtube.com/scottishrallytv on the day for updates and live coverage.





"There's a well known face missing from this year's Grampian Forest Rally, - that of Lock Horsburgh.

Lock had been a Stage Commander on the event since it started, but passed away suddenly last October just a couple of weeks after he had been marshalling on the Mull Rally."

ABOUT

LOCK HORSBURGH

Many competitors may not be familiar with Lock's name, but he was a cornerstone of this and many other events throughout Scotland, and was well known and respected among those who organise and run clubs and events throughout the country.

Lock was founder member of Glenrothes Motor Sport Club as well as a Marshal, a Stage Commander, a qualified Radio crew volunteer, and event organiser, as well as club committee member. He was a long serving and valued member of the Scottish Association of Motor Sport Clubs (SAMSC) committee and latterly sat on the Motor Sport UK Regional Committee.

His contribution to the sport is immense.

As secretary to the SAMSC he was also able to bring other skills to the role. He founded his own Lomond IT Services Ltd company almost twenty years ago which offered a bespoke software development service. As such, he was well placed to design and maintain the SAMSC website, - no mean feat for such a disparate and diverse organisation.

Interested in motor support from an early age he got involved in the road rally and navigational rally scene in the 1970s both as navigator and driver.

In 1981 he registered in the Scottish Rally Championship as a co-driver while continuing his own interest as a driver first with a Mini and then a 1300cc Vauxhall Nova.

Even when he stopped competing as a driver he continued as a co-driver both on navigational and special stage events.

His competition appearances started to dwindle in the early 2000s but he found time to introduce his son Craig to navigational rallying, and he was very proud of the trophies they won together.

But his marshalling and organisational duties assumed an ever more time consuming role, particularly the role of Chief Marshall for numerous events, not just for his club but many others. Assuming responsibility for sourcing and managing dozens of volunteers for an event is no easy task, often likened to herding sheep.

Lock was more than a Marshall, he was an instructor, advisor and a source of information and help to newcomers to the dark arts of marshalling.

That's because he was only too well aware of motor sport's ongoing need to introduce new folk to a sport which is entirely dependent on volunteer helpers.

continued.../

ABOUT

LOCK HORSBURGH

He was also an opinionated debater and engaging conversationalist although it has to be said, sometimes too engaging!

A simple chat or telephone call could often develop into a full blown debate, exchange of ideas, suggestions, solutions and often additional topics which had little to do with the original reason for the discussion.

So as you enjoy this Grampian Forrest Rally, be on your best behaviour, as one of our most respected event officials will be looking down from above, to watch on proceedings."

Ian McRae

RALLY FUTURE

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If you see a fire, however small, CALL 999 IMMEDIATELY

Give our Fire Control personnel as much detail as possible. If you know the best access point, please let them know. If safe to do so, stand by the access point and speak to fire crews when they arrive.

> CLEAN UP THE SAFETY ZONE

- Remove combustible materials, wood piles, felled trees and other debris.
- Is there enough space for firefighters to protect the rear of your home? Remove obstructing debris and trees and make sure fences have easily accessible gates.
- Keep grass mowed short (75mm or less) on all sides of all buildings, as short, green grass will not readily carry fire.
- Clear at least a 3 metre space around any fuel tanks. Keep this space in gravel, rock or short mown grass.
- Make sure you have working smoke alarms on each floor of your home. Consider fitting a heat alarm in your kitchen. Test alarms weekly and never remove the batteries.
- Keep trees, shrubs and vegetation clear of power lines, communication cables or equipment. If you are concerned, seek advice from your communications and/or power supplier.



Fact.

Wildfires are very dangerous, spreading fast, changing direction, threatening wildlife, livestock, domestic animals, environment, property and people.



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> FIRES WHICH MAY THREATEN YOUR PROPERTY

IF YOU LIVE OR WORK IN AN AREA AT RISK FROM WILDFIRES, BE PREPARED

- Do you and your family have a plan for your safety in the event of a wildfire?
- Do all family members know what to do and where to assemble in the event of a wildfire, including rounding up and caring for pets and domestic animals?
- Have you discussed an escape plan with your neighbours?
- Have you talked to your children about not starting fires or playing with matches?

> OTHER INFORMATION

Many wildfires are started deliberately or are due to careless, reckless or irresponsible behaviour. If you see or suspect someone of acting suspiciously, recklessly or irresponsibly in the countryside **contact Police Scotland on 101** or pass information anonymously to **Scotland CrimeStoppers on 0800 555 171**.

In the event there is a high risk from wildfires in your area, listen to media news bulletins and news updates for specific public safety information and advice.

The Muirburn Code is available from:
www.scotland.gov.uk

To book a **FREE HOME FIRE SAFETY VISIT**
Call **0800 0731 999**
Text **'FIRE'** to **80800**
or visit www.firescotland.gov.uk



@SFR5YourSafety

> FIRE AND OTHER HAZARDS IN THE HIGH RISK SEASON

- Never burn heather or moorland outwith the permitted season, always follow the Muirburn Code.
- Do not burn leaves, garden vegetation and debris, consider alternatives like composting or uplift.
- Before lighting any outdoor fire, check for any restrictions or required permissions.
- Avoid lighting fires when high winds, high temperatures and low humidity are present or predicted.
- Always have a shovel available and connect your garden hose BEFORE you start the fire.
- Make sure recreational fires are made in a fire-safe pit or container and completely extinguished before leaving.
- Never burn if the smoke and flames are blowing towards your home (or your neighbour's home).
- Do not dispose of ashes from camp fires or barbecues until they are cold to the touch.
- Store flammable materials in approved safety cans. Keep those safety cans in a fire-resistant metal or brick building or your garage.
- Do not discard lit cigarette ends - make sure they are completely extinguished.
- Challenge and/or report anyone acting irresponsibly or carelessly with fire in the countryside.

ACCESS

- Access to your home starts with signage. It affects how easily emergency services can reach and protect your home.
- Emergency vehicles will not easily find your home if your number or name is not clearly visible from the road or main access point to your property.
- In mid-summer, when trees, shrubs and vegetation are in growth, go to the road and see if you can read your address number. If it is not clearly visible you may need to cut back vegetation, move the sign or make it bigger. Remember that smoke or darkness may make it harder for emergency services to see your address details.

> KEY TIPS

Follow our key tips to prevent wildfires in rural and semi-rural areas.

- If you see a fire in the countryside, however small, **CALL 999 IMMEDIATELY**.
- Always follow the Scottish Outdoor Access Code.
- Do not discard lit cigarette ends - make sure they are completely extinguished.
- Avoid lighting fires outdoors when high winds, high temperatures and low humidity are present or predicted.
- Report anyone acting irresponsibly or carelessly with fire in the countryside.
- Never burn heather or moorland outwith the permitted season.
- Make sure your home number or name is clearly visible from the road or main access point.
- Make sure there is a safety zone around your home.
- Remember - a wildfire can develop quickly.
- Join Scotland's Fight Against Fire. Prevent fires in the countryside.

Visit www.firescotland.gov.uk for practical fire safety advice. Or talk to your local firefighters. You'll find contact details on the website, in your local library and in the phone book.

If you would like a copy of this document in a different format or a version in another language, please contact **0800 0731 999**.

TO BOOK A FREE HOME FIRE SAFETY VISIT
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v2.2 March 2022

> CREATE A SAFETY ZONE

The best protection against loss, damage or injury due to wildfire is prevention.

One of the most important things you can do to protect your home and property is to create a safety zone around it, extending out for at least 10 metres in all directions. A safety zone, is a well-planned, well-maintained area that is as free as possible of combustible materials that could support the spread of a wildfire. It doesn't mean you need to strip the land of any vegetation and cover it in concrete. This leaflet has a few simple, common-sense suggestions to keep you and your property safe.

Properly preparing your home and community does not guarantee that you will not incur fire damage, but it does reduce the risks.

Any kind of dry vegetation will burn. Mature trees, shrubs, grass, even your woodpile and wheeled bins are all potential fuels and can easily ignite (increasing the chance of building ignition and loss). Managing the space around your house and buildings is of prime importance.

The diagram below shows the **Safety Zone** surrounding a building or group of buildings.

When considering the **Safety Zone**, it must be remembered that not all areas may be legally under your control. You may need to work in partnership with neighbours or adjacent landowners to put adequate safeguards in place.



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Check the Grampian Forest Rally
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You can also view the official GFR
website
www.grampianforestrally.com



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