



MOTOR SPORT IN SCOTLAND

A world-class success story for more than 80 years



SCOTTISH MOTOR SPORTS

PUNCHING ABOVE ITS WEIGHT

FOR A SMALL COUNTRY WITH A SMALL POPULATION, SCOTLAND CONSISTENTLY PUNCHES ABOVE ITS WEIGHT, NOT JUST IN SPORT BUT IN THE WORLDS OF BUSINESS, SCIENCE, ENGINEERING AND ENTERTAINMENT, ENJOYING AN EXTRAORDINARY REPUTATION FOR EXCELLENCE RIGHT AROUND THE WORLD. **THE SAME IS TRUE OF MOTOR SPORT.**

Scotland has an unrivalled track record of success in the world of motor sport, being one of only five countries in the world to have produced World Champions on two, three and four wheels.

Since the introduction of formally recognised automotive World Championships after the Second World War, Scotland has produced no fewer than ten World Champions, as well as a host of internationally recognised stars.

The names of Jim Clark, Sir Jackie Stewart and Colin McRae are already enshrined in the nation's folklore, but the list of world-beaters to hail from Scotland is long and illustrious. Determination and talent have defined the successful careers of David Coulthard, Dario Franchitti, Niall MacKenzie, Steve Hislop, Robert Reid, Allan McNish and Louise Aitken-Walker, while Richard Noble's land speed achievements have added another dimension.

Looking further back, the heroic efforts of Ron Flockhart and Innes Ireland plus the fearless and redoubtable Bob McIntyre and Jimmy Guthrie, have put true grit into Scottish tarmac.

Scotland itself features regularly on the world stage, hosting rounds of the European Rally Championship, the Intercontinental Rally Challenge, the World MotoCross Championship and the World Trials Championship, while it is also host to one of the longest running motor sporting events in the world, the unique Scottish Six Days Trial.

Motor sport is without doubt one of the sports in which Scotland and Scottish competitors excel, yet there has traditionally been little recognition of the importance of the sport to the nation. Indeed, the success of Scottish motor sport has been achieved largely through the endeavours of a number of individuals and competitors who have made it to the highest level off their own backs, not as a result of the support of the country as a whole.

Motor sport has brought so much to Scotland since the war and the benefits to the country have not simply been seen in a sporting context, but also one of social and economic impact. Imagine how much more might have been achieved and how many more national and international stars created, had the sport benefited from the same levels of investment and support as other mainstream sports.

Motor sport should enjoy a prominent position alongside the country's premier sporting and leisure activities, while the heroes of two and four wheels should be regarded among the ranks of Scotland's elite sports men and women.

The motor sport communities of both two and four wheels have now joined forces under the banner of Scottish Motor Sports (SMS) to ensure that motor sport is able to take its rightful place at the top table of Scottish sporting endeavour and achievement.

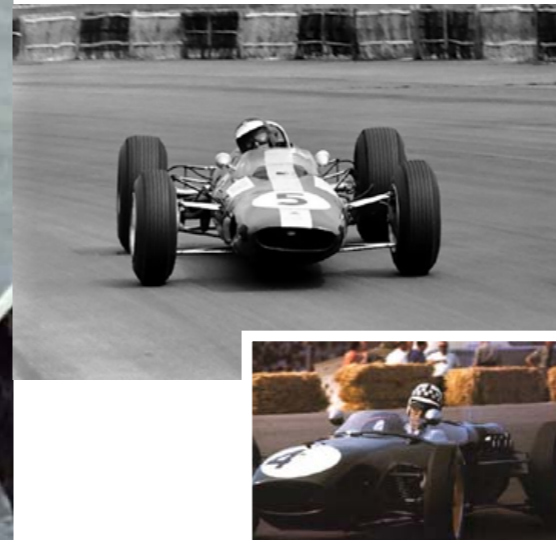
...one of only five countries in the world to have produced World Champions on two, three and four wheels.





A HISTORY OF SCOTTISH MOTOR SPORT

IF THERE HAS BEEN A SPEED RECORD TO BREAK, A RACE TO BE WON OR A CHALLENGE TO MEET, SCOTLAND HAS BEEN AT THE VANGUARD THROUGHOUT THE SPORT'S HISTORY. DESPITE THE COUNTRY'S SIZE, IT IS THE FIFTH MOST SUCCESSFUL NATION IN THE WORLD FOR PRODUCING FORMULA ONE WORLD CHAMPIONS.



The late, great **Jim Clark** enjoyed a glittering 12-year racing career, which delivered two Formula One world championships in 1963 and 1965. But it all began in the humble surroundings of Crimond Airfield near Aberdeen in 1956 and he honed his skills on the quiet country roads and forest tracks of the Scottish Borders. The roads had long straights, smooth surfaces and snaky curves with sudden changes of direction and unlike most of the English roads, they were not limited in forward view by hedgerows.

Clark went on to deliver his greatest victories for Colin Chapman's Lotus team, winning 25 Grands Prix from 72 starts, claiming two Formula One titles, and also taking the Indianapolis 500 in 1965.

Signalling the start of a new more flamboyant era, **Jackie Stewart** was three times World Drivers Champion, runner-up twice and won 27 of his 99 Grands Prix. Like Clark, Stewart was prodigiously accomplished in a wide variety of cars, best illustrated in 1964 when he competed in 53 races in 26 different cars including Formulas 2 and 3 and Le Mans, and won 23 of them.

Clark and Stewart may be seen as the trailblazers of Scottish success in Formula One, but of course **Innes Ireland** had preceded both of them, the Dumfries man winning Lotus' first Grand Prix, at Watkins Glen in 1961. Many more boy, and girl, racers were to follow in their revered footsteps cementing Scotland's place as a fertile breeding ground for motor racing talent.

After 15 seasons in Formula One, **David Coulthard** has now become a TV celebrity, but the man from Twynholm notched up 13 Grand Prix wins in an illustrious career with McLaren and Red Bull, finishing as world championship runner-up in 2001.

Allan McNish may only have spent one season in the unreliable Toyota in Formula One, but he has thrived before and afterwards, becoming one of the all-time greats in the gruelling world of sportscar racing, winning the Le Mans 24 Hours twice and finishing on the podium on no fewer than six further occasions.

KEEPING IT IN THE FAMILY...

Bathgate boy **Dario Franchitti** moved to America, married a Hollywood superstar, and has become one of the most successful drivers in the history of US single-seater racing, winning the IndyCar Series championship four times and claiming the prestigious Indy 500 three times.

Franchitti's cousin, **Paul Di Resta**, won the DTM (German Touring Car Championship) for Mercedes in 2010, helping to propel the West Lothian racer into Formula One with Force India, where he continues to make a great impression at the highest level.

Meanwhile Dario's brother, **Marino**, is himself an accomplished sportscar racer and in 2012 was confirmed as the first driver of Nissan's innovative Delta Wing as an unclassified entrant at Le Mans.



Away from the track, Scotland has always enjoyed a distinguished pedigree in stage rallying.

The McRae name is perhaps one of Scotland's most famous exports, with Colin winning the World Rally Championship in 1995. His 'flat-out' driving style earned him millions of fans around the world and he enjoyed cult status during his 15 year career at the top of the sport. Colin was the son of 5-time British Rally Champion, Jimmy McRae, and brother of Alistair who continues to enjoy success in the world of international rallying.

McRae and his co-driver, fellow Scot Derek Ringer, enjoyed a great rivalry with England's Richard Burns for many years in the World Rally Championship. Burns' co-driver, however, was Perthshire's own Robert Reid, so when the world championship title returned to the UK in 2001 with Burns and Reid, Scotland was able to crown yet another world champion at the highest level.

Scotland's rally lineage, however, was arguably started by Andrew Cowan. Brought up in Duns and great friends with Jim Clark, Cowan won the 1962 Scottish Rally, before embarking on a career that brought victories in five consecutive Southern Cross rallies (1972-76), the world's longest rally, the 20,000-mile South American Marathon in 1978 and the London-Sydney marathons of 1968 and 1977, the former at the wheel of a Scottish built Hillman Hunter with a bit of help from friends including fellow-Scot Brian Coyle.

Throughout the 1980s a number of Scottish rally drivers made their mark on the sport, including Louise Aitken-Walker, Britain's most successful female rally driver of all time, who claimed the Ladies World Rally Championship in 1990.



The latest generation is headed by 4-time Scottish Rally Champion, **David Bogie**, the first Scot to claim the Scottish and British Championships in the same year and the youngest driver to win the Scottish title since Colin McRae.

Back on the track, **Ryan Dalziel's** performances in the FIA World Endurance Championship have added his name to Scotland's international role of honour as 2012 LMP2 world champion.

One of the most enduring stories from the world of Scottish motorsport is that of the legendary **Ecurie Ecosse** racing team. From a humble back-street mews garage in Merchiston, Edinburgh the team stunned the motor racing world by beating household names such as Porsche and Ferrari. In 1956, David Murray's team won the famous Le Mans 24 hour race with a privately entered D-type Jaguar, driven by proud Scotsmen **Ron Flockhart** and **Ninian Sanderson**.

The Ecurie Ecosse team went on to win a total of 68 races with such drivers as Jackie Stewart, Innes Ireland and Roy Salvadori and earned its place in Scottish sporting history, but they eventually struggled to compete with the financial clout of the big teams and sadly folded in 1971.

The team name was revived in the 1980s by enthusiast and driver Hugh McCaig. In 1986 the team won the C2 class of the World Sportscar Championship; they had been runners-up the previous year. They also entered Vauxhall Cavaliers in the British Touring Car Championship with some success in 1992 and 1993, including a win at Thruxton in 1993 for Dumfriesshire driver **David Leslie**.

Another of Ecurie Ecosse's drivers was a young **Tom Walkinshaw** whose long list of achievements was later to include building and running the Le Mans winning Jaguar team in 1988 and 1990, winning multiple British Touring Car Championships before taking control of the Arrows F1 team.

Away from the international stage, the Scots have carved their names with pride on much heavyweight British silverware including twice British Touring Car Champion John Cleland, Anthony Reid, David Leslie and Gerry Birrell and most recently 2012 BTCC champion Gordon Shedden.

Meanwhile, if there is one name which fires the Scots' passion for speed, daring and determination, it is **Richard Noble**. Not only the fastest man on earth, but builder and driving force behind the fastest machines on earth.



...the Scots have a passion for speed, daring and determination.



In motor cycling, the legends continue. **Jock Taylor** took the sidecar world championship in 1980 and **Jimmy Guthrie** and **Bob McIntyre** both set the standard for Scottish motorcycle competitors on either side of the war. Jackie Stewart cites Bob McIntyre as one of his inspirations.

In the 1980s and 90s, it was **Niall MacKenzie** and **Steve Hislop** who led the way. Mackenzie competed in the 500cc Grand Prix championship (now MotoGP) for nine years from 1986 to 1994, only twice finishing outside the top ten. He went on to win the British Superbike Championship no less than three times.

Borders man Steve "Hizzy" Hislop won the British Superbike Championship in 1995 although was better known as the undisputed king of the Isle of Man TT races, winning no less than eleven TTs. **Keith Amor**, **Iain Duffus** and **Jim Moodie** also had good records on the Isle of Man, while the fastest newcomer on the Island in 2012 was Scots rider **Jimmy Storrar**, who also competes in British Superstock 1000s.

In recent years **Stuart Easton** continues the charge for Scotland in the British Superbikes, while **John McPhee** promotes the Scots abroad, running in the highly competitive Spanish Moto3 class.



The Scottish off road motorcycling scene has not only launched four wheel stars such as Colin McRae and **Robbie Head** but numerous British Enduro and Motocross champions, most recently Richard Hay in the British Enduro Veteran Class. **Euan McConnell** contested the World Enduro Championship from 2001 to 2007. In 2009 and 2010 teams from Scotland competed to medal results in the International Six Days Enduro and in each of the same years Scottish riders successfully finished the gruelling Dakar Rally as the first Scots to do so. Scotland can even claim a World Champion in motorcycle stunt riding with **Kevin Carmichael** taking the title in 2002.

Even away from the heat of competition, still Scottish ingenuity knows no bounds and today the brothers **Ian** and **Moray Callum** are at the forefront of world car design. It was Ian who designed the drop-dead gorgeous Aston Martin and is now Design Director for Jaguar, while Moray was previously responsible for Mazda's cutting-edge designs before moving to become Design Director for Ford's North American fleet.

And next time you jump into an Aston, a Scottish-designed Jaguar, or many other luxury automotive brands such as Rolls Royce and Bentley, you will be instantly cosseted and comforted by the upholstered results of Jonathan Muirhead's **Bridge of Weir** Leather Company which is desired and specified by luxury car makers the world over.

Scotland's automotive and motor sporting heritage is like haggis: rich, proud and memorable.

Scottish ingenuity knows no bounds and today the brothers Ian and Moray Callum are at the forefront of world car design.



SCOTLAND'S WORLD CLASS CHAMPIONS

[8 DECADES OF EXCELLENCE]

1930s

1930-37 Jimmy Guthrie
6 Isle of Man TT race wins

1950s

1953 Fergus Anderson
World 350cc Champion – Moto Guzzi

1954 Fergus Anderson
World 350cc Champion – Moto Guzzi

1957-59 Bob McIntyre
3 Isle of Man TT race wins

1960s

1963 Jim Clark
F1 World Champion – Lotus

1965 Jim Clark
F1 World Champion – Lotus

1969 Jackie Stewart
F1 World Champion – Matra

1970s

1971 Jackie Stewart
F1 World Champion – Tyrrell

1973 Jackie Stewart
F1 World Champion – Tyrrell

1980s

1980 Jock Taylor
World Sidecar Champion – Yamaha

1983 Richard Noble
World Land Speed Record
Thrust II (633.468 mph)

1987-94 Steve Hislop
11 Isle of Man TT race wins



1990s

1991 Louise Aitken Walker
Ladies World Rally Champion – Vauxhall

1995 Steve Hislop
British Superbike Champion – Ducati

1995 Colin McRae
World Rally Champion – Subaru

1995 Derek Ringer
World Rally Champion Co-driver – Subaru

1996 Brian Morrison
World Endurance Champion – Kawasaki

1998 Allan McNish
Le Mans 24 Hours Champion – Porsche

2000s

2001 Robert Reid
World Rally Champion Co-driver – Subaru

2001 David Coulthard
Formula One Runner-up – McLaren

2002 Kevin Carmichael
Motorcycle Stunt Riding World Champion

2007 Dario Franchitti
IndyCar Series Champion
– Andretti Green Racing

2008 Allan McNish
Le Mans 24 Hours Champion – Audi

2010s

2009-11 Dario Franchitti
IndyCar Series Champion
– Chip Ganassi Racing

2010 Paul Di Resta
DTM Champion – Mercedes

2012 Ryan Dalziel
World Endurance LMP2 Champion – Honda

MOTOR SPORT IN SCOTLAND

ACROSS BOTH TWO AND FOUR WHEEL MOTOR SPORT, THERE ARE 103 MOTOR SPORT CLUBS REGISTERED WITHIN SCOTLAND. THESE CLUBS BOAST A COMBINED MEMBERSHIP OF AROUND 16,000 PEOPLE.

The Scottish Association of Car Clubs is the regional representation of the national governing body – the Motor Sports Association (MSA) – which is responsible for the regulation and administration of all 4-wheel motor sport in the UK. The MSA is a member of the world governing body, the Fédération Internationale de l'Automobile (FIA) and holds a seat on the World Motor Sport Council. The FIA represents a total of 227 member organisations in 132 countries and sanctions 29 championships worldwide, ranging from the FIA Formula 1 World Championship and the FIA World Rally Championship to regional championships in Europe, Middle East, Asia Pacific and Africa.

The Scottish Auto Cycle Union is the governing body for motorcycle sport in Scotland, allied through the ACU in England and Wales to the equivalent world governing body for motorcycle sport, the Fédération Internationale de Motorcyclisme (FIM).

2-wheel

There are 44 motor cycle racing clubs registered within Scotland, with a combined membership of around 2,000. These clubs between them organised 277 events in 2010, including:

- 41 motorcycle road race (track)
- 21 motorcycle enduro
- 88 motocross
- 117 motorcycle trial
- 10 quad motorcycle

In terms of status of event, 158 were National and 119 were Clubman or closed to club.

The SACU issues around 1,700 competition licences every year and SACU licensed officials number around 110.

4-wheel

There are 59 motor clubs registered within Scotland, with a combined membership of around 14,000. These clubs between them organised 457 events (9% of UK total) in 2010, including:

- 7 Race
- 78 Rally
- 30 Kart
- 38 Speed
- 113 Autotest
- 130 Cross Country
- 61 Exempt/Other

In terms of status of event, one was an International, 115 were National and 311 were Clubman or closed to club.

In the past five years, more than 4,000 Scottish competitors have held an official competition licence issued by the Motor Sports Association to enable participation in the higher level type of events.

Scotland has almost 1,000 registered volunteer marshals (6.5% of UK total), and 77 Licensed Officials (2% of UK total).



Events

For a supposedly 'minority pastime', motor sport has a very active and hectic calendar. What many people don't realise is that there are motor sports events on somewhere in Scotland every weekend throughout the year, and often a variety of events to appeal to those with specific tastes.

One of the major events is the Jim Clark Rally – a Stage Rally held every year on closed public roads around the Border town of Duns. It is a fixture on both the British Rally Championship and the Scottish Rally Championship calendars, drawing the best rally drivers from the UK and across Europe. Spectator figures for the three-day event are a total of 35,000 and an economic impact study of the 2006 event reported that it was worth £3m to the Scottish Borders economy.

The Scottish Six Day Trial celebrated its centenary in 2011. Held every year in the Lochaber area around Fort William the SSDT is one of few stand-alone motorsport events with a worldwide reputation, similar to the Isle of Man TT races and the Dakar Rallye. Entries are limited to 270 although applications to compete in excess of 400 are received every year from all over the world, with around 50% of the competitors each year being from overseas. EventScotland

Venues

Knockhill Race Circuit is Scotland's premier motor sport venue and the only permanent tarmac race track currently operating full time in Scotland. Its 150,000 annual visitors are made up of 90,000 spectators, 10,000 event participants, 3,500 corporate guests, 31,500 driving experience visitors and 15,000 kart centre visitors. Knockhill hosts an annual round of both Britain's premier motor sport series: the British Touring Car Championship and the British Superbike Championship, attracting more than 30,000 people to each event.

research estimates that the event brings around £1.5m in revenue to the Fort William and Lochaber area each year.

In 2011 Event Scotland supported four Scottish motor sport events:

- FIM SPEA World Trial Championship
13,036 spectators, 345 participants, 840 volunteers
- IRC RACMSA Rally of Scotland
23,000 spectators, 678 participants, 600 volunteers
- Scottish 6 day Trial
5,820 spectators, 275 participants, 130 volunteers
- Colin McRae Forest Stages Rally
11,700 spectators, 278 participants, 200 volunteers

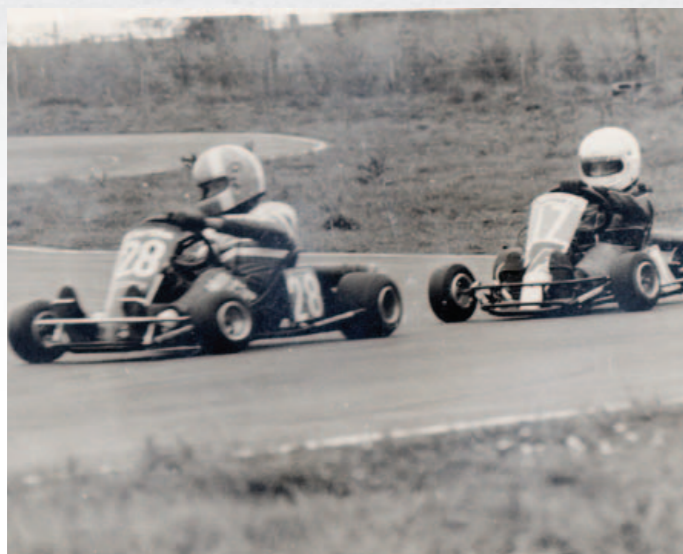
Away from the turbocharged heat of competition, Scotland has hosted a growing number of motoring tours by groups of motoring enthusiasts who enjoy Scotland's quiet roads, breathtaking scenery and convivial hospitality. Events like the Ecurie Ecosse Tour, the Classic Malts Tour and 'Le Jog' (Land's End to John O'Groats) bring visitors from across the UK, Europe and further afield, plus huge revenues to the country while promoting Scotland as a tourist destination.





KARTING IN SCOTLAND

Kart racing in Scotland started at the end of the 1950s with enthusiasts engaging in competition with new equipment invented in America that would be developed and refined in Europe. Chainsaw-engined karts provided fun at low cost and tracks sprung up at Stranraer in Dumfriesshire, Charterhall in Berwickshire, Deanston in Stirlingshire and Ingliston near Edinburgh to provide a variety of competition.



In the early 60s characters such as **Tom McLaren**, **Roy Alexander** and **Walter Robertson** established a successful Scottish National Team racing across Europe. **Paul Biagi** from Ayr built a unique Bultaco-powered aluminium-framed water-cooled independently-suspended super kart.

Today, karting continues to operate at four venues across Scotland that offer regular race meetings under the Motor Sports Association's regulations and the Scottish Association of Kart Clubs is active in maintaining enthusiasm for this well-established discipline.



West of Scotland Kart Club, situated near Larkhall, Lanarkshire, is widely recognised among the leading venues in UK karting and each year hosts no fewer than four British/National championships which attract people from all parts of the United Kingdom as well as visitors from overseas. It is a technically demanding circuit that has honed the skills of many a young Scottish racer.

East of Scotland Kart Club is based south of St Andrews at Crail in the East Neuk of Fife, while further north Grampian Kart Club can be found at Boyndie, just west of Banff in Aberdeenshire.

The most recent kart circuit to be established in Scotland can be found in the Highlands at Littleferry, near the village of Golspie. It was opened in the early 1980s and is operated by North of Scotland Kart Club which moved from its previous venue just down the road at Tain.



Karting has the potential to become such a positive factor in the development of today's youth, as well as providing employment.



Although karting provides great enjoyment and competition for adults, it is a sport that is predominantly undertaken by young drivers. Many young Scottish karters have gone on to establish themselves among the world's finest drivers, including **David Coulthard**, **Allan McNish**, **Dario Franchitti** and **Paul Di Resta**.

However, many thousands of young people have also benefitted from an early introduction to motor sport through karting without becoming international racing stars. The sport teaches valuable lessons such as team work, responsibility and risk management, while also equipping youngsters with mechanical and engineering skills that have seen many move into jobs in engineering and other related positions.

Karting is very much alive in Scotland and it has the potential to become such a positive factor in the development of today's youth, as well as providing employment and an important leisure activity for many thousands of Scots.

SCOTTISH MOTOR SPORT VENUES

THIS SHORT HISTORY OF THE SPORT IN SCOTLAND GIVES AN INDICATION OF THE SUCCESS THAT HAS BEEN ACHIEVED, BUT IT IS PERTINENT TO UNDERSTAND THE INFRASTRUCTURE THAT EXISTED AND ALLOWED THE SPORT TO FLOURISH.



Post-war, there were numerous airfields that could be used as cheap race tracks where drivers could learn their skills. Cars raced with minimal modifications and there were many patrons who indulged their passion by lending cars to friends or family.

In the Sixties this continued and as Linwood started delivering Hillman Imps, it helped to broaden the base. Charterhall was lost in 1964, but Ingliston brought the sport into the centre of the country and the SMRC attracted huge numbers of spectators to a race facility that was, for its time, extremely sophisticated.

The sport remained in the headlines throughout the Seventies with Jackie Stewart's Formula 1 World Championship wins, the launch of the new Knockhill circuit and the RSAC Scottish Rally which drew the world's top

drivers for a five-day event around the country.

Yet in the Eighties Linwood closed, the following decade Ingliston was lost to racing and the recession meant that some of the traditional patrons of the sport left.

Knockhill may now be the only permanent tarmac race track, but Scotland is still blessed with a plethora of fabulous motor sport facilities and venues, some of which are only used once a year, while others host regular meetings.

The list on the following pages does not take into account the many off road speed and trials events that take place in forests and on other land around Scotland. Motorcycle enduro events are held in venues from Lossiemouth forest in the north (host of the British Enduro Championship in 2006 and 2008) to Glengap forest in Galloway.

THE LISTS HERE DO NOT TAKE INTO ACCOUNT THE MANY OFF ROAD SPEED AND TRIALS EVENTS THAT TAKE PLACE IN FORESTS AND ON OTHER LAND AROUND SCOTLAND. MOTORCYCLE ENDURO EVENTS ARE HELD IN VENUES FROM LOSSIEMOUTH FOREST IN THE NORTH (HOST OF THE BRITISH ENDURO CHAMPIONSHIP IN 2006 AND 2008) TO GLENGAP FOREST IN GALLOWAY.

Venue	Current Use
Achnashelloch, Argyll	Motocross
Ashfield Stadium, Glasgow	Speedway
Balmullo	Motocross
Bo'ness	Hillclimb
Boyndie	Kart, Sprint, SV Stage Rally
Buchan Off Road MCC	Motocross
Charterhall, Duns	SV Stage Rally
Clatto, Kennoway	Motocross
Comerton Farm, Leuchars	Motocross
Coupar Angus	Motocross
Crail Airfield	SV Stage Rally, Sprint, Drag Racing
Crail Raceway	Kart
Crimond	Stock Car Racing
Doune Moto Parc	Motocross
Doune	Hillclimb
Drumclog, Ayrshire	Motocross
Duns/Kelso, Berwickshire	Stage Rally (Closed Road Order)
East Fortune	Motorcycle Race Circuit
Fife Community Off Road, Kirkcaldy	Motocross
Fintray	Hillclimb
Forrestburn, Shotts	Hillclimb
Golspie	Kart, Sprint
GTM, Alford	Sprint
Ingliston	Sprint, SV Stage Rally
Isle of Mull	Stage Rally (Closed Road Order)
Kames, Muirkirk	SV Stage Rally, Sprint, Tarmac Autotest
Knockhill	Motor Race Circuit, Kart Circuit, Sprint, SV Stage Rally
Langton Lees Farm, Duns	Motocross
MoD Dundrennan Ranges	SV Stage Rally
North Lanarkshire Scramble and Quad Bike Club	Motocross
Racewall, Cowdenbeath	Stock Car Racing
Rhynie	Motocross
Scotwaste Arena, Armadale	Speedway
Shiplaw	Motocross
Summerlee, Larkhall	Kart
Tain	Motocross
Thunder Valley, Lochgelly	Stock Car Racing
Tinto Moto Park	Motocross
Woodside, Elgin	Motocross

Lost Venues

Ardersier	Motocross
Balado, Kinross	Motor and Motor Cycle Racing
Beveridge Park, Kirkcaldy	Motor Cycle Racing
Crimond, Aberdeen	Motor Racing
Durris, Stonehaven	Hillclimb
Edzell Aifield/Base	SV Stage Rally
Erroll, Perthshire	Motor Racing
Gask, Perthshire	Motor racing
High Auldgirth, Dumfries	Hillclimb
Ingliston, Edinburgh	Motor Race Circuit
Kilmartin, Argyll	Motocross (site of only World round)
Kinkell Braes, St Andrews	Hillclimb
Mearns	Motocross
MoD Milltown, Inverness	SV Stage Rally
Motherwell	Stock Car Racing, Long Track Speedway
Rest and Be Thankful, Argyll	Hillclimb
Rumster, Caithness	Hillclimb
Strathclyde Park, M'well	Hillclimb
Turnberry, Ayrshire	Motor Race Circuit
White City, Glasgow	Stock Car Racing, Speedway
Wick Airfield	Sprint
Winfield, Berwickshire	Motor Race Circuit

Unique Events

Fort Augustus Gravelsprint
IRC, Rally of Scotland (3 years – 2009, 2010, 2011)
FIM, World Championship Trial, Fort William, 30/31 July 2011 (previously Scotland hosted FIM Trial round in 1992) (World Motocross round at Kilmartin in 1978)
Rally Hebrides, Isle of Lewis
Scottish Motor Show, Knockhill Race Circuit
Scottish Six Days Trial, Fort William and Lochaber
Central Scotland Classic and Modified Car Show

Heritage Sites

Biggar Motor Museum (Albion Trust)
Bo'Ness Motor Museum
Drumlanrig Museum (Cycling - Kirkpatrick Macmillan)
Glasgow Museum of Transport
Glenluce Motor Museum, Wigtownshire
Grampian Transport Museum, Alford
Hawick Museum, Hawick (Jimmy Guthrie and Steve Hislop)
Jim Clark Room, Duns
Jim Clark statue, Kilmany
Jim Clark, gravestone, Chirnside Parish Church
Motoring Heritage Centre, Alexandria
Myreton Motor Museum, Aberlady
National Museum of Scotland, Edinburgh (Sports Hall of Fame)

SHAPING THE FUTURE

THE SPORT IS COMMITTED TO BUILDING ON THE SUCCESSES OF THE PAST TO CREATE A SUSTAINABLE PROGRAMME OF DEVELOPMENT TO SECURE THE FUTURE OF MOTOR SPORT IN SCOTLAND



Having lost much of the country's 'natural resources' that have helped to develop drivers over the years, Scotland is in danger of living off the legendary status of its heroes. This is clearly not a plan for the future and while other countries are investing actively, so Scotland can no longer rely on the 'friends and family' approach which so successfully delivered its motorsports successes for four decades.

There is now a need to meet new challenges in a new century. With a strategic platform supported by a new group of partners, the development, growth and sustainability of two and four wheeled motor sport in Scotland can place the sport at the forefront of Scottish culture once again. And in the face of growing competition from more ambitious nations, Scotland may need to do more to attract international motor sports events.

To achieve this, the SACC (Scottish Association of Car Clubs) – on behalf of the Motor Sports Association as the UK governing body for 4-wheel motor sport – and the SACU (Scottish Auto Cycle Union) which governs motor cycle sport in Scotland, have combined their energy and efforts along with Scotland's amateur motor cycle and motor car clubs, associated organisations, plus many individuals and sporting personalities, to create a new motor sports strategic planning group.

Scottish Motor Sports (SMS) will be tasked with safeguarding Scotland's motor sports heritage by speaking with one voice to the Scottish Government and its associated national agencies. SMS will offer guidance to the sport on key strategic issues, and advice to the relevant agencies on all matters concerning motor sport.



The objectives of this new SMS group are to:

- Provide a platform for creating alignment in Scotland's motor sport community
- Provide a secure future for motor sport in Scotland with Government and legislators
- Provide a strong collective professional approach to communication across 2 and 4 wheel motor sport and other partners as necessary
- Provide a single over-arching strategic influence on behalf of 2 and 4 wheel motor sports in Scotland
- Encourage all areas of the sport to work together to promote joint performance initiatives

In the first instance, SMS believes that motor sport will be better positioned to serve the interests of Scotland if the sport is recognised by sportscotland as being a sport of National Performance Significance to the country.

Scotland's track record in international motor sport is way in excess of what might have been expected of a country of similar standing. Perhaps more significantly, it is a consistent history of success over many decades that has seen Scotland's reputation continue to grow on the international stage as a result of its success within the field of motor sport.

Increasingly, other countries are now beginning to understand the prestige and influence, not to mention economic and social benefits, which can accrue as a result of this level of success. These ambitious countries are prepared to invest in achieving the results to which Scotland has perhaps become accustomed.

SMS believes that there is a great opportunity and a compelling case for motor sport to be recognised as a sport of National Performance Significance to Scotland.

If motor sport is successful in achieving this recognition, SMS believes that the sport will be able to:

1. Increase opportunities for young people to get involved with the sport and encourage current heroes to attend an annual programme of events where youngsters can join in. We know from the last 50 years that heroes and success will build business and inspire a nation, so we need to involve and celebrate these winners.
2. Increase participation levels within the sport, perhaps by establishing new events which would not only help people get into grass roots level motor sport, but help the local communities and businesses as well. There may be an opportunity to establish 'Scottish' classics as a platform for inward tourism and local business in the same way that Monaco has done across rally and historic events. Imagine for example the "Guthrie Clark Hislop Festival" with a bike road race, the Jim Clark rally and a classic car drive in to Duns. Then a Bo'ness Historic Festival combined with a Concours D'Elegance on the Edinburgh Castle Esplanade with a drive around Arthur's Seat entitled Capital Carrera. Finally a combined closed road rally and bike road race on Mull in Spring and Islay in high summer.
3. Develop programmes to assist Scottish talent to achieve international success which is critical to the future development of the sport, perhaps by investigating opportunities to create centres of excellence, engaging with universities, using the latest gaming technologies and involving the existing heroes.

4. Support and strengthen the motor sport clubs in Scotland, by providing meaningful assistance and guidance to the many hundreds of volunteers who give their time freely to run the clubs, organise events and keep the sport going across the country. The clubs are the bedrock of the sport, so every effort must be made to assist them in their commitment to grow and attract new members.

5. Develop the community benefits associated with performance in motor sport

- a. Road Safety
- b. Risk Management
- c. Schools/education
- d. Engineering and STEM subjects
- e. Economic impact

Motor sport is rarely about medals; success in motor sport comes in many and varied forms. SMS cannot guarantee world champions, but it can put in place an effective infrastructure for delivering Scotland's motor sport talent to the world stage, fully armed and equipped to compete against the very best.

This will assist in safeguarding the future of the sport and contributing significantly to its future growth. This is not only in the best interests of motor sport in Scotland, but also in the best interests of Scotland, which benefits greatly in sporting, economic and social ways from the country's pre-eminent position in the world of motor sport.

SMS believes that there is a great opportunity and a compelling case for motor sport to be recognised as a sport of National Performance Significance to Scotland.



SCOTTISH MOTOR SPORTS