

## **Hillclimb & Sprint Report for SACC Meeting 20<sup>th</sup> September 2016**

The Hillclimb season in Scotland finishes this weekend (17<sup>th</sup>/18<sup>th</sup> September) at the Lothian Car Club's Doune Hillclimb, and the final Scottish Sprint for the year the following weekend (24<sup>th</sup> and 25<sup>th</sup> September) at ADMC's Boyndie sprint.

The 2015 season has seen a significant reduction in competitor numbers at the majority of events, with a larger proportion of competitors choosing carefully which events to participate in and not contesting all championship rounds as has been the norm in previous years. This is seen as a direct result of the harsh economic situation within the oil and gas industry as well as general tightening of the belt across the whole country.

The Speed fraternity lost a good friend, competitor and official with the passing of David Baker in July. David's boundless (and to be honest sometimes impossible to harness) enthusiasm for our sport will be sorely missed by many, not least of which, the various clubs that he was a member of and whose events he Clerk'd at. The one Speed event that was cancelled this year was as a direct consequence of David's passing, just a few days before the event was due to take place.

With the passing of David, there are now two speed championships in Scotland that are without leadership – namely the Lowland Speed Championship and the Highland Speed Championship. The SSHC plans to discuss the future of these two championships at their next meeting – perhaps some sort of amalgamation or perhaps a rethink? There are currently five speed championships in Scotland covering both Sprint and Hillclimb disciplines and a mixture of both. Any competitors with ideas or views as to how we develop these should please get in touch with their own club or directly with any of the SSHC committee.

In terms of issues, a key one at the moment concerns speed event competitors in racing cars who would like to see a clear decision made by the MSA with respects to ROPS compliance and the situation with some older cars; at recent events, the scrutineers have been measuring and noting roll hoop dimensions of all racing cars and the competitors would like to know what the outcome of this data gathering exercise is/was. I understand the MSA's Speed Committee have invited a selection of speed event racing car manufacturers to a meeting in Colnbrook later this month to discuss vehicle construction and safety issues going forward – hopefully this will generate some clear direction and decisions especially concerning this ROPS issue.

Steve Marr

Chairman, Scottish Hillclimb and Sprint Championship