

# Scottish Classic Motorcycle Racing Club

## Round 9 Scarfoot Farm Penrith

Sunday 14<sup>th</sup> October 2018  
Report by Chris Montignani

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Well we have finally made it after what has been a fantastic and some might say (if you'll pardon the pun) a vintage year of Scottish classic motocross here in Scotland.

Yes it all started for us way back in April at Finavon in Forfar, and our continuing 2018 championship season has brought us to this final round of the year to yet another superbly prepared track and our first visit ever to Scarfoot Farm in Penrith.

I can't remember a better year weather-wise as this season has just been superb with those lovely sunny skies starting way back in early May and continuing right through to almost mid-September. And although the numbers have not been the best this year attendance wise we hope to improve on that in the coming 2019 championship.

This final round was being held at Scarfoot Farm near Plumpton in Penrith and it's thanks to the hard work and services of Ian Ridley and his gang who have once again pulled out all the stops and prepared us a fantastic and fitting racetrack for our final event of the 2018 racing year.

When I arrived at the venue Saturday morning I must say I could not believe the amount of water that storm Callum was throwing at the track as there was a waterfall of rain running down the concrete road at the entrance to the track and things were looking rather ominous for any kind of race to happen on Sunday.

My intention was to do some pre-race video work on the Saturday to save time next day although it could not have rained any harder if it tried. I was basically imprisoned to the shelter of my car as I watched Ian, Gordon, Helen and Robin battle the elements as they and the newly laid out course took on the look of a scene from the Discovery Channel's "Deadliest Catch" programme. I could only sit and watch them and pondered thinking that all their hard graft could all be in vain as Sunday's forecast was still not the best.

Sunday amazingly greeted the competitor's arrival with a wet and greasy entrance to the track although the rain for the most part had now abated as the hardy racers lined up on the service road waiting patiently to be pulled into the track by Ian's trusty Ford Super Major tractor.

With all the rain that had fallen over the last few days you would think that the track was going to be un-rideable although nothing could be further from the truth as the track was in superb condition and to top it all the day just got better and better as the low autumn sun began to shine.

Many of the other classic off-road racing organisations in the area had already completed their season's racing a few weeks previous so this event was a good opportunity for their club members to attend our last round and give their classic dirt bikes one last blast before they mothballed them for the long winter period. And they turned out in their numbers for us thankfully as we had a very healthy entry of competitors with more than 20 riders alone in the Pre 1984 class.

As far as the championship standings go before we take into account this final round at Penrith Derek McAulay is leading the Pre 75 Under 300 class with 274 points just 42 ahead of Ian Robertson in second, so there are still plenty of points to play for in this formula.

In the Pre 75 Over 300cc class it looks like Stewart Roden is in a commanding position to win the championship outright with a current lead of 39 points over Lewis Bell and Les Calderwood who are both tied on 165 points. So once again there is still this final round to play for and anything could happen today so let's get down to business and tell you what went down as the first riders lined up at the start gate.

The combined Pre 60's, Pre 75 Upto 300cc, and the Pre 77's were first to make the start gate for race one although naturally these would be scored separately at the end of the day.

Steve Dent took full honours in the Pre 68 Under 350cc class and rode superbly on the Faber BSA for the overall class win. It's a wonder Ian Ridley had the strength left to race on Sunday with all the hard work he had put in during the week at the track although he more than deserved his runner up spot in this class. Once again Clifford Hardistay was very consistent over the three legs and he brought his very quick BSA home to an equal second place overall on the day but would have to share his eventual finishing position and points with Ian Ridley.

In the Pre 68 Over 350cc class Fergus Moodie was again in fine fettle and to be truthful was in dominant form in this class all day as he swept the board with three wins out of three starts. Tommy Anderson who usually races his old smoker Husqvarna in the Pre 75 250cc class borrowed father Blair's vintage Metisse Jawa and rode superbly to bring the old classic home to a runner up spot in class. Peter Dobinson was also quick in this class and despite dropping his Cotton Triumph into one of the turns in race one he still remounted quickly to take the chequered flag. Lewis Bell was also doing well in this class and had a lot of the front running in the first moto,

although while in a commanding lead in race two his “Wigg” Jawa’s motor decided to quit in an instance whereby the bike stopped dead in its tracks and spat Lewis off onto the Plumpton dirt. No damage ensued to Lewis’s person that I am aware of although it was race over for him as he began pushing this machine back to the paddock. The ironic thing about this whole scenario is that both Lewis and Liston were going well in race two both on their Jawa’s and both suffered major mechanical failures in the same race. So it looks like a major rebuild for both bikes will be taking place at their individual workshops during the winter shut-down.

There was some excellent classic racing served up in the Pre 77 class and it was a good scrap to see who would grab the top spot on the podium come the last race of the day. Peter Maxwell was the man to beat in this class who managed to take three holeshot starts and three race wins to secure victory on his old classic Maico. Lee Johnston on that fiery little KX Kawasaki gave a good account of himself to secure the second place position from Richard Alison on that very radical TT50 Yamaha in third.

Ian Robertson continued his superb 2018 racing season with another overall win in the Pre 75 Under 300cc class. Riding his little DT Based hybrid Yamaha that he threw together through the winter of 2017/2018 this machine has been excellent for the Falkirk Council employed mechanic and has brought him some superb results this year. Alan Reed also rode well over the three legs to take the chequered flag in second place just ahead of Derek McAulay in third. McAulay should really have been up there at the pointy end of the results as he was very quick on the day, although having some difficulty starting the old Bultaco he was left at the start in race two as the rest of the pack left the line.

The big bikes in the Pre 75 Over 300cc class appeared to love the unusually dry conditions at the Penrith track as they slid and drifted their way around the Plumpton landscape. Stewart Roden had the championship more or less secured at the last round at Whitekirk so all he had to do was ride round and top up his championship points at this final event. But it was Lewis Bell who entertained the crowds when he roostered his way to the overall win on that very quick CCM. Johnathan Bethell was also in fine form in this class and secured the holeshot from the gate in race two and sped off leaving the chasing pack in his wake. Although his hard work over the three legs would only put him on the runner up step of the podium when the points were calculated.

Some of the best racing of the day for me was served up in the Pre 1984 class as our own 2018 Scottish champion Davie Loudon locked horns with some of the best Twinshock racers in Cumbria. This class was more than twenty bikes strong at the start-gate and it was pleasing to see the many riders who turned up to support our last race event of this championship year.

Without doubt the man with the speed was Ryan Glendinning on that 81 490 Maico who despite not taking the overall win holeshotted every single Pre 84 race on the day and led almost every race into the bargain. Nevertheless things could have been different had he not either had a mechanical problem or fell from his bike at the far side of the track during the final race of the day. In race one it was Glendinning who shot from the gate with Loudon in pursuit, Glendinning had the race in control but Loudon was up for the challenge and closing on each and every lap. Loudon managed to make the pass on the final lap and go on to secure the overall win on the day, but this does not take anything away from Ryan Glendinning who was probably the faster rider on the day but just had a slight bit

of bad luck when he didn't need it. But for me this was Pre 84 Twinshock racing of the highest order and an absolute joy to watch for myself and the many travelling spectators that had turned up to witness it. Nigel Sowerby flew the flag for the local Cumbrian supporters and rode his 490 Maico superbly over the course of the three moto's and he would take the third and final spot on the podium at the close of play.

In the age related races just after the lunch break it was John Fleming who took the win in the Pre 75 Over 60's class. Fergus Moodie was again quick and hit the front on numerous occasions over the three legs riding his Faber BSA, and his gritty and gallant performance at the end of the day would net him a decent second place finish overall. Peter Dobinson was again on the scoresheet at Penrith with a third place in this class riding what can only be described as the best sounding bike on the track on the day with that superb rip from his old Cotton Triumph.

The rapidly drying racetrack was now improving race by race as the low autumn sunshine peeked through the clouds to brighten up the beautiful and picturesque Plumpton landscape and riders were now being blinded by the laser beam autumn sun as they swept up the hill after turn two.

Stewart Riddell riding his 360 CZ was the top dog in the Pre 75 Over 65 group and was well deserving of his winners title with another good performance on the day. Although it was great to see ex CCM works rider Mike Barnes out and about again and riding well to secure the runner spot in this class. Mike does not ride many competitive events these days and at more than 70 years old he is still enjoying riding his CCM at selected meetings. So it goes without saying that we were very privileged to see this Clews motocross

legend gracing our last event of this racing season. Third place in this class went to Jake Whitelaw who was also riding a CCM and it was a great spectacle and privilege to have so many of the late Alan Clews's machines on display here at Penrith.

In the Pre 1975 Over 50's class Derek McAulay made up for his dismal result in his Pre 75 Under 300cc class by stamping his authority and taking the overall win on his 250 Pursang Bultaco with the top spot on the day. Ian Stainton made a very welcome return to Scottish classic racing and secured the runner-up position in second on his CCM and it was good to see all these guys making the effort to race once again with our club. Ian Robertson was once again on the end of day scoresheet's and it seems that he just cannot kill that little Yamaha as it came through for him once again by putting him on the winners rostrum in 3rd place overall.

Another CCM die hard Johnathan Bethell was excellent over the course of the day and riding with his late father John's #44 on the front plate of his machine won the Pre 75 Over 40's class in fine style. Keith Barnes also was one of the front runners in this class over the course of the three legs and he was also very quick on the "Clews Stroka" and he would fill the second place step overall on the winners podium when the points were calculated. Gary Smith on the AMD CZ was sending up some excellent roosters as he powered his way around the now sun soaked Plumpton speedway to another second place equal with Keith Barnes and so both riders would have to take a 50/50 split in these points.

Liston Bell had one of the easiest victories in his career in the Pre 75 Under 40's class as unfortunately he was the only rider taking part in this class on the day. Nevertheless riding his brother Lewis's borrowed CCM he cruised around to take the win on the day. Now

that was the kind of race I should have been involved in when I raced back in the day . . . but knowing my luck I still would have finished second.

When the big boys came out to play in the Pre 1984 Over 50's class it was another overall win for Davie Loudon on that very quick 490 YZ Yamaha. Loudon for me has been a joy to watch this year and I have been enthralled by his speed and commitment this season. Graham Smith was the eventual second place finisher in this class and rode his RM 400 Suzuki superbly to a much deserved class runner up spot. Although you could not finish this paragraph without mentioning my old mate Andy Malloch who continually lets me know how "fest" he was riding on the day although on this occasion it was probably fully deserved as he put his 1983 500 Armstrong on to the final step of the podium.

In the Pre 1984 Under 50's it was David Bateman riding the fourstroke XR Honda who took the eventual win from Ryan Glendinning on the 490 Maico in second. Paul James on the 1980 250 Maico would unfortunately have to share his second place overall with Ryan Glendinning as they both tied equal on points when the eventual calculations were done at the end of the day.

The Pre 1984 Over 60's class was won by the only rider registered to take part and so Martin Reid has the unfortunate duty of telling his mates down the pub that he won this class overall on the day. Although if I were you Martin I wouldn't tell them you were the only rider that took part as this would almost definitely affect your street cred if they ever found out.

Summing up what can I say this event at Penrith was superb in every detail and a fitting end to our 2018 racing championship and certainly not what we expected if you followed the weather



forecast? Thanks again to Ian Ridley and his band for all their hard work, not just on this particular track but the many others he helps out with throughout the year. Where would we be without Ian's efforts I don't know, although let's hope he continues his association with our organisation for 2019. Thanks also to Peter Dobinson for securing the venue and his generous sponsorship for 2019 and all the other members of our organisation who have played their part during this year. Although a special mention here to our very own "Murray Walker" of classic racing Richard Winn for his superb commentaries throughout 2018 and who kept us all informed of what was happening in and around the track in minute detail.

As usual by the time you read this all the racing action from this final round at Penrith will be available to view on my You Tube Channel through the link on the [www.classicscrambles.com](http://www.classicscrambles.com) website.

Of course the season is not yet complete until we have had our end of year dinner/dance and trophy presentation night at the Avon Bridge Hotel on the 17<sup>th</sup> of November. Tickets for this event can be purchased from Agnes Cadger on 01294 833320 priced at £25 each, this will entitle you to a sit down three course meal, all the best of banter, and of course all your dancing entertainment for the night.

Also remember if you would like to put forward any comments or ideas to the club committee for any changes for our new season next year then get along to the A.G.M at the Alona Hotel near Strathclyde Country Park on Sunday 2<sup>nd</sup> December for a 2pm start and voice your concerns. The committee will listen avidly to any comments or ideas you have for improvements or changes to next year's championship.

Please also feel free to browse my You Tube Video's through the winter, there is plenty there to keep you entertained and amused

through the dark winter nights and more content is being added regularly so there are no excuses for not watching them.

My plans are already taking shape for what is going to happen next year and I have already secured us a feature in VMX Magazine about our Scottish Classic Motocross Racing organisation which will be published in 2019 so look out for that. I will more than likely pick a round from next year's calendar and base the article on that particular meeting. So if you want a mention or be in any of the photos for that feature make sure you attend.

Thanks again to my sponsor for the 2018 racing season Debra Alison and Les Calderwood at "Calderwood Catering Maintenance" for their continuing support during the year and your generosity was most welcome I can tell you.

Well that's about it from me with regards to racing reports for our 2018 racing year, I hope you have enjoyed everything I have supplied this year for the SCMRC with regards to video's, photos and race report's etc. It is a lot of time and effort compiling these features although if you all get a buzz from reading them then that makes it all worthwhile for me as far as I am concerned.

So hopefully we can all come together again after the winter break and do it all again next year, but of course this time we will come back bigger and better and elevate the Scottish Classic Motorcycle Racing Club to another level and help to promote our continuing enthusiasm for riding and racing these old vintage motorcycles.

Chris Montignani (Monty)