

Scottish Classic Motorcycle Club

Round 6 Carnduff Farm Strathaven

Sunday 5th August 2018

Report by Chris Montignani

The Scottish Classic 2018 racing season is now moving along swiftly and we are already over the halfway line and into Round 6 of our current nine round championship. It seems like ages since we had our last event at a very dusty but superb Thornhill back in July although this Round 6 event would be held at a brand new venue at North Carnduff Farm in Strathaven.

Even now and since early May this unusually dry spell still continues with local authorities now issuing guidelines about how to best preserve the very meagre amounts of water remaining in our supplies. Nevertheless we at SCMRC have been very fortunate that many of our events run mainly on grass fields which although still extremely dry can help keep the dust to a minimum. Other less fortunate motocross meetings that run on sand tracks are continually being cancelled almost on a weekly basis at the moment.

Although we have never raced at this Carnduff Farm track before I must say that it was a welcome change to have another fresh looking circuit to stretch the legs of all our vintage and classic dirt bikes. At first glance looking at the layout and the natural undulations of the ground it appeared to have all the ingredients we required for a good old fashioned classic scramble event.

Scouring the paddock during sign-on and scrutineering I was of course looking for more classic dirt bike subjects to use on my increasingly popular You Tube Channel. That is when I came across a very nice 1979 250 Montesa. The owner told me that this machine had been in a storage container for many years although when he acquired the bike it was in a very tatty state although still in its original 1979 condition. The only part not original on the bike was the Renthall handle bars and bar pad, although the bikes owner said he still had the original in his garage.

After scrutineering and all the other preliminaries of signing-on were completed it was time to get some practise underway and sample the new

layout of these beautifully manicured Carnduff pastures. You could see almost straight away that the riders were enjoying the new racetrack as the laps counted down before racing commenced. In fact Gordon Forbes was enjoying practise that much he never even knew he had lost a rear shock from one side of his 490 Maico and only realised it when returning to the paddock.

Anyhow back to what went down on the day . . .

In the Pre 1968 Under 350cc class it was a "Team Ridley" one-two as Ian Ridley and Gordon Watson secured the top two placings overall on their immaculately turned out BSA's. Ian Ward although not a front runner in this class still brought his ultra-reliable Villiers 250 Sprite home to another good third in class finish and of course more of those valuable championship points.

The Pre 1968 Over 350cc class was dominated by a very quick Liston Bell on the big Triumph Metisse. Although Liston was not the quickest off the line on the day once he got the big Triumph hooked up and firing on all of its two cylinders it was a pretty unremarkable day at the office for him considering he has other more pressing things on his mind at the moment. There were also some good scraps between Fergus Moodie and Peter Dobinson in this formula over the course of the three legs although Moodie would eventually take the runner up spot from Dobinson when the results were calculated at the end of the day.

The smaller bikes of the Pre 1975 Under 350cc class seemed to take to the superbly fast flowing layout of the Carnduff course like the proverbial duck to water as Ian Robertson, Daryl Wylie, and Colin Nelson got down to business to see who would be the top man in this class. It was great to see these little strokers slip and slide and kick up rooster tails as they all battled for track position. At the end of the day it was Ian Robertson who took the overall on his little hybrid Yamaha 250 from Daryl Wylie in second on the four-banger Honda and Colin Nelson on the Billy Chisholm Husky in third.

The big boys in the Pre 1975 Over 350cc supplied some good entertainment for the many spectators that had come to witness these old classic dirt bikes ridden by even older men strutting their stuff over the course of the three races. In race one it was CCM mounted Stewart Roden on that immaculate 580 who shot into an early lead chased by Les Calderwood on an almost identical

1974 CCM. Roden secured the win in moto one with a very quick Calderwood close behind in second. In race two it was Roden again who took the holeshot but was soon passed by a very quick Calderwood who only just held on for the race win as Roden closed right up for a challenge on the final lap. So it was all down to the final race to see who would be top dog at this Round 6 event, Calderwood grabbed the holeshot and proceeded to open up a gap to a chasing Roden. Calderwood managed to keep the Joe Maxwell CCM between the tapes in the remaining laps to secure the win and the overall result with Roden crossing the line in second. Tommy Anderson could not do much about the speed of Calderwood and Roden but he still had a grandstand view of the two Clews bikes in front of him kicking up huge Carnduff roosters as he crossed the line in third place.

Some of the best racing of the day was served up by the guys in the Pre 1984 class as Davie Loudon, Neil Glendinning and Graham Smith whizzed around the up and down undulations of this fast flowing Strathaven racetrack.

Every dog has his day as they say and today this was almost definitely David Loudon's day as he dominated the class in fine style with some fantastic speed on his very quick YZ 465 Yamaha. In race one it was Loudon who took the advantage early on and went on to take the win with Glendinning second. In moto two Glendinning never got the best of starts but came through the pack quickly to hit the front and take the win. So it was all down to race three to see who would take the title in this class for the day. Loudon got the holeshot with Glendinning close on his heels and there were some good exchanges between the two as Glendinning tried in vain to stick his 480 Honda up the inside of Loudon's Yamaha. Nevertheless Loudon held on for the win and fully deserved the overall result for his relentless speed and sheer tenacity on the day. Graham Smith was also quick on the day although could not mix it up with Glendinning and Loudon over the course of the three legs but he would still finish third in class on his RM Suzuki.

In the age related races after the lunch break it was another good old fashion classic dirt bike scrap between Fergus Moodie and Peter Dobinson in the Pre 1975 Over 60's class. Moodie had a few bar bashing exploits with Dobinson early on in the proceedings and he would eventually stamp his authority on this class as he hit the front of the pack in almost all three legs. Although that

still does not take anything away from the gritty performance of Peter Dobinson who never gave up the fight and still brought his Triumph home to an eventual runner up spot. Brian Hamilton was “Mr Holeshoot” most of the day and was very quick from the gate at least in moto’s one and two, but he would still take the final step on the finisher’s podium in a fully deserved third spot.

Stewart Riddell was the man to beat in the Pre 75 Over 65 class riding his very quick 360 CZ. It was a treat to see Stewart back on the bike and in fine form as he missed out the first half of the season taking a short career break. Dave Brinicombe secured a decent second place finish in this class for his huge efforts on the day from Eoin Munro on the BSA Victor in third.

Ian Robertson was getting in some practise before he shoots off to race with the guys in France later in the month and from my vantage point it looked like the bike and himself were in fine tune as he took the winners medal in the Pre 75 Over 50’S class. Neil Chalmers was also very quick on that little BSA Victor and he would fill the runner up spot in second. Stewart Roden may have done better in this class at the close of play although he unfortunately dropped his big CCM into one of the Carnduff turns in race three and lost valuable track positions but he soon re-mounted to cross the finish line in third.

The Pre 75 Over 40’s were good value for money on the day and Tommy Anderson, Robert Kennedy Jnr, and Brian Aird were giving it large over the course of the three legs. These guys were like a road-train circulating the track there was virtually nothing between the three as they took it in turn exchanging track position time after time. Although at the end of the day it was Tommy Anderson on the Husky that would be the overall victor from Robert Kennedy Jnr second on the 560 CCM and Brian Aird on the BSA third.

The young guns in the Pre 75 Under 40’s were also entertaining on the day although it was another walk in the park for soon to be dad Liston Bell who although never quick from the gate soon breezed past the opposition in each moto and opened a commanding lead from himself and the chasing pack. Michael McNiven was the best of the rest of this formula in second on that very tidy CZ 360 from Craig Dickson who was also riding a similar CZ machine in third.

The Pre 1984 Over 60's class John Porteous had a much better day out at Carnduff Farm than he experienced at Round 5 Thornhill when the ignition on his RM 400 Suzuki packed in on the day and left him pointless. Although no such bad luck at this event as he won the class outright for a good consistent run. Douglas Harrow romped home in the runner up spot on the day on his very nice Curtis Honda and secured some good points for his days toil.

David Loudon was at it again in the Pre 1984 Over 50's class and had more ding dong battles with his racing adversary Neil Glendinning over the three races. Loudon was again quick in this class and had it not been for Neil Glendinning dropping his bike at the bottom turn of the track in race one then this class would have been a much closer finish at the chequered flag. Nevertheless Loudon was undoubtedly the man of the meeting at this Round 6 event and fully deserved the praise for his relentless speed and skill around what was essentially a superbly prepped racetrack. John Stokes on the 490 Maico would go on to take the runner up spot from Graham Smith in third.

Summing up it was another absolute belter of a Round 6 motocross event run by the Scottish Classic Motorcycle Club and at a brand new venue in the hills of Strathaven. This for me was the best event of the year so far because it had everything, great track, well laid out course, natural undulations, and of course the ground was in perfect condition with masses of grip to help the riders get the very best from their machines.

As usual by the time you read this you will have already witnessed yourself in action on the track from this Round 6 event by watching the video's on my You Tube Channel and browsing the pictures. What other off-road club in Scotland provides you with a service such as this, you race your bikes on the Sunday and then within two days you can all see yourself on telly ripping up the landscape at breakneck speed, and of course it's all completely free of charge.

It continually amazes me how these videos are seen all over the globe and appreciated by millions of viewers each year watching you guy's strut your stuff on the racetrack. And not only that having all the viewers envious of our normally varied and lush green landscapes is certainly something to be proud of here in Scotland.

Make no mistake just because we are a smaller organisation than maybe similar club's does not mean that like-minded classic dirt bike off-road supporters do not see what we do because they most certainly do. And hopefully through your efforts on the track and my little part in promoting our group we can only go from strength to strength. It is very gratifying for me to continually receive thanks from viewers in the USA, Japan, China, France, Italy and even Russia commenting on my You Tube video's and watching all us Scottish guys enjoying our racing from season to season. Currently my You Tube channel is heading to almost 4,000 subscribers so myself and all you racers and lovers of classic dirt bikes must be doing something right.

Finally thanks to Creena and Linda Riddell for their most welcome contributions to my wine cellar for my small efforts within the SCRMC, although I may have to pace myself and not drink that superb vintage vino all in one go.

Also a final mention and best wishes to Liston and Laura who are currently waiting for their new arrival which could be any day now, in fact baby Bell may even have arrived by the time you read this, so anyhow good luck to you both on the day.

So as the SCRMC circus rolls on its back to Kirkness Farm in Fife on the 2nd September for our second visit to this venue to hold Round 7 of our 2018 nine round championship. So until then everyone be safe, ride safe, and we'll all do it all again in our usual Scottish style at the next encounter.

Chris Montignani