

ADMC and RALLY SCOTLAND 2011 (a report from the co-drivers and stage builders)

Once again ADMC answered the call of desperate organisers to help build and man a stage (Craigvinean) on Rally Scotland 2011, with a very select team going down on Thursday 6th Oct to get the stage ready for recce the following day and then handing over to our ladies team and Gordon Reid to run the stage on Saturday 8th. This year the national entry was healthier than ever with 40 cars entered 6 of which were crewed by ADMC club members. The first 3 stages had been used on the McRae Stages the week before and with another week's rain cut up very badly, Craigvinean and Errochty were very rough in places and Drummond Hill in such poor condition that it was cancelled, much to the relief of most crews. Errochty threw up another challenge with visibility down to less than 20 metres in places making big lights useless, Neil Coalter even resorted to turning off ALL his lights in an effort to see something.

Sunday proved a bit better weather wise but unfortunately not for the stages, Carron Valley was probably the best all the weekend but even it was in pretty poor condition when we used it. By the time the Nat B field arrived at Loch Chon the attrition rate was high with lots of broken cars at the side of the road, punctures were common closely followed by broken suspension and drive shafts. Although a red Peugeot 205 which started Loch Chon ahead of us was at least 50 feet below the road when we passed, thankfully both crew were seen standing safely at the roadside. The longest stage, High Corrie at nearly 28km, followed straight after and was reasonably uneventful (well only a brief off into a roadside ditch) until about a mile and a half from the end when a large rock appeared in the grooves we had to follow, big bang later and it felt like we had a puncture, managed to get to the end of the stage, got our time and left however, on closer inspection we found we had a broken hub mount and drive shaft so game over for us. The high attrition rate continued with only 12 of the 40 starters finishing mainly due to the condition of the stages where the IRC cars with their 14 inches of suspension travel could cope but our cars couldn't and broke.

Of the ADMC crews, Barry Groundwater, Neil Coulter and Gavin Chalmers all retired with various mechanical maladies, Mike Robertson had the worst luck of the team with his Subaru expiring less than 4 miles from the start. Brian Watson finished a very creditable 6th but by far the star performance of the weekend was a win for the born again rally crew of Alistair and Colin Inglis in their Mitsubishi Evo 5. This was made possible by the meticulous pre event car preparation and superb on event service provided by Davy Coutts and his team.

