

CLIFF MCKINNON

The TR Register 2016 Scottish Weekend:

What an event! Where to start... probably with a little bit of history about Bo'ness. The first hillclimb at Bo'ness was held in 1934 and at the time was Scotland's first purpose built motor sport venue. In the following years many of the great names in British motorsport competed on the track, Stirling Moss, Jim Clark, Jackie Stewart and Ron Flockhart to name but a few. Competition continued until 1966 when part of the track was sold for housing development and use of the venue ceased until 2007 when a group of enthusiasts made a sterling effort to bring motorsport back to the Kinneil Estate.

This year the TR Register Scottish Weekend was held in association with the Bo'ness Speed Hillclimb and Motoring Heritage Weekend, held over the 3rd and 4th of September, but of course things get underway some time before the first cars start arriving on Saturday morning. Thursday morning saw the start of the flurry of activity to transform the normally peaceful Kinneil Estate into a motorsport and Motoring Heritage venue. Straw bales, safety fencing, temporary road surfaces and a plethora of

sundry equipment appeared and started being placed in their designated locations. In the Motoring Heritage Show field club stand areas and the show arena were marked out. Friday saw a continuation of the preparation work and as the show field was completed members of the twenty participating clubs began arriving to arrange their club stand areas, whilst down in the paddock TR competitors for the speed Hillclimb also began arriving.

This year saw five cars and six drivers entered for the Hillclimb: Donald and James Coltart shared their family owned since the 1960s TR3A; Jim Johnstone made the journey North from York with his highly competitive TR6; Bo'ness regular Alaister Muir with his TR4A; for Sunday only the irrepressible Geoff Mansfield was out with his TR3A; and making up the numbers was yours truly with old faithful 2999F.

Saturday dawned to mixed weather forecasts, but undaunted, entrants for the Heritage Weekend started arriving and club stands began filling up. A new feature this year was the 2-Hills Road Run, a convoy of



Geoff scrabbling for grip off the start line.

classic cars leaving from Bo'ness and heading to the Rest and Be Thankful in Argyll (thus linking two parts of Scotland's hillclimbing heritage) where permission was given for the convoy to drive up the old hillclimb course. Convoy leaders Bill and Val Pollock headed off some fifty two cars of various types, ranging from a 1926 Bentley to some relatively more modern machinery. The TR Register was by far the largest of the

Held
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TS2 in the majestic Scottish Highlands.





participants on the run, with seventeen TRs, including Wayne Scott piloting TS2, taking part. Following a refreshment break at the impressive Ardgartan Hotel the convoy made its way to the 'Rest' where Diane and Stephen Davidson-Kinghorn, the owners of the hill, went out of their way to welcome the group, going as far as to sweep the road and erect start and finish banners, giving the hill an air of days gone by, particularly by advertising Autocar at one shilling and thruppence. Start marshal Bill ensured that everyone had the opportunity to drive the hill at their own pace, the watchwords being 'Spirited but Safe'; for most the emphasis was on the former rather than the latter.

Meanwhile, back at Bo'ness, the hillclimb competition was well underway. This year saw a change to the track configuration with a new ninety degree left hander just after the Courtyard complex. Times were on the cautious side for all competitors as they came to grips with the new corner, with practice being rattled off without any major mishaps. As I was involved with some organisational duties I ran out of sequence with the TR Class in the competition proper and managed to post the quickest TR times of the day prior to the remainder of the TRs taking to the hill. Jim noticed my rain dance but sadly, from my point of view, it was to no avail as Jim managed to better my time by 0.86 of a second and thus took the class win. Alastair took third place with Donald and James having a real close run contest with Donald just pipping James by 0.05 of a second.

Saturday evening saw a number of Register members attend the Bo'ness dinner, an informal affair for Heritage Weekend and Hillclimb entrants to get together and chat about the day's experiences. Banter abounded with all manner of tales until, eventually, we were ushered from our tables and it was time to get some rest in preparation for the next day's activities.

Sunday dawned with generally blue sky and even an element of warmth. Club stands began to fill and by around ten o'clock the two hundred and fifty eight entrants, thirty five of which being TRs, were in place. It was great to see half of the TRs present were

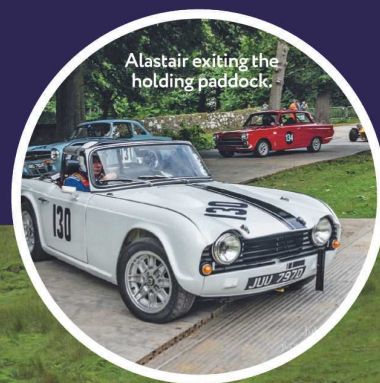
Register members from South of the border who had made the effort of undertaking the long trek North. Throughout the day members of participating clubs were interviewed in the arena by 'Ringmeister' Wayne Scott giving an insight to their car of choice. A further addition to activities this year was the driving skills competition which seemed to be popular with entrants and spectators alike.

On the hill competitors battled it out for honours on an extremely slippery surface on the bottom half of the course. Once again Jim took the class win, with myself second, Donald putting on a fine effort to take third, followed by James, Alastair and Geoff. It was generally agreed by competitors that the new track layout worked pretty well, making the final section more technical for drivers and giving spectators more excitement to watch.

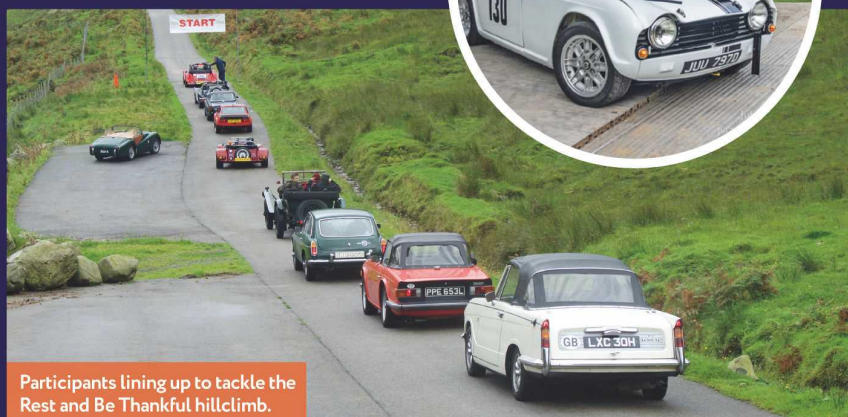
On the Register stand it was soon time for the presentation of awards, Bill and Val took

home the best sidescreen TR award with their TR2, with Keith Gray from County Durham picking up the best wind-up window for his TR6. Best TR derivative went to Alan Gibb with his Doretti and overall Car of the Day was adjudged to be John Sloan's TR4 from Cumbria. The Distance Award went to Peter Hoath from Rugby who put in some 340-miles each way to attend Bo'ness. The Spirit of the Event award went to Bill and Val.

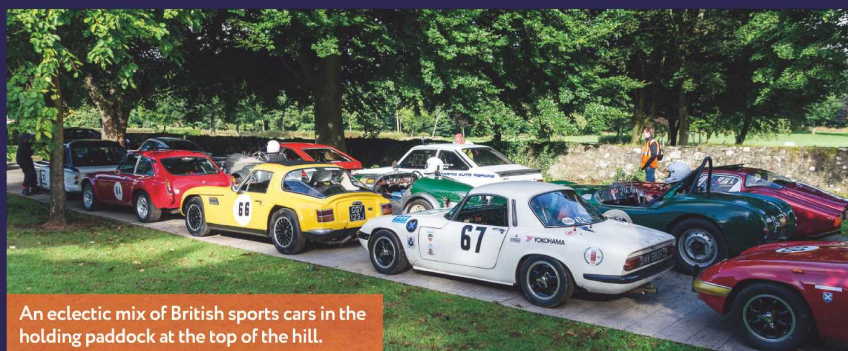
Meanwhile, activities in the Heritage Showfield were drawing to a close with various selected cars entering the arena for the presentation of awards. Following presentation of the distance award, Spirit of



Alastair exiting the holding paddock.



Participants lining up to tackle the Rest and Be Thankful hillclimb.



An eclectic mix of British sports cars in the holding paddock at the top of the hill.



A fine mix of cars entering the show Arena.



Donald negotiating the Courtyard, probably best not to look too closely at the front nearside wheel.



Cliff powering into Old Paddock Bend.



Geoff scabbling for grip off the start line.



The Pollocks leading off the '2-Hills Road Run' to the Rest, note the health food outlet, a must for all Scottish events.



Wayne accompanied by Alastair prepare to set off for the Rest in TS2.



Bo'ness must be the only hillclimb track which boasts a steam railway running alongside the track on the appropriately named 'Railway Straight'.



TRs trying hard on the BoNess Hillclimb.



Jim entering the Hairpin with verve.



Some of the more venerable competing machinery in the paddock.

John Crae Photography
jcrae.smugmug.com/MotorSport



> the Event and Driving Skills competition it was time for the results of the Club Stand competition. In a very close competition third place was awarded to the JDC, second place went to the Sporting Bears Charity with the winners being the MG Car Club Caledonian Centre. A fine effort was made by all the clubs where judging parameters were general layout of the stand, information about the club and information regarding the cars. In an extremely closely contested Bo'ness Concours competition third place went to a Lotus Europa, second place to a Ford Escort RS2000 with the overall champion being a stunning XK 150 FHC. Unfortunately no TRs picked up a Concours award, the nearest being the Italia of Ian Tomlinson who just missed out on the final cut. The Register did however figure in the Bo'ness awards, Alastair Connors won the Bo'ness distance award having travelled from Chichester with his 2500 Saloon, his TR2 just quite not being ready in time. In the Bo'ness Carkhana Wayne piloting TS2 beat off all the opposition to become the champion. All trophies were presented by Diane Davidson-Kinghorn, our host at the Rest.

Without wishing to turn this into an Oscars ceremony I would like to thank everyone involved from the TR Register for making the event a success, I hope no-one will mind if I mention in particular the Stoke crew, the Pollocks, everyone who helped marshalling at the Rest, Wayne Scott for doing a tremendous job commentating in the Arena all day on Sunday and of course Alan Gibb for organising the Register stand. Thanks also to John Crae for allowing the use of his images.

Bo'ness is a unique event in Scotland, if not the UK as a whole, as it hosts an historic MSA approved Speed Hillclimb, and for Motoring Heritage entrants a Saturday Road Run, a Driving Skills competition, a Concours competition plus club stands in the Motoring Heritage Showfield. 2017 will see the 10th anniversary of the Bo'ness Revival and every attempt shall be made to mark this special event and hopefully the TR Register will have an even greater presence and involvement with the event, so put the first weekend in September 2017 down in your calendar for a visit to Bo'ness, you will be made most welcome.