

Knockhill Autumn Race Meeting : September 10th

It was back to the normal clockwise circuit, and the track was wet for most races. The officials kept the time table moving and despite the off and on rain we had 16 races. Well done to the marshals for another good days work, and as any incidents were quickly dealt with.

Scottish Formula Ford 1600 Championship

Race 1: The experienced Jordan Gronkowski made a terrific start and was never headed. He pulled smoothly away in the only Van Diemen in the race, to record his first win of the season. Last year he also won once, but not as today, in the rain. He left Championship leader, 17 year old Ross Martin to chase after 2nd placed Kenneth Cowie. Unusually Martin had been slow away from the front row of the grid and dropped to 3rd. He ran close behind Cowie until late in the race. Teenager Martin got past Cowie at the first corner with 2 laps to go, just as Cowie spun down Duffus Dip.



Kenneth Cowie

But rookie Cowie recovered quickly and held onto 3rd. Martin's championship rival Sebastian Melrose took a safe 4th after he had stayed with Cowie and Martin in the early laps, but then slowly dropped back. Gronkowski said: "It was so slippery out there, I was lucky to get a good start and saw Kenneth and Ross battling, but it's the longest race in the world when you are in front."

Result - 12 Laps

1 Jordan Gronkowski (Van Diemen JL012X) 2. Ross Martin (Ray GR17) + 6.72s; 3 Kenneth Cowie (Ray GR09); 4 Sebastian Melrose (Ray GR14); 5 Neil Broome (Ray GR17) 6 Michael MacPherson (Ray GR14). FL: Cowie 62.43s Newcomers: Martin. Pole: Gronkowski. Starters: 8

Race 2: This race (round 13) provided some surprises as light rain fell. Jordan Gronkowski in his Van Diemen headed the Ray mounted hordes. He led from the start, with Kenneth Cowie and Ross Martin close behind. It was lap 5 when things changed at the front. Cowie went for the lead at the final corner (hairpin), but the two leaders lightly clashed and this allowed Ross Martin to shoot past Gronkowski. All three frontrunners then ran nose to tail for a couple of laps, with Gronkowski now 3rd



Ross Martin

behind Martin, with Cowie leading. Meanwhile, Sebastian Melrose was 4th having dropped 2 seconds back by mid race, he then close to within a second of Gronkowski with 3 laps to go, but couldn't close the gap over the last laps. Cowie pulled over a second clear of Martin by lap 9, who had said after race 1 he was driving for points today.

Kenneth Cowie took the win on the road, but post race officials penalised him for exceeding track limits, and a 3 second penalty dropped him to 3rd. The race win went to Ross Martin from Jordan Gronkowski. While Cowie was 3rd ahead of Melrose in the results. These points gave 17 year old former top kart racer Ross Martin, the Scottish Formula Ford Championship, and he also won the Scottish FF Newcomers Cup. It was two titles and a major prize (Mazda Road to Indy) in one day for Martin in his maiden FF season, and there are still 2 rounds to go.

Result - 12 Laps

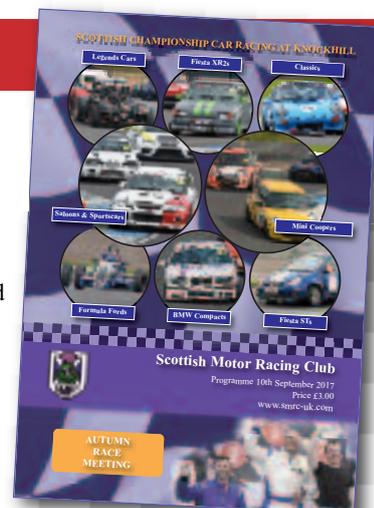
1 Martin 2 Gronkowski + 0.90s; 3 Cowie 4 Melrose 5 Broome 6 MacPherson. FL: Cowie 62.38s. Newcomers: Martin. Pole: Gronkowski. Starters: 8.

Scottish Classic Sports and Saloon Car Championships

Race 1: The track was wet, but Raymond Boyd shot away from pole and was never headed. His 911 liked the conditions and he was 5 seconds clear after 5 laps. Harry Simpson gave chase in his Ginetta pressed by John Kinmond in the big Rover, which towered over Harry's little sportscar. These two were close until lap 6 when John had a big slide coming out of the chicane and then a tank slapper, but he held it well. A lap later he made up 2 seconds to be on Harry's tail again, as they lapped a back marker. Lap 8 saw Harry have a tank slapper exiting Clark corner, so John braked to miss him on the wet track. A lap later John took 2nd by going up the inside at Clark. He then eased away, but by now Raymond Boyd was way ahead and won as he pleased. John came home 2nd with Harry just over a second back in third. In 4th was Bruce Mitchell but he was well back having kept the mid engine Lotus Europa on track, and ahead of Alastair Baptie's class and championship winning Fiat XI/9.



Raymond Boyd



Result - 12 Laps

1 Raymond Boyd (Porsche 911) 2 John Kinmond (Rover 3500) +6.55s; 3 Harry Simpson (Ginetta G4R); 4 Bruce Mitchell (Lotus Europa); 5 Alastair Baptie (Fiat X1/9); 6 Mario Ferrari (Alfasud Sprint). Classes: Boyd; Kinmond; Simpson; Mitchell; Baptie. FL: Boyd 64.91s. Pole: Boyd. Starters: 7.



Mario Ferrari

Race 2: Once again Raymond Boyd shot clear of the rest, as the 911 got excellent traction off the line. John Kinmond was 2 seconds down in 2 laps, then the safety car came out and the field bunched up. Alastair Baptie had stopped on track at

MacIntyres with his n/s wheel pointing out. The car had to be recovered and marshals did so quickly. Racing resumed with Raymond easing away at a second a lap. John in turn got clear of Harry, as the rain came down. The front 3 spread out, then Harry started to come under pressure from Bruce Mitchell's Europa. By lap 10 he was a second back, but didn't get any closer. Mario Ferrari led class A all the way in his Alfasud Sprint. He had William Conway for company until mid distance, with the little Mini hounding him, then Mario started to get clear. Raymond won by nearly 9 seconds after another fine drive in the wet.

Result - 12 Laps

1 Boyd; 2 Kinmond +8.92s; 3 Simpson; 4 Mitchell; 5 Ferrari; 6 William Conway (Mini Clubman GT). Classes Boyd; Kinmond; Simpson; Mitchell; Ferrari. FL Boyd: 64.34s Pole: Boyd. Starters: 7. Driver of the Day: Raymond Boyd.

Celtic Speed Scottish Mini Cooper Cup

in association with Yokohama Tyres and Wheels Around

Race: This race went to 12 laps though we had 6 laps behind the safety car, of which 3 count as race laps. Ian Munro led the pack from pole, as the rain came down and 11 cars ran close in a train at the front. The first safety car came out as lap 2 ended with



Kyle Reid

cars off in the gravel at the hairpin, John Duncan got going, but Ross Wilkinson was towed out and retired. Munro still led on lap 5 chased by Kyle Reid who had taken 2nd on lap 2 from Dylan O'Donnell. These two had Robbie Dalgleish for company then there was a half second gap to Dominic Wheatley. As lap 5 ended we had another safety car period, there were 3 cars off the road at various locations. So the field closed up. When racing resumed Munro led but Reid dived past early on the final lap and took the win, he had started 5th and drove well. Munro held onto 2nd with Dalgleish less than half a second back in 3rd. Wheatley was on his bumper in 4th, with Chris Reid in 5th after starting 9th and making his moves early, as he got past Morgan Murray on lap 4. Dylan O'Donnell who was also in front of him went off at the hairpin on

lap 3. Murray was 6th with Mark Geraghty 7th and very close to Murray at the flag. Michael Weddell took 8th so 3 newcomers were in the top 8 (4th Wheatley, 7th Geraghty). Quite a few drivers made up a couple of places. Hannah Chapman went from 14th to 10th and won the Ladies Cup class.

Result - 9 Laps

1 Kyle Reid; 2 Ian Munro +0.65s; 3 Robbie Dalgleish; 4 Dominic Wheatley; 5 Chris Reid; 6 Morgan Murray. FL: C Reid 68.33s. Pole: Munro. Newcomers: Wheatley. Starters: 24.

Race 2: This was a straight race with no interruptions and lots of overtaking. Kyle Reid headed a gaggle of cars virtually all race. He had Ian Munro on his bumper on lap 1 then Dominic Wheatley took 2nd on lap 2. Munro lost the place to Chris Reid a lap later. Chris had moved up from 5th on the wet track. He made 2nd on lap 5, so the Reid brothers were 1 and 2. Wheatley stuck close in 3rd with Robbie Dalgleish on his bootlid. Ian Munro was half a second back in 5th but pulling away from Mark Geraghty. Hannah Chapman had made it to 7th by lap 7 passing Morgan Murray. Late on it got really close at the front. The two brothers were side by side at Butchers on the final lap, and Chris made it through to lead with half a lap to go. Behind them Wheatley went rallycrossing through the chicane gravel trap and dropped from 3rd to 5th. So Dalgleish took 3rd from Munro. But the first time winner was Chris Reid, showing he is really good in the rain. Kyle kept 2nd place. Chris said: "About time, there was a couple of years ago when I was leading and my brother dived past then won. So I've returned the favour."



Chris Reid

Result - 9 Laps

1 Chris Reid; 2 Kyle Reid +0.93s; 3 Dalgleish; 4 Munro; 5 Wheatley; 6 Mark Geraghty. FL: Chris Reid 67.51s. Pole: K Reid. Newcomers: Wheatley. Starters: 24

Race 3: The reversed grid race. This saw the top 8 from race 2 reversed on the grid. So Michael Courts was on pole. But from row two it was Mark Geraghty who got into Duffus in the lead on a still wet track.

He was immediately under pressure from Courts, but on lap 2 Courts went wide and ran over the kerbs at MacIntyres dropping back to 5th, as the pack swallowed him up. Then a safety car appeared as Ian Munro had been hit as he rejoined the track having gone wide at the chicane. His car was stranded and needed to be recovered. Racing resumed with Geraghty in command and he held off Hannah Chapman to the flag two laps later. Chapman had been on the front row and kept cool despite having Dalgleish and Kyle Reid right behind her. Courts kept 5th despite Chris Reid going past late on as a red flag ended the race and the results went back a lap. Four cars had gone off at the chicane and oil or petrol on track was suspected, so officials acted quickly. But Mark Geraghty was the winner, for



Mark Geraghty

the 3rd time this season and closes the points gap, while championship leader Morgan Murray had a weekend to forget, finishing 16th in race 3.

Result - 9 Laps

1 Mark Geraghty, 2 Hannah Chapman +0.53s; 3 Dalglish; 4 K Reid; 5 Michael Courts; 6 C Reid.

FL: John Duncan 68.25s. Newcomers: Geraghty

Pole: Courts. Starters: 23

Scottish Saloon and Sportscar Championship

Race 1: Paul Brydon had pole in the M3 but was a guest, so would score no points. But Kenneth McKell used his 4wd Evo well and shot off the front row to lead, on a wet track. McKell was never headed and took his first win of the season.



Kenneth McKell

Brydon chased hard and didn't let him get away. The reigning champion stayed within a second until after mid distance. McKell only started to draw away from lap 10, and opened up a 6 second gap by the flag. These two were miles ahead of the field. Gary Wait was having a good race with the classic Sierra Cosworth. He had been 3rd on the grid, dropped to 4th off the line behind Thomson McIntyre's Subaru, but shot past him on lap 1 at Clark. He then rapidly pulled away, being 5 seconds ahead of the Subaru by lap 4. On lap 5 we had a new man in 4th. It was Oly Mortimer in the Cooper S. He didn't have the modified cars power, but the Mini was great in the wet and Oly drove the wheels off it. He had closed McIntyre down and ironically passed him at MacIntyres on the inside. He then pulled away being nearly 3 seconds clear of him at the flag, and only 5 seconds back on the big Sierra of Wait. Oly won the Cooper S class again. While his Mini class competitor Paul Wilson was 3 cars back, chasing behind William Robson's championship leading Focus, which was within a second of the Subaru of McIntyre just ahead of him.

Result - 12 Laps

1 Kenneth McKell (Mitsubishi Evo 8); 2 Paul Brydon + 5.60s; 3 Gary Wait (Ford Sierra Cosworth); 4 Oliver Mortimer (Mini Cooper S); 5 Thomson McIntyre (Subaru Impreza) 6 William Robson (Ford Focus RS).

Classes: McKell; Wait; McIntyre; Andrew Paterson (BMW); Oliver Mortimer (Mini Cooper S R53 Cup).

FL: McKell 56.83s. Pole: Brydon. Starters: 9.



Paul Brydon

Race 2: Paul Brydon made a good start to lead in his M3, but Kenneth McKell shot past him as they went up the hill at the start of lap 2. Brydon fought back and repassed the EVO at MacIntyres. Next time round McKell again outdragged the

BMW up the hill, but this time he defended round the twisty bits and roared away. Brydon had part of his front splitter hanging off

as he had attacked the sausage kerbs, and this slowed him a little. He dropped back being 10 seconds behind by lap 8, and slowed a little more over the last 4 laps. McKell took a fine win, with Brydon safe in 2nd these two having lapped all the other competitors. Into 3rd came Oly Mortimer after another heroic drive in the Mini Cooper S. Gary Wait hadn't started the Sierra so Oly held 3rd until lap 6, when Thomson McIntyre finally powered past. Oly hung onto the Subaru Impreza, despite giving away a lot of power, but the track was wet. On lap 9 he was right on McIntyres boot spoiler. Lap 10 saw Oly dive past at Clark corner, only for the Subaru to immediately power back past down Railway Straight. But a lap later Oly outbraked him at Duffus, and then shot round the twisty bits opening up a second gap. This proved to be just enough, as MacIntyre was only 3 tenths back at the flag. Paul Wilson took 5th in his Mini having chased down William Robson's Focus, and then passed him on lap 6 at Clark corner. Robson started to cruise from lap 8, but got home to score valuable points as he leads the title race.



Oly Mortimer

Result - 12 Laps

1 McKell; 2 Brydon +19.59s; 3 Mortimer; 4 McIntyre; 5 Paul Wilson (Mini Cooper S) 6 Robson. Classes: McKell, McIntyre, Paterson; Mortimer. FL: McKell 56.48s.

Pole: McKell. Starters: 8.

Scottish Legend Cars Championship

Heat 1: David Hunter was on pole and led until lap 3 when Ivor Greenwood passed him before Duffus to lead. Ivor was 5th on the grid and made a good start taking 2nd from Colin McNeill on lap 2. Then



Ivor Greenwood

Greenwood and Hunter were nose to tail until the penultimate lap, when Greenwood opened out just over a second lead. They were chased by John Paterson, though he had started on the back row, and zipped through the field, passing Ryan McLeish at MacIntyres for 3rd on lap 3. But he was over 3 seconds behind and though he closed the gap, the laps ran out as John was half a second behind Dave at the flag. McLeish kept 4th well ahead of Stewart Black, who was pressed by Jordan Hodgson from lap 6 after he'd nipped past Colin McNeil.

Result - 8 Laps

1 Ivor Greenwood; 2 David Hunter +1.46s; 3 John Paterson; 4 Ryan McLeish; 5 Stewart Black; 6 Jordan Hodgson FL: Paterson 68.14s. Pole: David Hunter. Starters: 13.

Heat 2: John Paterson was on pole, with Greenwood mid pack and Hunter at the back of the grid. So Paterson led all the way. Steven McGill was 2nd on lap 1 then Ivor Greenwood shot past him. Greenwood was flying having started 8th. He chased Paterson but the gap stayed around 2 seconds all race. David Hunter was also working his way towards the front. By lap 3 he was 5th and then outbraked McGill at the hairpin on lap 4 to be 4th. He closed on

McLeish and took 3rd at Duffus on lap 5, but was now over 7 seconds behind Greenwood and he didn't close the gap. McLeish stayed 4th and held onto Hunter. He was less than half a second behind.

Stewart Black got 5th passing Steven McGill on the last lap.



John Paterson

Result - 8 Laps

1 Paterson; 2 Greenwood +1.87s; 3 Hunter; 4 McLeish; 5 Black; 6 Steven McGill. FL: Greenwood 68.19s Pole: Paterson. Starters: 13.



David Hunter

Final: Michael Paxton led briefly but Stewart Black shot up the field from 6th, having a great couple of corners, passing cars everywhere. He was in the lead before the first lap finished.

Paxton hung onto 2nd getting slowly away from Billy Wait. But Greenwood, Hunter and Paterson had all started at the back. It was Hunter who moved up quickest. By lap 3 he was 3rd passing Wait at MacIntyres. He took 2nd a lap later but now had John Paterson on his bumper. Paterson took 2nd at the hairpin. Stewart Black was 5 seconds clear and going well as he led. He's a race winner so knows he can do it. Paterson and Hunter ran nose to tail and were joined by Greenwood on lap 6. Greenwood passed Hunter as they exited the hairpin on lap 6, then went side by side with Paterson up the hill. But he slowed a little and Hunter regained 3rd at Duffus. The fast 3 stayed together, Paterson, Hunter and Greenwood, in that order, but still 5 seconds behind Black who had a power slide out of the hairpin on lap 8. There were 2 laps to go as Greenwood grabbed 3rd as they went up the hill. On the last lap Black threw away the lead and win as he exited the chicane and spun. He had a 3 second lead, but would get home 10th. Paterson now led, but Greenwood was on his tail. They were side by side at the hairpin, then Greenwood won the drag race to the flag by an inch or 9 thousandths of a second. Hunter was 2 seconds behind in 3rd with McLeish coming home 4th, having passed Paxton mid race.



Ryan McLeish

Result - 10 Laps

1 Greenwood; 2 Paterson +0.01s; 3 Hunter; 4 McLeish; 5 Michael Paxton; 6 Ross McCulloch. FL: Greenwood 68.20s Pole: Paxton. Starters: 13. Driver of the Day: David Hunter

Scottish Fiesta Championship

in association with Yokohama Tyres

Race 1: Kyle Reid was on pole in his Fiesta debut. The Mini Cooper star was beaten to the first corner by Wayne Macaulay. These two STs then ran nose to tail until mid race on the wet track.

Macaulay then eased slowly 2 seconds clear. On lap 9 Macaulay was shown a 5 second penalty board for track limits and eased back a little. This allowed Reid to close back up, but he also got the same penalty board, though Reid was trying and got on Macaulay's bootlid on lap 11. He then went through Clark corner with a good dose of opposite lock.

Macaulay moved away again on the last lap for the win. Steven Gray made his ST debut, the former XR2 champion chased Peter Cruickshank all race, dropping 4 seconds back by



Kyle Reid

mid distance, but crucially closed down late on, as Peter got a 5 second penalty dropping to 4th in the results behind Gray. In the XR2 Championship Kristian Leith took the class lead on lap 2 passing a name from the past, Dave Colville. The former XR2 star was back and right on the pace. He stayed with Leith until mid race then drifted back with a mechanical problem finishing 4th in class behind Duncan Fox and Martin Ramsay, who got past him on laps 9 and 10 as Dave slowed. Graeme Cuthbert got more points in 5th and kept his championship lead.

Result - 12 Laps

1. Wayne Macaulay (ST); 2 Kyle Reid (ST) + 2.40s; 3 Steven Gray (ST); 4 Peter Cruickshank (ST); 5 Russell Morgan (ST); 6 Nicholas Forsyth (ST). XR2 class: Kristian Leith XR Newcomers: Duncan Fox. FL: Kyle Reid 65.64s Pole: K Reid. Starters: 12.

Race 2: Wayne Macaulay set off from pole on a mission. On a damp track he was uncatchable. He soon had a 2 second lead over Kyle Reid and this doubled by lap 8. But Reid wasn't under pressure, as



Wayne Macaulay

he got away from Steven Gray, being 5 seconds up the road by lap 5. Gray also slowly pulled clear of Peter Cruickshank, but the margin stayed at 2 seconds for most of the race. Macaulay won but Reid had closed little towards the end of the race. Gray was over 20 seconds back in 3rd with Cruickshank under 2 seconds behind at the flag. In XR2s Kristian Leith led all the way, but Dave Colville was showing pace. He took two XR2 places on the first



Dave Colville

lap, passing Ramsay and Fox. Then he chased Leith. The gap was 2 seconds on lap 2 and Dave halved it by lap 6 and was on Leith's bumper on lap 7, then he yoayed between 1 and 2 seconds back until the flag.

Martin Ramsay took 3rd in XR2s passing Duncan Fox on lap 2.

Result - 12 Laps

1 Macaulay; 2 Reid +2.98s; 3 Gray; 4 Cruickshank; 5 Morgan; 6 Forsyth. XR2 class: Kristian Leith XR Newcomers: Martin Ramsay. FL: Macaulay 66.76s. Pole: Macaulay. Starters: 12.

Scottish BMW Championship

Race 1: Light rain greeted the BMWs, but pole sitter Liam McGill got away well chased by David McNaughton and Ally Smith. But on lap 2 the safety car was out, as we had a car in the chicane gravel trap, and David McNaughton had a quick spin at MacIntyres dropping from 2nd to 10th. This started a fight back through the field by McNaughton. He was 7th by lap 4, and 4th by lap 6, but the top 3 were well up the road and that's as far as he got. It was still a good recovery drive. Liam McGill eased away from Ally Smith a second clear by lap 8 he doubled this by lap 11. After the safety car period and McNaughton's spin Gary Clark slipped into 3rd on lap 2, having started 6th. He stayed there all race, but was 9 seconds adrift of Smith at the flag. Clark had a lonely race, but 2 seconds behind him 4 cars battled. With McNaughton at the back of them, but moving past into 4th at Clark mid race. He then went clear of Lee Erick, who had got ahead of Cliff Harper mid race, but Harper stayed close to the finish.



Liam McGill

Result - 12 Laps

1 Liam McGill; 2 Ally Smith +2.31s; 3 Gary Clark; 4 David McNaughton; 5 Lee Elrick; 6 Cliff Harper.
FL: McGill 68.61s. Newcomers: McGill. Pole: McGill
Starters: 15.

Race 2:

Liam McGill was beaten into Duffus by Ally Smith and Gary Clark. But McGill was up to 2nd at Clark diving up the inside. Smith was only a couple of car lengths ahead, and McGill bounced over the chicane kerbs on lap 3 as he tried to close. By lap 4 they were nose to tail at the front. Smith hung on, but by lap 6 the leaders were side by side at the hairpin and together up the hill. McGill braked latest and took the lead at Duffus. McGill kept the lead until the end of the race despite Smith pressing him, David McNaughton had been 4th from lap 1 and he followed Gary Clark with the gap going from 5 to 10 car lengths and back again. By lap 8 McNaughton was on Clark's tail and he took 3rd at Duffus, then pulled out a 3 second gap. Clark kept 4th well clear of Cliff Harper. Behind him Lee Elrick came through in 6th having passed Steven Goldie at Clark corner on lap 9.



David McNaughton

Result - 12 Laps

1 McGill; 2 Smith +0.11s; 3 McNaughton; 4 Clark; 5 Harper; 6 Elrick. FL Smith 68.69s
Newcomers: McGill. Pole: McGill. Starters: 14
BMW Driver of the Day: Liam McGill

Kevin Pick



SMRC Championship News

Congratulations to Ross Martin, as he won three prizes in one day at the September meeting. These were Scottish Formula Ford Championship, the Scottish Formula Ford Newcomers Cup and Mazda Road to Indy entry ticket. Ross said: "2017 has been a rollercoaster, and I have learned a great deal from both the high points and the lows. I am a much more determined and focused driver as a result. I have received fantastic support and help from many people and I'm truly grateful."

As the SMRC Scottish Formula Ford 1600 Champion, Ross will take part in the Mazda 'Road to Indy' shootout. His championship success sees him receive an entry ticket to compete against other champions for a fully funded season in the USF 2000 Championship.

ECURIE ECOSSE LEFT DISAPPOINTED DESPITE LMP3 CUP TITLE HONOURS



Having started fourth and stormed through the field to pull out a lead of over 40 seconds, Ecurie Ecosse were left disappointed at Donington Park,

with the first failure to finish a Henderson Insurance Brokers LMP3 Cup Championship race all season.

Alasdair McCaig and Colin Noble finished the opening race of the weekend in sixth position, after contact with a rival forced a puncture and extra stop. McCaig started fourth for the season finale after rain interrupted the ten-minute qualifying session. He then put in a phenomenal drive to lead convincingly at the half way stage. With the track conditions deteriorating, Noble was a passenger as the Ligier aquaplaned off the circuit, and into the first retirement of what was a sensational championship-winning campaign.

SATURDAY

Alasdair McCaig

"I was very happy with my stint. Christian (England) is very quick obviously as ELMS champion, so I was happy to follow close behind. With the limited testing I have had compared to our competitors I now feel fully on top of my driving, as a bronze rated driver in my first season in LMP3. It was unfortunate we sustained contact from Matt Bell, but we have had a good run up until now."



Colin Noble

"We got up into the lead with the #3 car coming with me, and then he out-braked himself and ran into the back of me into the last turn, giving me a puncture. We had really good pace and closed back up on the battle for fifth from over 20 seconds behind, but just ran out of laps."

SUNDAY

Alasdair McCaig

"First of all, it's been a fantastic season for us in the Henderson LMP3 Cup. We've won half of the races and to claim the title ahead of the final meeting was a fantastic result for us and a credit to all of those at Nielsen Racing and our partners. It's disappointing to end the season with a DNF, but I can go into the long winter period knowing that was one of my best drives ever. I love the rain and to bring the car in at the half way mark with a substantial lead is very satisfying."

Colin Noble

"I aquaplaned off on the uphill run after the Old Hairpin. I was at half-throttle and then I was aquaplaning and had no chance. It's pretty."



Knockhill SMRC Season Finale : October 8th

Over half the championships and cup competitions were to be decided at the final meeting of the year. It was a dry and sometimes cloudy day with lots of good racing.

Scottish Fiesta Championship

in association with Yokohama Tyres

Race 1: It was a step back in time as Steven Gray and Jim Deans, both former XR2 Champions, lined up for the first time together in STs. Steven was having his 3rd race and it was Jim's first. They were on the front row of the grid, while Wayne Macaulay and Barry Farquharson were at the back. Gray quickly established a lead on lap 1, then the race was stopped. Macaulay had been coming through the field, but had a gentle roll in the hairpin gravel trap. On the restart Gray again got clear, and was 3 seconds ahead by mid race. But Deans got used to the ST and the gap didn't grow. Peter Cruickshank moved into 3rd on lap 2 passing Russell Morgan. Meanwhile Barry Farquharson was charging through the field. He was 4th on lap 3 passing Morgan at Clark. He chased after Cruickshank and took 3rd on lap 5 again at Clark. But Peter fought back and next time round was back in 3rd. It took Farquharson until lap 8 to get back into 3rd, as these two ran nose to tail for a few laps. He then eased away but was just over 2 seconds behind Deans at the flag, as Gray took his first ST win. So guests took the top 2 places. Cruickshank was 4th though Morgan closed to within 1.5 seconds at the flag. Nicholas Forsyth took 6th having been pressed by top XR2 of Kristian Leith, who was only a couple of seconds back for over half the race, then the gap grew but Leith was well clear of the other XR2s. Dave Colville hadn't started after a fire during qualifying. So runner up XR2 was Martin Ramsay who was 9th behind Gordon Haston who was out in an ST. Graeme Cuthbert followed Duncan Fox home to be 4th XR2 and take the XR2 Championship.

Result - 11 Laps

1. Steven Gray (ST) 2. Jim Deans (ST) +3.9s 3. Barry Farquharson (ST) 4. Peter Cruickshank (ST) 5. Russell Morgan (ST) 6. Nicholas Forsyth (ST)
XR2 class: Kristian Leith. XR Newcomers: Martin Ramsay
FL: Barry Farquharson 62.44s. Pole: S Gray. Starters: 12



Barry Farquharson

Race 2:

Barry Farquharson made a demon start from row 2 of the grid, to lead by the first corner Duffus. He was never headed, and had a 2 second gap after two laps then the safety car came out. Gordon Haston's ST was partially in the MacIntyres gravel

trap. Racing resumed after a few laps in convoy. Farquharson again raced clear of Jim Deans who had Steven Gray all over him.

Meanwhile Wayne Macaulay was on a mission. He started at the back, and had got to 6th when the safety car came out. He was up with the Deans and Gray battle by lap 5. Then Gray dropped back with a suspected gearbox problem. Macaulay was side by side with Deans down Railway Straight. As they went up the hill he was through to 2nd. By now Farquharson was 5 seconds up the road, but Macaulay gradually reduced the gap, but ran out of laps being just under 1.5 seconds back at the flag. Deans was 3rd but under pressure from Peter Cruickshank from lap 6. These two were just over half a second apart at the flag. Russell Morgan got 5th from Steven Gray on lap 7 as Gray soldiered on with what seemed like no 3rd gear, he eventually retired with a couple of laps to go. Nicholas Forsyth was 6th having to hold off a fired up Kristian Leith in the top XR2 over the last 3 laps. He was well clear of the 2nd XR2 of Martin Ramsay. While Graeme Cuthbert took 3rd XR2 place with Duncan Fox on his bootlid.

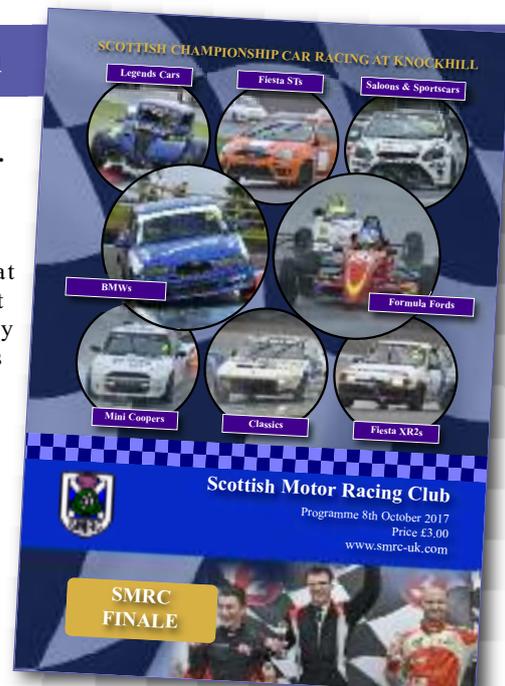
Result - 14 Laps

1. Barry Farquharson (ST) 2. Wayne Macaulay +1.4s 3. Jim Deans (ST) 4. Peter Cruickshank (ST) 5. Russell Morgan (ST) 6. Nicholas Forsyth (ST) XR2 class: Kristian Leith
XR Newcomers: Martin Ramsay. FL: Wayne Macaulay 62.07s. Pole: Farquharson. Starters: 13

Scottish Legend Cars Championship

Heat 1:

Mark Beaty had drawn pole, but Ivor Greenwood sprinted clear from his front row spot to lead. Stewart Black took 2nd on lap 2 and closed on Greenwood, so they were nose to tail by lap 4. A couple of seconds back Mark Beaty headed a train of 8 cars, through which raced John Paterson. He had started at the back with David Hunter, these two being title rivals. Paterson finally got into 3rd on lap 6



Kristian Leith

with Beaty now 4th, but Hunter was only a second behind him. Steven McGill headed a group of 6 cars fighting over 6th. On the 8th and final lap Greenwood still held onto the lead, despite Black being very close. Then Black ran wide over the kerb at the chicane and Paterson was into 2nd on the road, but post race he was disqualified for a technical infringement. Hunter dived past Black at the hairpin on the final lap for what would be 2nd. McGill came through next, still heading a group with McLeish and Hodgson in tow. Beaty retired on the last lap and Irish visitor Paul O'Brien came in 7th, as he got reacquainted with Knockhill having been the Championship runner up in 2014.

Result - 8 Laps

1 Ivor Greenwood 2. David Hunter + 4.2s 3. Stewart Black 4. Steven McGill 5. Ryan McLeish 6. Jordan Hodgson
Rookie class: Hodgson. FL: Black 59.49s. Pole: M Beaty
Starters: 18

Heat 2:

John Paterson was on pole and had Paul O'Brien right behind, after he passed David Hunter before Duffus. Ben Mason was also with Hunter, and these three ran nose to tail on lap 3 as Paterson got a second lead. Lap 3 saw Hunter in 2nd at Duffus, he slowly eased away chasing after Paterson, as O'Brien in 3rd had Mason on his bumper all the way to the flag. Paterson won from Hunter and took the Championship. Stewart Black moved up from 7th and caught Mason by lap 4. He was always close to the two car duel ahead, and was only a car length behind Mason at the race end. Ivor Greenwood came through for 6th on lap 6, but was under pressure from Ryan McLeish all the way to the flag after McLeish slipped past Steven McGill with a lap to go.



Paul O'Brien

Result - 8 Laps

1. John Paterson 2. David Hunter + 2.13s 3. Paul O'Brien 4. Stewart Black 5. Ben Mason 6. Ivor Greenwood
Rookie Class: Hodgson. FL: Black 59.46s. Pole: Paterson.
Starters: 15



Steven McGill

Final:

John Paterson had been crowned Champion for the 4th time in a row after race 2. He made a good start from row 2 to lead from Colin McNeill, then we had a red flag and the race was stopped. There had been a big accident

at the hairpin. Veteran Ivor Greenwood had rolled 3 times when in 6th having made up 6 places, but interlocked wheels. On the restart Paterson shot clear with Michael Paxton in 2nd. By lap 2 Paterson was already 4 seconds clear as Steve McGill took 2nd. McGill eased away from a big train now led by Paxton in 3rd, but he was passed by Paul O'Brien on lap 4. O'Brien had shot up the order having started 9th on the restart. Hunter followed him through taking 4th on Railway Straight. O'Brien grabbed 2nd on lap 5 at the hairpin, but McGill held onto 3rd for another lap, before Hunter took it at Duffus. Hunter closed right up on guest

O'Brien and they finished nose to tail, but way behind Paterson who put in a Champions drive. McGill held off a strong challenge from Ryan McLeish over the last 2 laps. Stewart Black was 6th with Ben Mason right with him, after Black nipped past to take the place late on.

Result - 8 Laps

1. John Paterson 2. Paul O'Brien + 12.2s 3. David Hunter 4. Steven McGill 5. Ryan McLeish 6. Stewart Black
Rookie Class: Hodgson. FL: Paterson 59.67s. Pole: Paxton.
Starters: 12. Driver of the day: Steven McGill.

Scottish Classic Sports and Saloon Car Championships

Race 1

Tommy Gilmartin led all the way from pole with his Morgan +8, but wasn't an easy drive in the countryside.

Alastair Baptie had swapped his Championship winning Fiat X1/9 for his MGB GT V8, a car he says is wild. He tamed it, sitting on Tommy's bumper for 6 laps, before Tommy slowly got a gap. These two were chased by fast starting Raymond Boyd's 911 early on, then Harry Simpson got his Ginetta back to where he qualified in 3rd. Harry quickly opened up a few seconds gap on Raymond but was dropping back from the V8 battle at the front. Boyd then kept 4th throughout, though Bruce Mitchell's Europa stayed with him for a couple of laps. Then Andrew Smith's Morgan passed Mitchell. The former Classics regular was a guest and closed on Boyd. These two ran nose to tail from lap 9 but Boyd held him off. Mitchell dropped back in 6th but was safe from Max Horne's Escort Mk1 which was top saloon. He had a race long dice with Jimmy Crow's similar Escort. These two swapped places on laps 7 and 9 with Horne just over half a second ahead at the flag. Ian Blacklin had his Capri between them early on, then stayed close. The 3 Fords had Mario Ferrari's Alfa for company.



Tommy Gilmartin

Result - 12 Laps

1. Tommy Gilmartin (Morgan +8) 2. Alastair Baptie (MGB GT V8) + 1.99s 3. Harry Simpson (Ginetta G4R) 4. Andrew Smith (Morgan +8) 5. Raymond Boyd (Porsche 911) 6. Bruce Mitchell (Lotus Europa)
Class Winners: Gilmartin, Simpson, Boyd, Mitchell, Mario Ferrari. FL: Gilmartin 56.84s Pole: Gilmartin. Starters: 12



Alistair Baptie

Race 2:

Tommy Gilmartin led the race, but Alistair Baptie who started on the front row dropped to 3rd by Duffus. Harry Simpson outdragged him, then he lost another place to Raymond Boyd at MacIntyres so completed lap 1 in

4th. He then got the hammer down and retook 3rd on lap 2, before demoting Simpson a lap later to be 2nd, right with race leader Gilmartin. Baptie sat close and took the lead on lap 6 by Duffus. He eased away to take a fine race win. Gilmartin held onto 2nd and was 7 seconds clear of 3rd placed Simpson at the end. Boyd was still 4th, but under pressure from race 1 sparring partner Andrew

Smith. These two were close from lap 4 to the flag 8 laps later. Bruce Mitchell took 6th though kept the gap to Smith under 2 seconds early on, before dropping back though he was well clear of class rival Jimmy Crow. Behind Crow was George Leitch in 8th. His Fiesta finally finishing a race, and he did well. George started 11th and ran in a close group of 4 cars until mid distance, when he finally cleared the last car of the group Max Horne. Then he got away, finishing just over a second behind Crow.

Result - 12 Laps

1. Alastair Baptie (MGB GT V8) 2. Tommy Gilmartin (Morgan +8) + 3.11s 3. Harry Simpson (Ginetta G4R) 4. Andrew Smith (Morgan +8) 5. Raymond Boyd (Porsche 911) 6 Bruce Mitchell (Lotus Europa)

Class Winners: Gilmartin, Simpson, Boyd, Mitchell, Mario Ferrari. FL: Baptie 56.83s(record) Pole: Gilmartin Starters: 12. Driver of the Day: Tommy Gilmartin

Scottish BMW Championship



Ally Smith

Race 1:

This championship was close. Lee Elrick was only 8 points clear of defending Champion Gary Clark. On pole David McNaughton led the field away. He had Lee Elrick on his tail as Elrick

started well from row 2 and passed Ally Smith by Duffus. Gary Clark sat close in 4th. McNaughton had half a second gap, but it didn't grow as Smith pressed Elrick and finally got past him at MacIntyres on lap 4. Smith then closed up on the leader McNaughton and grabbed the lead on lap 6 at Clark corner. The top 2 then ran nose to tail for the next 6 laps until the chequered flag, with Smith winning. Gary Clark sat on the tail of title rival Lee Elrick as they fought over 3rd. On lap 7 Clark got past at the hairpin, but Elrick stayed around a second behind to the end, and still led the title race. Liam McGill was 5th He ran 6th early on behind Cliff Harper then passed Harper at Clark corner on lap 5. Two laps later Harper dropped another spot to Greig Sutherland, who immediately started to close on McGill. But he didn't quite do it, as McGill was still a car length ahead at the flag in 5th.

Result - 12 Laps

1. Ally Smith 2. David McNaughton + 0.42s 3. Gary Clark 4. Lee Elrick 5. Liam McGill 6. Greig Sutherland
Newcomer Class: Smith FL Smith 62.27s (record)
Pole: Smith. Starters: 11

Race 2: Ally Smith was in top form, as he raced away to take a lights to flag victory. He was pressed until lap 4 as the fast starting Gary Clark was really on it. Clark had McNaughton on his tail, as Elrick sat a car length behind these two,



Lee Elrick

knowing he needed to keep close to Clark to win the title. On lap 5 Clark and McNaughton were side by side at Duffus, but Clark defended well and kept 2nd. Smith was easing clear of the 3 car

battle over 2nd. On lap 8 McNaughton passed Clark as they went up the hill. Two corners later Clark went to repass at MacIntyres, but disaster for Clark's championship defence as he spun his car. Clark restarted down in 8th. He got to 6th by the flag, but it was Elrick's title as he came home 3rd. Smith won the race from McNaughton. Cliff Harper took 4th heading a 3 car pack with Sutherland 5th and Clark close behind in 6th.

Result - 12 Laps

1. Ally Smith 2. David McNaughton + 6.34s 3. Lee Elrick 4. Cliff Harper 5. Greig Sutherland 6. Gary Clark
Newcomer Class: Smith. FL: Smith 62.56s Pole: Smith
Starters: 11. Driver of the Day: Ally Smith

Scottish Formula Ford 1600 Championship

Race 1:

Ross Martin led from start to finish, the teenager underlining his championship position as a winner. Jordan Gronkowski stayed with him and made Martin work for it. They were less than half



Jordan Gronkowski

a second apart at the flag. These two were well clear of the 3rd place battle. Sebastian Melrose took 3rd after a good dice with Michael Macpherson. They swapped places and ran close all race. In 5th came David Hourie heading a four car scrap. Neil Broome was right on his tail, with Ross Howe and Stephen Barlow up next. Ivor Mairs the FF Classic Cup winner from 2016 tried a modern car and came in 9th

Result - 11 Laps

1. Ross Martin (Ray GR17) 2. Jordan Gronkowski (Van Diemen JL012K) + 0.38s 3. Seb Melrose (Ray GR14) 4. Michael MacPherson (Ray GR14) 5. David Hourie (Van Diemen JL013) 6. Neil Broome (Ray GR17).
Newcomers class: Martin. FL: Gronkowski 54.94s. Pole: Martin



Seb Melrose

Race 2: Ross Martin again led all the way, but Jordan Gronkowski stuck to him and they were only 2 car length apart after 4 laps. The gap grew bit by bit, but it was only a second at the finish. Seb Melrose was half a second back

until mid distance, then he dropped back to around 4 seconds behind Gronkowski, as he defended from Michael Macpherson. The 3rd place battle was always close, but Melrose knows how to defend. Neil Broome was 5th after passing Ross Howe on lap 4. This left Broome to head a 4 car group until the end. Though they spread out late on as David Hourie ran wide at Clark and swept through the gravel but held onto 8th. Then Barlow spun at MacIntyres but kept his 7th place.

Result - 11 Laps

1. Ross Martin (Ray GR17) 2. Jordan Gronkowski (Van Diemen JL012K) + 0.97s 3. Seb Melrose (Ray GR14) 4. Michael MacPherson (Ray GR14) 5. Neil Broome (Ray GR17) 6. Ross Howe (Van Diemen RF99).
Newcomers class: Martin. FL: Gronkowski 54.98s. Pole: Martin

Scottish Saloon and Sportscar Championship

Race 1:

Finlay Crocker led early on in his Honda from poleman Ron Cumming. Then Ron raced away in his kit car. He was well clear by the chequered flag taking his 7th win this season, as he tried out some modifications on his car. Finlay



Ron Cumming

retired on lap 8. Colin Simpson was in 2nd after a couple of laps in his Marcos and chased Ron, but he was kept honest by Kenneth McKell with the Evo. Andrew Morrison came through for 5th after a tussle with guest Paul Brydon, who got the M3 home in 4th, less than a second ahead of Andrew's Seat Leon. Championship leader William Robson took 6th and won both his class and the Championship. In 7th was guest Lowell Forsyth with a Lotus Exige. In the Mini Cooper S Cup Oly Mortimer won again and was 11th on the road. Right behind him there was a good scrap, as former Mini Cooper Champion Vic Covey made his debut in the Cooper S and dived with Paul Wilson. They were a second apart at the race end with Covey just ahead of Bell, and around 4 seconds back on Oly.

Result - 12 Laps

1. Ron Cumming (Nemesis Kit Car) 2. Colin Smith (Marcos Mantis) +14.11s 3. Kenneth McKell (EVO 8) 4. Paul Brydon (BMW M3) 5. Andrew Morrison (Seat Leon) 6. William Robson (Ford Focus RS).

Class winners: Cumming, Smith, McKell, Robson, Paterson. Mini Cooper S Cup: Oly Mortimer. FL: Cumming 52.05s. Pole: Cumming. Starters: 17



Colin Simpson

Race 2: Ron Cumming didn't start so Colin Simpson got away in the lead, as 3 cars ran close at the front. McKell was 2nd but only until McIntyres, when Paul Brydon muscled past him for 2nd. Brydon then took the lead a couple of corners later at Clark. Lap

2 saw McKell blast past the M3 as they went up the hill to take the lead. After passing Simpson late on lap 1, McKell was kept under pressure by Simpson who demoted Brydon on lap 3, outbraking him into Duffus, after they were side by side up the hill. The two leaders were never more than a second apart, and despite the Marcos smoking late on he kept on McKell's tail. Brydon dropped back and was 9 seconds behind Simpson by the flag. Andrew Morrison dropped from 4th to 7th on lap 1 then staged a come back. He passed Oly Mortimer's fast starting Cooper S on lap 1, then chased Lowell Forsyth's Lotus before passing him on lap 4. Next was Thomson McIntyre, the Subaru lasted one more lap in 4th before Andrew was past him on lap 5. But that's as high as he got. The top 3 were away in the distance. William Robson had been 6th only a couple of car lengths behind McIntyre on lap 5 then he retired to the pits. So Forsyth took 6th after passing Oly Mortimer's class winning Cooper S on lap 7. Mortimer held onto 7th keeping ahead of Scott Tollan's Escort Cosworth. Last on the

road was Andrew Paterson in his old BMW 318i as he won the class again, and he was runner up in the championship, showing how consistency and reliability can be rewarded.

Result - 12 Laps

1. Kenneth McKell (EVO 8) 2. Colin Smith (Marcos Mantis) +0.59s 3. Paul Brydon (BMW M3) 4. Andrew Morrison (Seat Leon) 5. Thomson McIntyre (Subaru Impreza) 6. Lowell Forsyth (Lotus Exige). Class winners: McKell, Smith, Paterson. Mini Cooper S Cup: Oly Mortimer. FL: McKell 53.92s Pole: Cumming (dns). Starters: 14

Celtic Speed Scottish Mini Cooper Cup

in association with Yokohama Tyres, Superchips, Wheels Around

Race 1: With 3 races and a maximum of 75 points available, three drivers had a real chance of the title. These were Morgan Murray who led by 12 points from Mark Geraghty, and 17 points behind the leader was Robbie Dalgleish. In this race Ian Munro led



Ian Munro

lap 1 as pole man Robbie Dalgliesh spun down Duffus Dip, while Morgan Murray then stopped at Butcher's just before the chicane with a drive shaft problem. The safety car came out as Murray was removed and Dalgleish was now at the back of the field. This gave Geraghty a great chance to score heavily and take the championship lead. When the race restarted Munro had Geraghty on his tail. These two spent the race tied together, but Munro won easing away on the last lap, as Geraghty realised 2nd was a good start to the day. Behind them Hannah Chapman had been holding off Dylan O'Donnell, but they dropped back from the leaders as Hannah defended. O'Donnell got past on lap 5 and was just under a second clear of Hannah when the flag came down. He'd halved the gap to Geraghty, to less than a second. John Duncan was 5th. He sat behind Craig Dillon from the start, then got past on lap 6, followed rapidly by Dominic Wheatley. Dillon rapidly slipped back as a mechanical issue may have slowed him, as he finished 13th. Michael Weddell took 7th nearly 3 seconds ahead of the recovering Dalgleish.

Result - 9 Laps

1. Ian Munro 2. Mark Geraghty +1.08s 3. Dylan O'Donnell 4 Hannah Chapman 5. John Duncan 6. Dominic Wheatley Newcomers Class: Geraghty. Ladies Cup: Chapman FL: Munro 63.33s. Pole: Dalgleish. Starters: 19.

Race 2: New Championship leader Mark Geraghty was in the lead by the first corner, chased by Ian Munro, as 9 cars ran nose to tail at the front on lap 1. Robbie Dalgleish was really on it. He was 6th early on lap 1, having got past two cars off the grid. He grabbed 5th late on the first lap from John Duncan. Lap 2 Dalgleish took another place passing Hannah



Robbie Dalgleish

Chapman at MacIntyres. Lap 3 he passed two more cars, Munro by Duffus and a few hundred meters later at MacIntyres he was 2nd, as he demoted Dylan O'Donnell who had got up past Munro. So in 3 laps Dalgleish had gone from 8th to 2nd and in a Mini race. It was Legends style overtaking. He then sat on Geraghty's bootlid but didn't get past. Munro got into 3rd on lap 4 and was on Dalgleish's bumper from lap 5. Munro eventually got past Dalgleish on lap 7 to run 2nd but Dalgleish fought back to regain 2nd on lap 8, as Munro ran wide at MacIntyre and went through the gravel when trying to pass Geraghty for the lead. Munro fell back to 5th and lost another 2 places on the final lap. John Duncan came through 4th with Dominic Wheatley on his bumper. Hannah Chapman nipped into 6th on the last lap. Munro had another car on his tail at the flag. It was the recovering Morgan Murray in 8th, having started 19th and last. Murray had driven hard and would be rewarded in the final race of the season. Geraghty's win meant he was well clear and a top 12 finish would give him the title. He'd already won the Newcomers Cup.

Result - 9 Laps

1. Mark Geraghty 2. Robbie Dalgleish +0.011s 3. Dylan O'Donnell 4. John Duncan 5. Dominic Wheatley 6. Hannah Chapman. Newcomers Class: Geraghty. Ladies Cup: Chapman. FL: Duncan 63.28s. Pole: Munro. Starters: 19

Race 3: This is the reversed grid race and the grid draw was 8. So the top 8 finishers from race 2 were reversed, with Morgan Murray on pole. Murray was on a mission and though Munro kept close for 3 laps, he was never headed. Munro went off into the hairpin gravel at the end of lap 3, as Murray defended the lead. Though Munro had a 2 second gap over 3rd placed O'Donnell,

who was heading a tight 8 car train. So he managed to get out of the gravel and hold onto 2nd. O'Donnell was right with him and took 2nd on lap 7.

Munro kept close and was a car length back at the finish in 3rd. Hannah Chapman got into 4th on lap 1 and stayed there all race, despite John Duncan being on her tail. In 6th nearly 3 seconds back was Robbie Dalgleish. He'd dropped to 8th by mid race, but repassed Dominic Wheatley and Michael Weddell. Taelor Shand was going well and she sat on Mark Geraghty's tail from lap 2. She went past the Championship leader on lap 5, leaving Geraghty to come home alone, 2 seconds behind her and nearly 2 seconds clear of Craig Blake to win the title. He did enough to score the points he needed, and kept out of trouble. Geraghty had used his head and was a double title winner in Minis.



Morgan Murray (11) with Ian Munro

Result - 9 Laps

1. Morgan Murray 2. Dylan O'Donnell +1.70s 3. Ian Munro 4. Hannah Chapman 5. John Duncan 6. Robbie Dalgleish. Newcomers Class: Duncan. Ladies Cup: Chapman. FL: Chapman 63.41s. Pole: Munro. Starters: 19

Kevin Pick

SMRC Annual Gala Dinner and Awards Ceremony Saturday 2nd December, Sheraton Hotel, Edinburgh.

The club's annual gala night with dress code being formal. Trophies are awarded to all the club champions, as well as several special trophies to winners who are decided by the committee. There will also be a disco after the awards. Last year there were over 350 members and guests present. Ticket application forms have been mailed to members (old fashioned post not electronic mail) and should be sent to SMRC Club

Secretary Heather Brunton, at Knockhill by 15th November, to ensure you get a ticket. You can also book tickets via the club website.



Our illustrious guest line-up at the 2016 awards ceremony

SMRC CLASSIC RACERS AT THE SPA 6 HOURS MEETING, 15-17 SEPTEMBER 2017 BELGIUM

Around 600 cars were entered for this year's historic racing festival, including several from SMRC Classic Sports and Saloons. The majority competed in events supporting the headline 6 hour race, primarily Historic Sports Car Club (HSCC), two half hour races, and Spa One Hour, a race with mandatory pit-stop and optional driver change.

HSCC - 66 cars



Willy Toye

First time Spa competitor, Jimmy Crow, took his Escort to 37th in race one and 23rd in race two. Willy Toye swapped his usual TR7 V8 for a Mini, but was forced to retire from both races due to mechanical difficulties.

Tommy Gilmartin, Morgan +8, attending his eleventh consecutive Spa 6 hours, was 13th in race one and 11th in race two. Alistair Baptie, MGB V8, took 14th in race one and 9th in race two. Also in the top twenty in race one was the TR7 V8 of Andy Graham, finishing 17th. Unfortunately, mechanical problems meant Graham could not start race two.

Spa One Hour - 68 cars

Another first time Spa competitor, Scott Brennan, finished in 19th place in a Ford Mustang. Further ahead was Andy Smith, Morgan +8, taking 10th position. Highest placed was Gilmartin in 4th and only pipped to the podium on the last lap. Crow ended the race in 35th place, ahead of Graham, 56th and Toye, 59th. In 51st place was the MGB V8, started by Alistair Baptie and then handed-over to Mike Stewart. Sadly, Mike became ill and was taken to the circuit medical centre as soon as the race ended. He was subsequently moved to hospital, to have heart surgery, and is recovering from the operation. In addition to these races Scottish Classics drivers, Alasdair Coates drove his AC Cobra in the Masters Gentleman Drivers event, retiring after eleven laps.



Scott Brennan

The 115 car Six Hour Race included Alex Montgomery, who shared a Ford Shelby Mustang, finishing in 90th place and John Bennett, Jaguar E-Type, which ended in 48th position.

Malcolm Smith

Sir Jackie Stewart 'thrilled' by green light for new Jim Clark Museum



Scottish Borders Council has successfully secured almost £635,000 National Lottery funding to support the redevelopment of the existing Jim Clark Room. At the same time, The Jim Clark Trust confirmed it had reached its fundraising target of £300,000 thanks to the support of thousands of public donations.

The £1.6m project, which is being delivered with over £600,000 of Council funding and the £300,000 raised by the charitable Trust, will see the existing small exhibition space in Duns redeveloped, to create a modern museum to celebrate the life and achievements of Jim Clark, a double Formula One world champion.

Sir Jackie Stewart, Honorary President of The Jim Clark Trust, commented: "I am thrilled that the dream has come true, that sufficient funding is going to permit a great Scottish hero to be honoured, by what will be an excellent testimony to his success as one of the world's greatest racing drivers of all time.

"I am so proud to have been a friend of Jim's. I learned so much from him and I miss him dearly. This initiative will recognise one of Scotland's greatest sporting heroes in the very grounds that he so much loved.

"I would like to thank the Heritage Lottery Fund, Scottish Borders Council and The Jim Clark Trust and all who have financially supported this endeavour to honour a great Scottish sportsman."

Councillor Euan Jardine, SBC's Executive Member for Culture and Sport, said: "It is wonderful that the Heritage Lottery Fund has given its support for this project, and that The Jim Clark Trust has also reached its ambitious funding target. Thanks to these funds, combined with the Council's own commitment, we can now look forward to a much improved museum.

"This project will create a visitor attraction, which will bring in tourists and Formula One fans from across the world to Berwickshire in bigger numbers than ever before, and will really be a fitting legacy to Jim Clark."

The new museum will provide expanded exhibition space showcasing memorabilia and the trophy collection, two of Jim Clark's race cars, new image galleries, film footage, interactive displays, technology and an education zone. It will continue to be operated by Live Borders.

Lucy Casot, Head of the Heritage Lottery Fund in Scotland, said: "We are delighted that, thanks to players of the National Lottery, we're able to



support the transformation of the Jim Clark Room into a visitor attraction, worthy of his sporting greatness. It's certain to attract people from far and wide benefitting the Border's tourist economy."

The Jim Clark Trust and representatives of the Jim Clark Memorial Room Trust have been involved throughout the project development, and have played a key role in fundraising. Doug Niven, Trustee and cousin of Jim Clark, stated: "On behalf of the Trust I would like to thank Heritage Lottery Fund and Scottish Borders Council and the thousands of individuals across the world that have supported our £300,000 charity fundraising campaign, without whom this project would not be possible. "Those people should feel justifiably proud having contributed to today's announcement. We look forward to a new museum celebrating the life and achievements of Jim and his legacy for Scottish motor sport to promote heritage, education and inspire future generations."

Over the past five years the project has received widespread support on a regional and national level and from the international motor sport community. Supporters of the project include motor sport luminaries such as Dario Franchitti, Allan McNish, David Coulthard, Clive Chapman and Lord March, all Patrons of The Jim Clark Trust.

Wider aspirations for the museum project feature an extension in the future to showcase more race cars with a celebration of Scottish motor sport, a classic car restoration programme, support for technology skills



apprenticeships, and a Jim Clark driving tourist trail through the scenic countryside of the Scottish Borders. This is to incorporate historic venues such as the old race circuits at Charterhall and Winfield Airfield, local market towns and Jim Clark's grave at Chirnside.

Lynne Irons, Director of Managed Services at Live Borders, said: "Live Borders is delighted that the efforts of all the partners has led to successful fundraising targets being reached, and look forward to working with them to create a first class museum and visitor experience for Duns and the wider Scottish Borders.

"The expanded museum will be a modern and vibrant celebration of Jim Clark's life and career for visitors from all walks of life to celebrate his life and achievements."

Development funding of £53,100 was awarded by the Heritage Lottery Fund in March last year, to help progress plans ahead of the full funding application.

Jim Clark won the Formula One championship in 1963, becoming the then youngest ever World Champion. He followed it up with another championship victory in 1965 and in the same year also won the prestigious Indianapolis 500 in America. He remains the only driver to have won both the Formula One and Indy 500 titles in the same year.

Clark tragically died in 1968 at Hockenheim Circuit, Germany at the age of just 32. He was much admired for his modesty and humility, alongside his remarkable natural ability in all forms of motor racing. He is still considered one of the greatest ever racing drivers and remains to this day one of Scotland's most admired sporting heroes.

You can keep in touch with the redevelopment plans, news and future events by registering at www.jimclarktrust.com

COLIN McRAE REMEMBERED



Colin McRae, Citroen Xsara 2003



Colin flies in Australia, 2005 Skoda Fabia



Colin at work in his Focus

The legendary Scottish rally driver died 10 years ago in September 2007.

Colin McRae MBE was a true competitor, fast and fearless. He is still the youngest ever winner of the WRC World Rally Championship. He won this prestigious Championship in 1995 when just 27 years old and was runner up in 1996 and 1997 despite winning more rallies than the eventual champion, Tommy Makinen. Colin was runner up again in 2001 with a Ford Focus. Before concentrating on the WRC, Colin was twice British Rally Champion in 1991 and 1992 with a Prodrive Subaru Legacy and Scottish Rally Champion in 1986 with a Vauxhall Nova. He won 25 WRC rallies, the last in 2002, the Rally of Kenya in a Focus. Though he continued in WRC until 2006 and had his last full season with Citroen in 2003, when he took 2nd place on the

Monte Carlo Rally. Colin won his first WRC rally in 1993 the Rally of New Zealand in a Subaru. He was co driven by Derek Ringer. He won his first Rally GB in 1994 again for Subaru. Colin moved to M Sport Ford driving for the team 1999 to 2002 winning 9 rallies, and his last WRC win in the final year with Ford, the Rally of Kenya, co driven by Nicky Grist.

Colin also did some racing, including in 1992 Knockhill in BTC with a BMW 318i with 8th his best result, and two international Porsche Cup races in a GT3 in 2006. But his most impressive race was at Le Mans in 2004 with a Prodrive Ferrari 550 GTS Marenello. He was a fine 9th overall and 3rd in class, sharing the car with Darren Turner and Rickard Rydell. Colin was famous not only for his exciting driving style, but also for quotes such as, 'when in doubt flat out', and of course for putting his name to the Colin McRae Computer Rally games by codemaster, which gave him more worldwide fame. Recently there was a Subaru owners gathering at Knockhill, and pride of place in the circuit parade was Colin's Subaru Impreza road car, and his Championship winning Impreza driven by his father Jimmy McRae.



1993 Rally of New Zealand

Kevin Pick

DORIS ROMANES OBITUARY

For about 80% of the membership of the club Doris Romanes is probably totally unknown, but Doris, who was the wife of John Romanes, the man who, with Ian Scott Watson, brought Ingliston to life as a motor racing circuit, was as enthusiastic about racing and as supportive of the Club as her husband. John Romanes - who worked for a time at BRM - returned to his native Edinburgh around 1956 to take over the running of Lothian Chemical Company. A great racing enthusiast he settled at Davidsons Mains, Edinburgh and immediately contacted Colin Chapman and ordered a kit to build a Lotus Eleven. I remember visiting the house and seeing Doris with her sleeves rolled up, helping John in what was a very difficult task in those days. Both of them cursed Colin Chapman, as some of his kits did not quite fit together as they should, and yet both Doris and John became good friends of Chapman, and he was a regular customer for his racing cars.

Doris was formerly a fashion model, met and married John. They had no children and in a sense Ingliston became their child, and both of them worked hard to develop the circuit, which John ran with a rod of iron.

John retired from the active running of the circuit around 1982, but continued to help the club and was Chairman for a number of years. Even after his death, and when Doris Romanes was made an honorary member, she still attended the SMRC annual dinner dances and was a great supporter of Allan McNish, John Cleland and David Coulthard.

In recent years she has suffered poor health, and spent most of her time in her house in Portugal. For those of us who knew her, her passing, is another sadness for Scottish motor racing.

Graham Gauld

GEORDIE TAYLOR OBITUARY

Geordie Taylor was one of those drivers that constantly surprised you. In his early days he would arrive at Ingliston or Knockhill, and with the help of his wife, unpack his car and get down to preparing it to race. Then he would go out and beat off many of his competitors in much better and more modern cars. Geordie was one of the most under-rated Formula Ford drivers of the day. We truly saw his ability in 1993 when he got his hands on a Reynard FF84 and really began winning races, against his great rival Roy Low in a similar Reynard. Geordie was always quiet and low key, but once out on the track he was a hard man to beat. Geordie raced for many years in Formula Ford 1600 and was Scottish Champion in 1993 & 1994. He last raced regularly at SMRC meetings in 2007 when the FF1600 championship was re-launched and the grid was packed with many former FF racers returning for a thrilling season. Geordie was again in his trusty Reynard.

Graham Gauld / Kevin Pick



Geordie Taylor