



WHEELSPIN

THE OFFICIAL MAGAZINE OF THE SMRC

MAY 2019

PARTNER FEATURE;
EDINBURGH WATCH COMPANY

We sit down for a chat with former racing driver, current SMRC member and Edinburgh Watch Company owner Jonathan Gilbert

A HOMAGE TO SENNA

Glenn Alcock travels to Imola to pay homage to his hero, Ayrton Senna

AND MUCH MORE...



WE LOOK BACK AT ROUND 1

In an indepth review of all the action from the first race of the season



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INTRODUCTION

WELCOME TO THE FIRST EDITION OF OUR NEW LOOK WHEELSPIN MAGAZINE.

2019 has already seen a lot of changes take place within our club and with this in mind, we thought it was a good time to give our much loved Wheelspin Magazine a new look.

As well as keeping you up to date with club news, this year, the magazine will boast features from a variety of new contributors to provide readers with relevant insights from the perspective of racers, volunteers, coaches and commercial partners amongst others.

We will have a regular column from Glenn Alcock – aka Mr Superfast Scots – who this time gives us a fascinating insight into a recent trip he made to Imola. Our new 'Women On Track' campaign will regularly feature in Wheelspin, with content from the WOT representative and current C1 Cup racer, Emily Glanvill. In this edition, Emily catches up with Fiesta racer, Jen Marr, and long serving SMRC Marshal, Jackie Spencer.

This issue also sees us catch up with Jonathan Gilbert, of the Edinburgh Watch Company, who reminisces about his own motorsport escapades and offers some advice to drivers looking for sponsorship. In addition, we have a review of the marshals training day from our new Chief Marshal, Richard Burrell, a fantastic insight on marshalling from Erith Mckean as well as a review of the clubs new coaching programme.

For the long-standing followers of Wheelspin, don't worry; as well as all this new content, we've retained the traditional review of previous race meetings and also, the customary Wheelspin competition, courtesy of SMRC Director and Wheelspin Editor, Kevin Pick.

On that note, many of you will be aware that Kevin is recovering from illness at the moment (although he's still finding the time to edit our event programmes and indeed this magazine!). On behalf of the club, I'm delighted to see Kevin making a strong recovery and would like to thank him for all his continued efforts and support.

We hope you enjoy the new look Wheelspin.

Many thanks,

Rory Bryant

SMRC BUSINESS DEVELOPMENT MANAGER



DOUBLETREE

BY HILTON™

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Located on the headland above North Queensferry, just minutes from the M90, the DoubleTree by Hilton Edinburgh – Queensferry Crossing is the perfect base for Knockhill Racing Circuit, just 25 minutes away.

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SMRC MEMBER RATE - please see membership page for more information & how to book.

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www.doubletree-queensferry.co.uk

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FIRST RACE MEETING OF THE SEASON



APRIL 17TH

A driech day in Fife as the club ran 16 races on a mainly damp track. Drivers were well behaved and there were few safety car periods to retrieve stranded cars. The Citroën C1 Cup started its racing life north of the border and was a success. Over 100 drivers had entered the first of 6 Knockhill meetings the SMRC will run this season. The marshals and officials did a fine job in keeping the meeting to the time table. The grid walk was continued from last year and was for Sports and Saloons.

CITROËN C1 CUP (IN ASSOCIATION WITH SMTA)

A new Championship springs into life. The 2 races were competitive with both races seeing groups of 3 and 4 cars scraping away all race.



RYAN SMITH, FIRST C1 WINNER



FINLAY BRUNTON 2ND RACE WINNER

RACE 1 The first two races of the new Championship took place. There were 11 cars on the grid and 9 of these were driven by complete newcomers to car racing, so the Cup was fulfilling what the club wanted it to do, bringing in new

drivers. Race 1 winner was Ryan Smith who led nearly all the way from pole. He was chased by Emily Glanvill for 2 laps then Finlay Brunton took over 2nd at Duffus and stayed there, closing right up to the leader for the remainder of the race. Glanvill held 3rd under pressure from Ross Dunn early on but it was Steven Morrison who took 3rd in the end, finishing over 5 seconds back on the top two. Emily had a tank slapper at Clark on lap 9 and dropped to 8th. Brunton said, 'I'm really chuffed. I was a bit apprehensive as it's my first race. Not a good start, lost a place, made the place up and made a pass for the lead then ran wide at McIntyres and lost the place. So thought I better bring it home in second.'

RACE 2 pole man Ryan Smith was slow away so Finlay Brunton led and was never headed. Smith was 5th as lap 1 closed and made it to 3rd by lap 3 behind Steven Morrison. On lap 4 Smith was 2nd, but 4 seconds back on the leader. He halved the gap, but then slid wide late on and dropped back. Morrison ran 3rd until the last lap then went off at Leslie's and retired. Ross Dunn had been pressing him and took 3rd. Two cars scrapped hard for 4th with Thomas Denham just taking it on

the line from Kyle Grant, after they had swapped places a couple of times during the race. Smith said, 'Awful start but I worked back up to 2nd then I dropped it, but I'll take 2nd. They are great fun to drive, didn't expect it to have so much grip, and that was the first time I got to do some overtaking.'

SCOTTISH LEGENDS CARS CHAMPIONSHIP

Two wins for McGill as Legends Cars start their 27 race championship



HEAT 1 WINNER STEWART BLACK

HEAT 1 winner Stewart Black leads all the way and held off former multiple Legends Cars Champion John Paterson, who had a magical first lap going from 8th to 2nd. Defending Champion David Hunter took 3rd having started 9th. Steven McGill moved into 4th late on having started 10th.

CONTINUES >



STEVEN MCGILL HEAT 2 AND FINAL WINNER

HEAT 2 was won by Steven McGill who hit the front with 3 laps to go, and held off Dave Newall and Duncan Vincent, who commentates on races between driving the Legends Car. Stewart Black got 4th as the top 4 ran nose to tail over the last 3 laps, and less than a second covered all 4 cars at the flag. Steve Whitelegg had led until lap 4 but finished 6th. David Hunter had a quiet race starting 8th he took 5th on the last lap. Steve McGill said, 'It's a superb start to the championship. Started 10th in race 1 and got 4th. This time it opened up to me and the car was superb. I thoroughly enjoyed it.



DAVE NEWALL RUNNER UP IN THE FINAL

THE FINAL is were the top points scorers from the heats start at the back of the grid. This saw Steven McGill take his 2nd win of the day. Having started 13th Dave Newall would finish 2nd by inches. John Paterson took 3rd in a car he was having problems with on the damp track. The race started with Mark Beaty leading for 3 laps, then Steven McGill took over having gone to 3rd by lap 2 during an amazing lap and a half, as he started 12th. Duncan Vincent then grabbed the lead on lap 5 but McGill took over again on lap 7, then we had last lap drama. Dave Newall led the last lap, but McGill retook the lead at the hairpin exit and beat Dave Newall to the line in a short drag race. Dave Newall said, 'fantastic race, congratulations to Steve'.

CELTIC SPEED SCOTTISH MINI COOPER CUP

(SUPPORTED BY YOKOHAMA TYRES AND SUPERCHIPS)

Hat trick for Robbie Dalglish, that's the way to do it.

Three races were run and one driver took all three wins, a rare feat in Mini Cooper racing.



ROBBIE DALGLEISH THREE WINS IN A DAY

RACE 1 Robbie Dalglish was in dominant form all day, and won race 1 from pole. He led all the way despite last year's top newcomer Michael Weddell staying within a few car lengths all race. The 2017 champion Mark Geraghty took 3rd - having started 10th - so was very racy as he took 3rd on lap 4, then headed a three car group with Douglas Simpson eventually taking 4th after a good scrap with Ian Munro. Ian Bonthrone completed the top 6 having demoted Ashleigh Morris on lap 6.



MARK GERAGHTY BACK AT THE FRONT

RACE 2 was a repeat of race 1 up front. But this time Dalglish got well clear of Weddell, who held off a challenge from Mark Geraghty from mid distance to the flag. A few seconds behind them came Ian Munro holding off Douglas Simpson, who had been glued to his bumper from mid distance. Ian Bonthrone took a lonely 6th after getting away from a 3 car scrap early on. Mark Geraghty said, "I had a good battle with Michael (Weddell) nice and

clean, and a drag race to the line. We'll try and close the gap to Robbie (Dalglish) in race 3'.

RACE 3, the final race of the day, sees



IAN MUNRO ON THE PODIUM IN RACE 3

the front of the grid reversed following a random draw. The top 6 finishers started in reverse order so the car that was 6th in race 2 - Ian Bonthrone - was on pole. 2nd Place starter, Douglas Simpson, seized the lead from the start. But he was demoted by Ian Munro on lap 3, only for Ian to lose the lead at the end of that lap to a fired up Robbie Dalglish. He had started 6th, but had cut through the front runners. Robbie was kept under pressure by Munro all the way to the finish, as these two eased clear of a 3 car scrap headed by Michael Weddell. Who dropped behind Douglas Simpson for a lap before regaining the place on lap 6. Mark Geraghty took 4th were he started, but he'd dropped to 5th and only got past Simpson who finished 5th on lap 7. Ian Bothrone was 6th again a few seconds back. Robbie Dalglish said. 'really good start and passed a few, then got a decent gap when I was in the lead'.

MINI NOTES:

Top newcomer in all 3 races was Ian Bothrone with three good 6ths. Top lady was Fiona Kindness who took two class wins to Ashleigh Morris's one. Hannah Chapman was interviewed on the pit wall. The Scottish race winner and ladies cup winner, is in the nationals with Kyle Reid's old car this season. 'I've been testing down south trying to learn the new tracks, it feels strange to be here and not racing'.

CONTINUES >

SCOTTISH CLASSIC SPORTS AND SALOON CHAMPIONSHIP

Classics battle, but its two wins for Baptie in the MG this time



ALASTAIR BAPTIE MGB GT V8 IS DOUBLE TOPS

Alastair Baptie - the defending champion - had left his Fiat X1/9 sportscar at home and entered his fast MGB GT V8. On a damp track he had two good tussles with former Champion Raymond Boyd in the Porsche 911 Turbo.

RACE 1 Ray Boyd led until the end of lap 3 in his blue 911 Turbo. But then defending champion - Alastair Baptie - out braked him at the hairpin to lead. He then pulled quickly away to take an untroubled win. John Kinmond had run 3rd in the big Rover SD1 until lap 7 then it started to smoke so he retired. This promoted Bruce Mitchell to a distant 3rd in his Lotus Europa, which eased clear of Alastair Coates big Ford Mustang. Mario Ferrari was 5th and class A winner in his Alfa Coupe, beating class rival William Conway's Mini by over 10 seconds. In the XR2 class Duncan O'Neill led Gary Taylor all the way, though they stayed close. Mario Ferrari said, 'Its going well in the wet and a big thank you to the marshals being out there in the wet'.



ALASDAIR COATES FORD MUSTANG, 3RD IN RACE 2

RACE 2 Raymond Boyd made a demon start with the Porsche. Alastair Baptie kept close until lap 8 then Boyd eased out a couple of seconds lead. The leaders

lapped traffic easily and Boyd still had a couple of seconds gap on lap 11 of 12, when he spun off as he braked for Clark corner. The rear of the Porsche snapped sideways, suggesting something may have broken, as Raymond went off and into the gravel trap. Baptie then took the win in the MGB GT V8. He was well clear John Kinmond in 2nd. John had done well as despite starting at the back of the 13 car grid. He had made it to 3rd by lap 5 though well back on the two leaders in his Rover. The top 3 was completed by Alasdair Coates who kept the Mustang well clear of his pursuers, after Bruce Mitchell spun his Lotus Europa out of 4th on lap 7. Up into 4th came Keiron Baillie in a little Lotus 7. Mario Ferrari and William Conway took 5th and 6th. In the XR2s O'Neill again held off Taylor but they had only a second between them until half distance. Duncan O'Neill said, 'I was sliding everywhere, at every corner, but Gary (Taylor) gave me a good race. He pushed me all the way. It's the first time out there for Gary'. The red flag came out on the last lap as Boyd's car was stuck in the gravel. When asked post race about the difference between his Fiat X1/9 and the MGB GT V8 Alastair said, 'The Fiat has no power but handles really well, the MG is like a drunk Camel on roller skates!'

SCOTTISH FIESTA ST CUP AND MINI COOPER S CUP

(SUPPORTED BY YOKOHAMA TYRES)

Two Championships joined for the first time to give spectacular racing.

This race featured two different Cup competitions joining together for the first time. The R53 Mini Cooper S cars are more powerful and use racing tyres, so started 10 seconds after the treaded Yokohama tyre shod Fiesta STs.

RACE 1 Oly Mortimer took the first of two wins. He is undefeated in over 2 years of Mini Cooper S racing. He was leading by lap 7 and raced well clear of last season's Mini Cooper S Cup runner up Paul Wilson. Top Fiesta ST was newcomer



OLY MORTIMER'S COOPER S STILL UNBEATABLE



NEW KID ON THE TRACK, TEENAGER JACK DAVIDSON TOOK A BRACE OF WINS IN HIS ST

and Scottish ST debutant 17 year old Jack Davidson. He was never headed in the Fiesta section, and led the race outright until Oly passed him. Stuart Buchan was 3rd Mini and 4th on the road, while in 5th and 6th Russell Morgan and veteran Peter Cruickshank were next up in Fiestas, and were tied together for most of the race. John McGladrigan was 7th and 4th in Minis beating Stewart Scott's ST, but only getting past on lap 11 as he dived down the inside at Clark.

RACE 2 Teenager Jack Davidson again led the Fiestas all the way, but this time Oly Mortimer passed him on lap 5 on his way to another Cooper S win. Paul Wilson was second again by over 10 seconds. Late on third was taken by Stuart Buchan in a Cooper S demoting top Fiesta of Davidson to 4th. Russell Morgan again was 2nd Fiesta in 5th but 3rd Fiesta this time was Ryan Stirling down in 7th behind John McGladrigan. The amalgamation of these two championships seemed to work well. Stuart Buchan said, 'it was great fun mixing it with the Fiesta STs it's a good choice from the SMRC'.

FIESTA ST NOTES:

Ryan Stirling started 10th and last ST after a DNF in race 1. He passed 7 STs on his way to 3rd in class.

CONTINUES >

**SCOTTISH FORMULA FORD
1600 CHAMPIONSHIP**

An old hand shows them the way home, Gronkowski is the wet meister.



JORDAN GRONKOWSKI TAKES A DOUBLE AND LEADS THE CHAMPIONSHIP

Formula Ford ran two races on a damp track. Both were dominated by the experienced Jordan Gronkowski in his Van Diemen. Jordan had finished 3rd in last years championship.

RACE 1 Pole man Gronkowski's Van Diemen was under early pressure in both races from young borders racer Jamie Thorburn, who races Ray cars and was in the UK national Championship last year. But Jordan pulled away to win in race 1 being a second clear by lap 4. In 3rd from the start was Kenneth Cowie in a Mygale. He slowly dropped back but kept a few seconds clear of very fast Mini Cooper racer Kyle Reid, who had started 8th but got to 5th by lap one. It was Reid's single seater debut at Knockhill. He hadn't sat in the car until Saturday. Reid slowed on lap 8 and dropped to the back of the field. The race also saw a debut in car racing for talented teenager Cameron Thomson. The former top karter, finished 5th in the tricky conditions behind the experienced Neil Broome. Another teenager, talented Logan Hannah was starting her first full season having debuted last October. She ran well and finished 7th, less than a second back on Matthew Chisholm.



JAMIE THORBURN WAS THE MAIN THREAT TO GRONKOWSKI AND TOOK 2ND IN EACH RACE

RACE 2 Gronkowski had Thorburn on his exhaust pipe for a couple of laps, then eased away on the damp track for a dominant win. Thorburn took an untroubled 2nd. Kenneth Cowie was a consistent runner taking 3rd after passing Neil Broome on lap 3 at the hairpin as Broome understeered wide. Neil Broome was now 4th again, though hassled Cowie until mid distance. New boy Thomson got 7th. Kyle Reid started last but had a problem and pitted on lap 2. Logan Hannah went off at the hairpin on lap 7 whilst running in 5th and just ahead of Matthew Chisholm.

**SCOTTISH SALOON AND
SPORTSCAR CHAMPIONSHIP**

(SUPPORTED BY ECU MASTER)

A fast start to the Championship



ANDY FORREST TAKES 2 WINS IN HIS WESTFIELD

RACE 1 for these modified cars saw very quick lap times for the conditions, a damp track, and light rain. It was a really spirited high speed battle at the

front. Andy Forrest in a Westfield kit car held off a strong Challenge from Andrew Gallagher in an EVO, before the 4wd car expired mid race. Forrest then won by miles. Former Champion Paul Brydon brought his newly acquired BMW M3 into 2nd, Keith Cowie was a lonely 3rd in a Seat Leon having passed Lowell Forsyth who was driving his Lotus Exige on lap 1. He closed up on Cowie mid race then dropped back a few seconds. Defending Champion William Robson was a lonely 5th in his Focus. Legends stalwart and veteran - Ivor Mairs - started in a BMW but it expired early on.



PAUL BRYDON'S NEW M3 TAKES TWO PODIUM FINISHES

RACE 2 Andy Forrest led this race all the way as Brydon ran an untroubled 2nd in the M3. Unfortunately Gallagher had not started. Lowell Forsyth held 3rd from the start in a Lotus Exige, but after a good run he went off at Clark corner and stopped in the gravel trap on lap 8, handing 3rd to defending champion William Robson, in his Focus RS. He had taken 3rd on lap 7 from Cowie. But Craig Dillon took his Seat Leon into 4th on lap 10 also demoting Cowie's Seat Leon. New car and driver finishes included 6th for Graham Robertson in his BMW 135 and Duncan Steele 9th in a MK3 Toyota MR2.

Kevin Pick

WHEELSPIN EDITOR



**COMPETITION TIME
WIN AN
SMRC HAT!**

**WHAT IS THIS CAR, WHICH
SCOTTISH CHAMPIONSHIP IS
IT RACING IN, AND WHO IS
DRIVING IT IN THE EARLY 90S?**

ENTRY IS EASY;
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CLOSING DATE 30 MAY 2019. EDITORS DECISION IS FINAL.

THE EDINBURGH WATCH COMPANY



THE EDINBURGH WATCH COMPANY JOINED THE SMRC AS TIMING PARTNER FOR THE 2019 SEASON. WE CAUGHT UP WITH OWNER, FORMER RACING DRIVER AND CURRENT SMRC MEMBER - JONATHAN GILBERT - TO TALK RACING, SPONSORSHIP AND OF COURSE, WATCHES!



JONATHAN GILBERT
OWNER, EDINBURGH
WATCH COMPANY

First of all, Jonathan, you're clearly very passionate about watches but you're also a huge motorsport fan; tell us a little bit about your interest in motorsport and where this all started?

It was a case of like father like son where I followed in his footsteps. He raced all sort of classic sports cars around English circuits in the 1950's. As a local Edinburgh resident since the age of 10, I had the benefit of Ingliston on my door step and Knockhill only a short journey away. Spectating with my father was a great day out, but for me there was only so long I could enviously watch drivers fighting for position before I made the step to buy myself an ex Fiesta XR2 Challenge car, and start my journey into competitive motorsport.

I joined the up to 1600cc Scottish Road Saloons championship where my XR2 was challenged by many talented drivers in their Mini's, Imps, Avengers and Toyota's to name a few. It was a very close championship with many memorable track battles fought with the likes of Glen Mortimer, Alan Keith, Kevin Tawse and the very talented and joyful late Derek Hastings, who will be sorely missed.

I would normally secure a top 5 position to which any further improvement was restricted by my talent, and perhaps my understanding of the MSA regulations. My final race at Ingliston was my most memorable for it was an epic race between myself and Iain Cowie another seasoned driver piloting his Toyota Corolla. His desire to overtake me at the Ingliston grand stand was not met by

mine, with some clear body contact that caught the attention of the Clerk of the Course, Walter Robertson. His decision was a black flag with No.153 on it. I'll have to blame my eyesight but genuinely thought it was No.155, which belonged to a super quick mini that was hot on my heels driven by Alistair McCarter. As a result I kept driving, had a respectable finish and pulled into the parc ferme. In my mirrors I could see a gentleman approaching my car on a mission, and it was not a happy looking face. I had my rights read to me, was almost frog marched to the office and lost my MSA licence. We laugh about it now, but they were just great days and its fantastic to see so many new and old talented drivers fulfilling their motorsport passion at Scottish Motor Racing Club events today.

CONTINUES >

You've joined the SMRC as timing partner this year. What is it that appealed to you about a partnership with the club?

Since hanging up my race helmet I have been a regular visitor to Knockhill and have enjoyed spectating, trackdays, sponsoring various drivers and a partnership with Knockhill too. As a business owner I am always looking at new and innovative ways to build the EWC brand. The heritage and club feel that the SMRC provides, felt like a natural fit. With a good cup of coffee and some creative thinking between the new SMRC recruit Rory Bryant and myself, we agreed that "The Timing Partner" was a good first step along with a presence at last years SMRC dinner - with our latest collection - and a presence in the new glossy event programmes would be a plan for 2019.

As well as your partnership with the club, you have also sponsored a number of Scottish racing drivers - who do you currently support and what is it that compelled you to choose them?

I have recently agreed a second season's sponsorship of Oly Mortimer, who is racing in the 'MINI Cooper S Championship in association with Farmer Autocare'. Oly has a flawless motor racing career that originated from karting and includes the Porsche GT3 Cup and multiple Mini championships under his belt. I think I can speak from many SME businesses that invest in motorsport, that it is based on a personal interest and a strong relationship built with the driver/team. In the case with Oly, it goes back to the 1980's when his father Glen set the standard by winning championships too. Sponsors dreams are based on winners and Oly après race position is always on the podium.

We all know that motorsport can be an expensive business and sponsorship is hard to come by. For you, as someone who's been on both sides of the fence, do you have any tips for drivers looking to gain sponsorship?

Back in my day, which makes me sound very old, club racing was I believe less expensive with much simpler mechanicals to the cars we raced. Many series now require quite eye-watering amounts

to compete and even bigger budgets to secure top places through testing, coaches, tyres etc. On that note, the introduction of the new Citroën C1 class is great to see. It brings back grass roots racing with standard cars, with talent dictating the podium finish.

Once a car has been bought, raising circa £3000 from say 6 sponsors - at £500 each - allows businesses to make a token investment, get involved and create a mutually beneficial opportunity. £500 is not a big decision for an SME, £5000 may be, and therefore small multiples are my recommendation and is based on what I did. You also have the benefit of 5 businesses promoting you as a driver rather than one! For bigger championships the funds required will be much higher but I believe the same principals apply.

I receive many applications, most are very poor, non-personal and feel to me that I am one of many businesses a driver has approached. A past sponsorship with Seb Melrose and Christie Doran was perfectly positioned with me through a 1:1 meeting where they exuded a genuine desire to be involved with EWC, they had both researched my company, had realistic expectations and some great ideas that worked for all parties throughout the season.

We've talked a lot about motorsport, but we'd like to hear about watches too! When did your interest in watches stem from and what is it that got you hooked on them?

As a young teenager wrist wear had appeal. My first orange Timex, my blue Seiko and many more until one day I made that massive and aspirational jump to buy my first Rolex. I think I was 23. I had spent many occasions with my face pressed up against the window of watch shops dreaming of a Rolex Submariner and my day had come. I was a car sales exec and had saved up £800 to buy a stainless steel Rolex Submariner Date which today would likely sell for £6500 so quite an investment. That was the hook that burned through my salaries for the next 25 years, of course not forgetting my love of cars too.

I guess for me it was not so much about the flashiness of it, but just that pride of owning and wearing such a beautifully crafted timepiece which Rolex have excelled at since they started in 1905.

As I write today that feeling has not changed, a beautiful watch for me is so much more than telling the time. My life at EWC allows me to play a very small part in making peoples dreams, as many watches are bought as gifts, or perhaps just a customer treating themselves with many sports watches also being great long term investments

You offer SMRC members an exclusive discount on the range of watches at the Edinburgh Watch Company. What's different about the experience you get with Edinburgh Watch Company and other luxury watch retailers?

I'll try not be biased here, but with EWC each of the members can pick up the phone directly to me, rather than a large organisation where they may have multiple conversations with many staff.

Put simply, I am only happy when my customers are happy, and always ensure we have a good chat to really understand how we can help find a perfect watch, or perhaps buy a watch from them. All of our watches are pristine and are only sold if they have original box and papers which I am a real advocate for.

I am very proud of our service which is supported by hundreds of 5* testimonials, and I really look forward to being of assistance and giving members the best deal I can. By supporting EWC members in turn will be supporting the Jim Clark Trust, as we will make a donation for each watch sold to a SMRC member.

Finally, back to motorsport, what championship are you most looking forward to following this year and who's your money on for the title?!

Well a sponsor has to believe in his driver and - while not a gambler - if given a bet to place for the 'MINI Cooper S Championship in Association with Farmer Autocare', it has to be Oly Mortimer!

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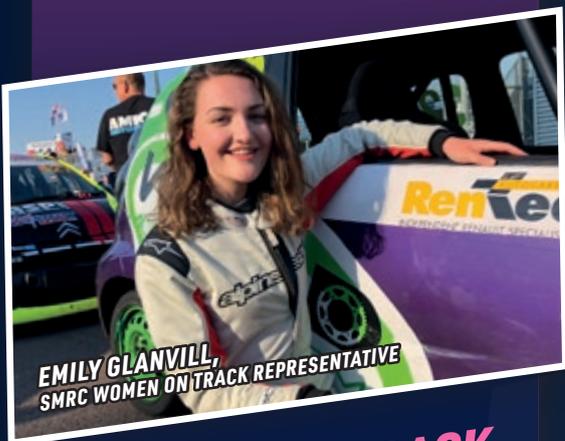


**WOMEN
ON TRACK**

New for 2019, the SMRC Women on Track initiative aims to celebrate the existing roles women play within the Scottish Motor Racing Club. The aim of the campaign is to showcase the roles women already play within the club, with a view to encouraging many more to get involved!

Our Women on Track Representative, Emily Glanvill, will be catching up with women involved in the SMRC and sharing their story and experiences throughout the 2019 season.

TO FIND OUT HOW YOU CAN BECOME MORE INVOLVED WITH THE SMRC, WHETHER IT BE AS A DRIVER, MARSHAL, PRESENTER OR MORE, CONTACT SMRC WOMEN ON TRACK REPRESENTATIVE, EMILY GLANVILL AT EMILY@SMRC.CO.UK



#WOMENONTRACK



THIS MONTH'S **FEATURED DRIVER:**



JENN MARR FIESTA ST CHALLENGE DRIVER

The SMRC are delighted to welcome new lady racer, Jen Marr, to the grid in 2019. Although this is Jen's first season of competitive motorsport, she is no stranger to the race track having taken part in several track days behind the wheel of a Lotus Elise in 2018.

She also volunteered as a marshal at hillclimbing events for several seasons and hopes she can put into practice - this season - some of the skills she has observed during her time in orange.

Jen, who has been an avid car fan all her days, made her racing debut at a rather damp Knockhill in April. Despite the extremely challenging conditions, she managed to bring the car home for a brace of finishes, avoiding some of the incidents that other more experienced hands found themselves in!

Jen is a fantastic example of how you can start your motorsport career at any time.

"I AM HAVING SUCH A FUN TIME COMPLETING MY FIRST RACE SEASON IN THE NEW FIESTA ST CHALLENGE. I AM LEARNING SO MUCH, AND HAVE MADE MANY NEW FRIENDS SINCE THE SEASON STARTED. EVERYONE IS SO WELCOMING, MAKING IT A WONDERFULLY ENJOYABLE ENVIRONMENT TO BE IN."

[Driving you towards a better deal.]



WE ALWAYS HIT THE APEX

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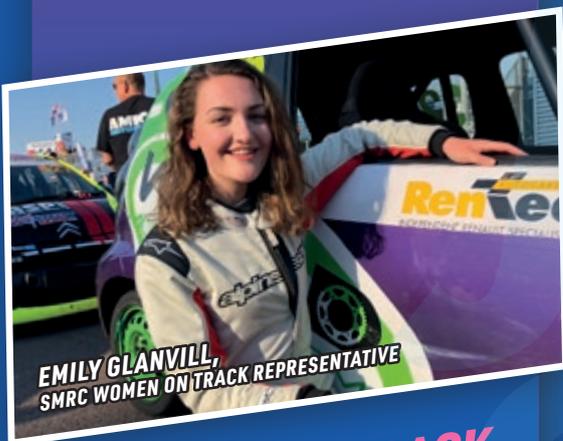


WOMEN ON TRACK

New for 2019, the SMRC Women on Track initiative aims to celebrate the existing roles women play within the Scottish Motor Racing Club. The aim of the campaign is to showcase the roles women already play within the club, with a view to encouraging many more to get involved!

Our Women on Track Representative, Emily Glanvill, will be catching up with women involved in the SMRC and sharing their story and experiences throughout the 2019 season.

TO FIND OUT HOW YOU CAN BECOME MORE INVOLVED WITH THE SMRC, WHETHER IT BE AS A DRIVER, MARSHAL, PRESENTER OR MORE, CONTACT SMRC WOMEN ON TRACK REPRESENTATIVE, EMILY GLANVILL AT EMILY@SMRC.CO.UK



**EMILY GLANVILL,
SMRC WOMEN ON TRACK REPRESENTATIVE**

#WOMENONTRACK

THIS MONTH'S FEATURED OFFICIAL:



JACKIE SPENCER SMRC MARSHAL

Jackie Spencer has been a long serving member of the SMRC marshals team, working her way up the ranks over the years. Although it was only by accident that Jackie fell into the role, she now thoroughly enjoys helping the Orange Army at every race weekend of the season.

Initially an avid spectator, Jackie accompanied her husband, also a marshal, to Knockhill every month.

Jackie's morning usually starts with driver sign on, where she welcomes drivers from all championships and ensures they are ready for the day of racing ahead. Throughout the day, she carries out vital admin work and helps to maintain communication between race control and the marshalling team via the radio system. Jackie

has even acted as Secretary of the Meeting on occasions - a prestigious responsibility and of great importance to the running of any race weekend! Jackie enjoys acting as a Senior Marshal, because it allows her to see what happens behind-the-scenes at the race meetings she has always enjoyed.

"ONE WEEK THE TEAM IN RACE CONTROL WERE SHORT OF A TEAM MEMBER TO HELP WITH ADMIN, SO THEY ASKED IF I WOULD LIKE TO HELP. I HAVE BEEN WORKING THERE ON RACE WEEKENDS EVER SINCE!"

SMRC COACHING

WITH MALCOLM McNAB

IN 2017, THE SCOTTISH MOTOR RACING CLUB BECAME ONE OF THE FIRST IN THE UK TO INVEST IN A COACHING WORKFORCE, HELPING 3 CLUB MEMBERS ACHIEVE THEIR MOTORSPORT UK LEVEL 2 COACHING QUALIFICATION.

We catch up with the clubs Head Coach, Malcolm McNab, to find out about the clubs coaching activity so far this year, his thoughts on coaching and what's in store for the rest of 2019.

You ran the clubs first 'Introduction to Racing' course earlier this year. Can you tell us about that course and what was involved?

The Introduction to Racing course was part of our strategy with the coaching programme, to support new drivers coming in to their first racing experience. So the aims were 4 fold;

- talk the racers through their first competition weekend, including what they'll have to do in the weeks building up to the event
- what the race weekend itself will involve through testing & qualifying through to the races & post-race

- refresher on the rules of racing with an interactive session videos of some of the more common driving standards faux pas

- some other useful pointers in preparing themselves

We got some really positive feedback from the session, and it was a good chance for the new competitors to get to know each other before the season begins. There was a lot of good discussion on the day, with Steve and I combined being able to speak from the point of view of racer, coach, team manager and clerk of the course.



"I thought the course was excellent. Malcolm and Steve covered everything you would need to know before a race weekend. Not only did they give us advice for on the track, but they fully explained other things like how the events are run on race day, how the scrutineering process works, and more. I definitely feel that I benefitted from doing this course before my first SMRC meeting."

Ryan Smith
CITREON C1 CUP DRIVER

CONTINUES >

New for 2019, the club have started offer members private coaching sessions. Have these sessions been a success so far?

Coaching is a very new concept to club racing, and there's no denying its been tough to get the message out there that we're here and what we have to offer. We're gaining traction with it now, with 2 club members being coached at the pre-season all-day test. That was a good example of the variety of coaching available, and tailoring it to suit the competitor's needs.

Rory was working with Russell, who has raced previously, using on-board footage of his sessions, working to refine and eek out those tenths of a second.

In the same sessions I was initially in-car, then using video footage with John. As this was his first time out around Knockhill, in a completely new car to him, we used a slightly different approach to foster some initial quick wins but then focus on ensuring it wasn't a crutch.

What coaching plans do the club have in store for the rest of 2019?

In addition to private sessions, we're aiming to run another class room-based session on technical driving theory, and we're also going to pull a session together on sponsorship, towards the end of this year to help members with their search for sponsors in 2020.

However, if there are specific topics that members would like covered, then I'd encourage them to get in touch with us.

As well as your SMRC duties, you also a coach for the Scottish Motor Sports Academy coaches. Can you tell us a little bit about this role?

SMS Academy is a great project to be involved with, as we're very much working with the future of Scottish motor sport, and it's a chance for all of the coaches to pass on our years of experience, good and bad! We're focussed on helping the young athletes' progress in their category and hopefully make a career out of competing. As such, we try to cover an array of subjects, from technical driving and riding, right through to seeking sponsorship and projecting their brand and image in the best way. The most important part is effectively teaching them how to learn, so they can reflect on their performance and self-evaluate so they can work on their weaknesses and maximise their strengths.

Finally, what is it you enjoy about coaching? Would you encourage other drivers to gain their coaching qualification?

Motorsport has been a significant part of quite literally all my life; from my days as a toddler at Knockhill & Ingleston, right through to meeting my wife in an unfortunate racing incident at the hairpin! It's something I'm massively passionate about and through coaching I've got the chance to help introduce and nurture other people in the sport, which is a great feeling and very rewarding.

I would certainly encourage drivers to take part in Motorsport UK's Introduction to Coaching course if they have the chance. It gives people a much better

understanding of the coaching process and really helps people become far more self-reflective on their performance and helps them grow as a driver.



"I have been racing for a lot of years, and slowly getting faster. After a couple of coaching sessions with SMRC Coach - Rory Bryant - I have developed a better understanding of what I'm doing in the car; in particular I have a stronger grasp of how my inputs effect the cars weight transfer and how this impacts on the cars handling. Through having a stronger understanding, I'm now able to better identify what I'm doing right and wrong myself and learn from it - now I have podium finishes and trophies, and great hopes of more! The coaching sessions have certainly made me reflect and think more in the car - it's hard work but for me, it is certainly worth the effort."

Russell Morgan
FIESTA ST DRIVER

TO FIND OUT MORE INFORMATION ON THE SMRC'S COACHING SERVICE AND TO BOOK YOUR OWN SESSION, VISIT SMRC.CO.UK/COACHING



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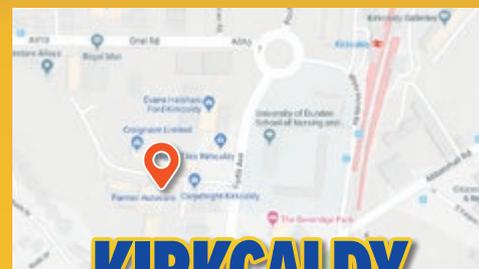
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A REVIEW OF THE ANNUAL

SMRC MARSHALS TRAINING DAY 03/03/19

BY RICHARD BURRELL



This year we held our annual training day for all the Marshalling team. The day started at 8am for new trainee marshals, where they received introduction to marshalling, presented by our chief track marshals David Clarke and Lewis Innes. This model is essential for anyone completely new to marshalling as it provides information on arriving at a race meeting, the risks associated with the sport and what personal progression you can make. Then it was on to the main day, which started with an overview of the season ahead from SMRC's Competitions Director, Steve Burns.

The day then split for all the different disciplines; Flag Team, Specialists, Post Chiefs & Incident Officers and the Track Team. For most people these sessions serve to dust off the cobwebs and remind them of key skills after the winter

break. For new marshals this training is extremely important for increasing experience but also progressing up the development ladder, which is graded by Motorsport UK.

What was covered in the training sessions?

FLAG TEAM; Discipline specific training for all flag signals given at all race circuits in the UK.

POST CHIEFS & INCIDENT OFFICERS; Discipline specific training on report writing including completion of major incident forms etc, Post Chiefs and Incident roles and responsibilities. This session also had the Senior Clark of the Course, who discussed his responsibility and best practice for incident handling.

SPECIALIST MARSHAL (PITS, PADDOCK, ASSEMBLY, START LINE AND GRID TEAM; Discipline specific training including specific duties on the day and report writing and communication.

TRACK TEAM; The track team took part in three sessions on rotation. First Marshal on Scene (FMOS) This session concentrated on incident handling and causality assessment, identifying the need for medical intervention, aiming to prepare the marshal with the correct procedures and theory for this task. The second session was on Coordination Training; this session was delivered differently than previous years as the

trainer put a lot of work into building a scale model of the circuit, and used this to highlight how to coordinate full incidents from reporting, to control, to clearing stranded cars. The third session was Incidents training; this went into depth on how we handle incidents; from assisting the recovery teams, to all the risk associated with live incident handling (this is when incident is resolved during the safety car).

After lunch we then covered Fire Theory which was delivered to the whole group. Run from paddock 2, the purpose of this session was to prepare and refresh the team to the extinguish a live (controlled) fire. Other sessions included "Rapid Extrication" where marshals learned about the technique to remove an unconscious driver from a car to prevent further injury to the driver or themselves. The teams also had a go at writing a report of an incident to increase their knowledge and further their skills. Last there was CPR training, which involved practical training that not only gives marshals vital skills for a race meeting, but also life skills in general.

The Motorsport UK training instructors that run the training day always enjoy delivering their modules, as they know they play an important role in ensuring the attendees are provided with interactive sessions, but also ensuring the day is enjoyable and not fully "PowerPoint" presentations.

"THIS YEAR'S TRAINING DAY WAS ONE OF THE BEST YET. GOOD PRACTICAL EXPERIENCE WITH A DECENT CAR FIRE AND A CHANCE TO GET CLOSE TO RACE CARS AND TRY THE CPR PRACTICAL. THANKS TO ALL WHO DELIVERED THE TRAINING... BRING ON RACE SEASON!"

Alan Deans
SMRC Marshal



OUR PARTNER, CELTIC SPEED, HAVE BEEN THE MAIN SUPPORTERS OF THE SCOTTISH MINI COOPER CUP FOR SEVERAL YEARS...



Celtic Speed was set up in 2009 racing in the Porsche Carrera Cup UK Championship. The team enjoyed a great deal of success in the Carrera Cup, running 3 cars and culminating in overall race victories with Rory Butcher in 2013.

Team principal Tommy Dreelan moved his focus to Historic races in 2011, and the team expanded with him into Group C racing. The team started with a Spice C2 Group C car, the very car that won the Group C world championship in 1986 and 1987 with the legendary Gordon Spice. The car was restored by Celtic Speed and scored a number of podium placings driven by Tommy Dreelan and Aaron Scott. The Historic side of the team has grown over the past few seasons; they now have a 1976 March F1 car, the car that was raced in period by Arturo Merzario. They also have a stunning ex Kremer Racing Leyton House Porsche 962 and continue to race the Spice. In 2014 the team also acquired a Williams FW08 F1 car, the very car that took Keke Rosberg to the 1982 World Championship.

Over the past few years these cars have raced in many prestigious events, including support races at the Le Mans 24 hours, and the famous Monaco historic meeting around the streets

of Monte Carlo. The highlight of the 2014 and 2017 seasons was winning the Classic 24 hours of Daytona in the Porsche 962, after a stunning performance at America's most well known race track. In 2017 the team scored many impressive performances in the Masters Historic F1 and Group C Championships.

The cars continued to race under the Celtic Speed banner, managed by Scott Sport which is run by Aaron Scott. During 2018 the cars ran in the Group C, Masters Historic F1 and Endurance Legends championships. In 2018 the team Porsche won both the Classic Le Mans and the Classic Daytona 24hr races driven by Tommy Dreelan and Aaron Scott. Celtic Speed also provided ongoing support of the SMRC Scottish MINI Cooper Cup.

The SMRC are delighted to announce that Celtic Speed will continue their support of the MINI Cooper Cup in 2019. Their generous support will be used to assist the development of drivers in the championship. This includes the provision of a championship coach, and also investment into the away round at Kirkistown. This will enable the club to subsidise entries, and thus encourage drivers to benefit from visiting and learning a new track.

A HOMAGE TO MY HERO

BY GLENN ALCOCK



MR SUPERFAST SCOT - AKA GLENN ALCOCK - PROVIDES AN INSIGHT INTO HIS RECENT TRIP TO IMOLA, TO PAY HOMAGE TO HIS HERO, *AYRTON SENNA*.



It's April 17th 2019 and I'm walking back from Trattoria Romagnola in Castel San Pietro. I'm lost in my thoughts on what has been a very emotional day which I suspect may get even more so in the next few minutes. Before I get into that we need to go back nearly 25 years...

It's May the 1st 1994 - a date no doubt familiar to most people with a knowledge or love of motorsport, it may be Formula One's darkest day. I am 14 years old and Ayrton Senna was as close to being superhuman as you could imagine. My family and I are watching the San Marino Grand Prix and the remarkable career of Senna is about to come to a shockingly tragic and premature end.

We were all interested to see how the drivers were going to perform after the tragic events of Saturday Qualifying. The Austrian driver Roland Ratzenberger had been killed. The news was shocking and a stark reminder that we'd grown complacent about the risks in motorsport.

This race was critical to Senna starting his championship after retiring in Brazil and Aida. I remember Senna on the ragged edge through Tamburello with Schumacher hot on his heels. Murray Walker was commentating as Senna went straight on, appearing to not even

take the corner. The impact was massive. Ayrton was effectively killed instantly due to the nature of his head injuries, but at home we didn't know this and it would be hours before the news confirmed it. The great Ayrton Senna gone. It was unthinkable. Niki Lauda had said it himself, "For so long God had his hand over F1. On this day he took it away."

Cut back to the present and I driven an F3 car at the Imola circuit this morning. It was one of the most beautiful circuits I'd ever seen, and it was an amazing experience to drive it. However you can never escape that tragic history.



CONTINUES >



I walked to the memorial to the most incredible statue I've ever seen. Ayrton is sitting in quiet contemplation looking over at the Tamburello crash site. The statue captures the intensity and melancholy of the man and is a very emotional thing to witness in person. The silence was broken by screaming engines as cars went out on track, which made the atmosphere very different again. I sat on my own just with my thoughts for company looking at the statue when a man approached holding a video

camera, I started to hear him sob. He was Brazilian, and had travelled with his family to pay tribute to his national hero.

I am now walking back to my hotel room for the night, in Suite 200 at the Hotel Castello. This is the room where Senna spent his last night on this earth. The lady at the reception desk approaches me, and starts to tell me stories about Ayrton's visits to the hotel. I then enter the same lift he would have taken and go to Suite 200.

It is very strange and I never feel truly at ease during my time in the room. I am not sure if it's the knowledge of the tragedy that awaited Senna as he stayed there, or the sorrow and turmoil he was going through.

I went to Imola to pay homage to my hero but I found more than I expected. It was as if this place had special meaning for me. Ayrton Senna came to Scotland in 1991 to visit Jim Clark's grave, The Jim Clark Room and his school in Loretto. Jim Clark won the first Grand Prix at Imola in 1963 and there is a tribute to him, not far away from Tamburello and the Senna memorial strangely. They are both now at peace and I certainly feel that I found some in this beautiful part of Italy too as I paid homage to my hero.





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VIEW FROM THE POST

BY ERITH MCKEAN



It's 3 degrees and the wind is gusting, whipping the mist into your back - and yet somehow, there's no better place to be than outside among the hills of Fife. That's because today, the 7th April, is the first race of the 2019 SMRC season, and it's my second ever shift as a motorsport marshal.

I've followed motorsport for years and have always been curious about being a marshal. Last year, my friends decided they wanted to become marshals, and that was just the encouragement I needed to sign up myself.

If you're a racing fan, there is no better seat in the house than right by the trackside, with the cars racing just a dozen or so metres away. It's exciting, it's awe-inspiring - but you are there to do a job, and every overtake, every slide, every wide corner could bring something your way.

Clearing up incidents, cleaning the track, managing the flags and boards - there are countless things that marshals, across a variety of roles, have to get stuck into to support the racing.

It's a lot to think about, and things happen fast! But it's not stressful, because all around you are an orange-clad team of fellow volunteers ready to keep you right and support you as you learn about a completely different (yet equally important) side to racing. Then there is the lunch break, where you get to choose from a nice selection of hot pies, sandwiches, refreshments, chocolate and home baking too.

After just two race meetings, I've made dozens of new friends and I'm already picking up lots of valuable skills. The process couldn't be easier to get involved, and whether you join with friends or individually, the guy and girls always make you feel so welcome.

Bring on the next race!

IF YOU WOULD LIKE TO JOIN THE TEAM OF MARSHALLING VOLUNTEERS,
PLEASE EMAIL JACKIE.SPENCER@SMRC.CO.UK



DRIVEN TO MAKE A DIFFERENCE

BY GLENN ALCOCK

IN THE BUILD UP TO THE 2019 SMRC SEASON AND INAUGURAL CITROËN C1 CUP - WE SAT DOWN WITH MENTAL HEALTH WORKER AND SOON TO BE RACING DRIVER KENNY DOCK TO FIND OUT MORE ABOUT WHY HE'S RACING AND WHAT HIS JOURNEY HAS BEEN LIKE SO FAR.

KENNY DOCK STANDING ALONGSIDE HIS SAMH C1 CAR

GA – Kenny, you're just about to embark on your first season of racing in the Citroën C1 Cup, how are you feeling?

KD – Well Glenn, if you are asking specifically how I am feeling about my first season of racing, I would have to offer the following feelings:- stressed, excited, apprehensive, terrified and exhausted. I am also feeling quite lucky that I at least have the opportunity to get involved in the first season of the Citroën C1 cup. I can see it growing in popularity as a championship.

GA – You're racing for a very good cause – in Suicide Prevention, can you tell us a bit about it and how this came about?

KD – I am a regular supporter of the Scottish Motor Racing Club events at Knockhill and have spent many weekends at Knockhill spectating. I've always wanted to get more involved and wondered what it would like to be out there competing.

Then at one race meeting in August of last year, Michael Weddell (Celtic Speed Mini Cooper Driver) and his friend Stuart McGeachie convinced me that the Citroën C1 Cup would be a great, and financially economical way of going racing.

This got me thinking about how I would want my racing car to look, and what message I would want on it. I am a Senior Mental Health Nurse and I realised that I could promote Suicide Prevention through Motorsport. I contacted SAMH (Scottish Association for Mental Health) and offered to promote their charity. After numerous meetings and emails we organised suicide prevention training to the volunteer marshals associated with the Scottish Motor

Racing Club. The initial training gives some basic guidance on the early signs of mental health issues, and how to respond to them, in addition to this there is a more intensive course. The "Applied Suicide Intervention Skills Training" course aims to provide individuals with the skills necessary to be able to recognise and intervene effectively, when people are at risk of suicide. I feel very proud that the relationship with the SMRC and SAMH have achieved this. I'd also like to thank my workmate Paul Phillips who agreed to run the training for up to 90 volunteer staff which allowed me to focus on the racing.

GA – What has it been like building your racing car?

KD – It's certainly been a challenge for me but one I have enjoyed! Finding the base car was a little tricky as I wanted a white car, specifically to suit the charities colours (this was to save funds on fully painting or wrapping the car).

The best and easiest part was stripping the car down. Building it back up to regulation is the hard part! I have learned a lot having never done this before. Regulations mean that it must be done precisely, this is so important from a safety perspective. The 2019 Citroën C1 technical regulations gave great guidance.

Parts of the process required assistance and could not be done at home. Peacock Motor engineers (in particular Iain and Andrew Peacock) helped with welding the roll cage feet in, and getting the car on the ramp for new Citroën C1 Club parts to be fitted.

GA – Knockhill is a great circuit, what are you most looking forward to racing there?

KD – The consistently sunny weather obviously... only kidding. Knockhill is a place I really enjoy visiting. I have enjoyed many weekends camping there. The staff are friendly. The views are stunning on a clear day. The circuit itself is full of tricky sections and should be challenging for a newcomer.

GA – The SMTA Citroën C1 Cup is a brand new series, what should spectators expect?

KD – I think the SMTA Citroën C1 cup will be fun to watch and hopefully participate in too. I expect the racing to be close and should be interesting, as all cars should be very similar performance wise. The great thing for spectators is that there is much more than just the Citroën C1 cup, with a wide variety of classes. I will make sure I see the Minis for example, which always give great racing.

GA – What advice would you give to Motorsport fans who are considering competing?

KD – Speak with the SMRC and do your research before you start. If you decide to build your own car, like me, there is a lot of work to be done off track. But there are teams who can build cars for you or there is even the option to rent a car. Having a realistic budget makes all the difference, especially if you get a decent base car. Although it's not always been easy, I've been enjoying the process and the sense of achievement that comes along with it.

GA – Kenny, thanks for taking the time to speak to us and we wish you all the best for your 2019 season of Scottish Motor Racing.



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C O N T A C T U S T O D A Y F O R A C O N S U L T A T I O N

INSIDE TRACK

BY GLENN ALCOCK



ANDREW ELLIOT IN HIS MX5

GLENN CAUGHT UP WITH RACING NEWCOMER, ANDREW ELLIOTT, TO HEAR ABOUT HIS JOURNEY FROM STUDENT MOTORSPORT CLUB MEMBER, TO MAKING HIS RACING DEBUT IN THE SCOTTISH CLASSIC SPORTS AND SALOON CHAMPIONSHIP IN APRIL.

GA - We're talking to Andrew Elliott - who's recently graduated from Edinburgh University. He's currently racing an MX5 in the Classics - Andrew, can you tell us a little bit about where your passion for Motorsport comes from?

AE - I've always enjoyed Motorsport as a spectator, but for most of my teenage years I was occupied with racing downhill mountain bikes. In 2014 I started University, and decided to join the Edinburgh University Motorsport Club for a change of scenery. I started racing in the club's corporate karting championship for a bit of fun, and then progressed to the British Universities Karting Championship. I got the chance to race at some of the proper kart tracks down south such as Buckmore Park and Clay Pigeon, and have been keen on Motorsport ever since!

GA - What attracted you to racing in the Scottish Classics Sports & Saloons?

AE - After getting a taste for karting I decided to build a track car. I bought a cheap Mk1 MX5 and carried out some basic modifications, so that I could do track days. When I decided I'd like to give racing a shot, the Scottish Classic Sports & Saloons was the obvious choice as it allowed me to make the most of what I already had. All I needed to do was fit a roll cage and a fire extinguisher.

I was also drawn to the Classics due to the wide range of cars competing under the class structure. This meant that I would be able to get a race with some of the lower powered cars similar to my MX5, without the intensity and resultant contact, sometimes found in the more competitive one make series.

GA - What do you think about Knockhill as a circuit?

AE - Knockhill is great! The only other circuit I've driven in a car is a makeshift airfield track at Crail and it doesn't really compare...

GA - You've already participated in the first round of the SMRC. How did that go? What have you learned?

AE - The first round of the SMRC was really enjoyable. With only a couple of Knockhill track nights under my belt and none of them being in the wet, my first race meeting was certainly challenging.

My aim was to complete both the races without any drama, and so I'm pleased to have achieved that. I was very cautious of the wet conditions but having looked at my lap times over the duration of each race they were improving every lap by reasonable margins. I think going forward I need to have a bit more confidence in myself, and try to push on a bit harder and a bit sooner, instead of playing it so safe.

GA - The next round is reverse direction, have you managed to do any preparation for this? I've heard the circuit is like Marmite - you either love or hate it in the reverse direction, any idea of if you'll like it or not?

AE - I've never driven Knockhill in reverse direction, and by the way my calendar is looking like I won't get the chance until race weekend. I've heard from others that it's a lot of fun and so I'm looking forward to getting back out on track. I've no benchmark lap time or performance to base myself on, so it'll really just be a case of enjoying the seat time in what can only be better weather than my first outing.

GA - What would you say to people who haven't been along to Knockhill to spectate? Why should they come along and what is special about the classics?

AE - I'd encourage them to come along and have a look. I brought a couple of family members along to the first round to spectate, and I think they were pleasantly surprised by the atmosphere in the paddock and the entertainment provided by the racing. The classics is good because of the friendly competitors and the variety of cars on track. There's everything from a rusty MX5 to a sideways Rover, and even a flame throwing Porsche. Everybody was very welcoming in the paddock, and they were so quick I pretty much had the track to myself...Bargain!

GA - Do you have any specific goals for the season?

AE - For me this year is just about enjoying myself and trying to learn the basics. I'm looking to improve my car control and chip away at my lap times, in hope of being able to race in something a bit more competitive in the future.

GA - Thanks for taking the time to talk to us and we wish you the best of luck for the rest of the season.

CLUB NEWS



2019 AWARDS DINNER

We're very pleased to announce the 2019 Awards Dinner will take place on Saturday 23rd November at a new venue and city.

For the first time in the club's history, the annual awards dinner will take place in Glasgow, in the stylish Radisson Blu Hotel on Argyle Street.

The prestigious annual awards dinner has traditionally always been held in Edinburgh, where in recent years it has taken place in the Sheraton Grand Hotel. However, following a survey of members last year and subsequent consultations, the SMRC board opted to buck the trend and switch to a new location for 2019.

SMRC Business Development Manager, Rory Bryant, commented: "The Sheraton has been a great venue for us in recent years. However, our consultation with the membership highlighted that there is desire for a change, and we felt now is the right time to take our awards dinner to a new venue and city. The event will run to a similar format as in previous years, but we're working on some changes to liven things up a bit!"

Watch out for updates and further details on the dinner over the coming months.

AUGUST

14

SMRC TRACK NIGHT

WE'RE EXCITED TO ANNOUNCE THAT WE WILL BE RUNNING OUR FIRST TRACK NIGHT, ON WEDNESDAY 14TH AUGUST AT KNOCKHILL.

Members will be able to benefit from 2 hours track time (between 18:00 and 20:00) in an Open Pit lane format for just £70 (£95 for non-members).

There will be a maximum of 40 spaces to ensure the track does not get too crowded. This will be the perfect opportunity for members to entertain sponsors or to simply get out on track and have a blast.

Further details on booking will be released in due course.

YOKOHAMA TYRE COMPETITION

Earlier this year, we ran a competition in conjunction with Yokohama, to award a registered competitor from each of the Yokohama supported championships (the Celtic Speed MINI Cooper Cup, The MINI Cooper S and Ford Fiesta Championships) with a free Yokohama race tyre.

The lucky winners - who were selected at random in February - were **Adam Morrison**, (MINI Cooper Cup), **Stuart Buchan** (MINI Cooper S) and **Steven Gray** (Fiesta).

They were presented with their prize at the first meeting on April 7th by Simon Clarke from Yokohama.



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The SMRC is the club for anyone with a passion for motor racing and motorsport. As a member you will benefit from regular club news, invites to our competitive and social events – including the prestigious annual awards dinner – discounted tickets to our race meetings and a range of exclusive member discounts.

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- **MONTHLY 'PIT STOP' BULLETIN**
- **QUARTERLY 'WHEELSPIN MAGAZINE' (BEFORE IT IS RELEASED PUBLICLY)**
- **DISCOUNTED ACCESS TO SMRC RACE MEETINGS**
- **DISCOUNTS ACROSS THE SMRC MERCHANDISE RANGE**
- **INVITATION TO OUR PRESTIGIOUS ANNUAL AWARDS DINNER**



SMRC MEMBER BENEFITS SCHEME:

- **60% DISCOUNT** on Tickets to SMRC race meetings (£6 instead of £15 on the gate)
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- **15% DISCOUNT** on selected new Reis Motorsport Insurance policies
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MAY 5TH

SECOND RACE MEETING OF THE SEASON

THE SMRC RAN 16 RACES FOR A WIDE VARIETY OF CARS AT KNOCKHILL ON 5TH MAY. THE MEETING ALSO CELEBRATED 60 YEARS OF THE MINI AND HAD A COMMEMORATIVE PROGRAMME AS THE ICONIC CARS DID A LUNCHTIME PARADE ON THE TRACK.

Celtic Speed Scottish Mini Cooper Cup had 3 races. Two victories for Robbie Dalgleish in races 1 & 2 and a 4th in race 3 saw him strengthen his grip on the championship, having now won 5 of the first 6 rounds. But it wasn't easy. He only won the two races by a few car lengths having survived lots of pressure. In race 1 he beat 2017 champion Mark Geraghty by 2 tenths of a second, and beat Ian Munro by 7 tenths in race 2. Race 3 was won by Mark Geraghty in another 2 tenths of a second gap finish, from 2018 Mini Cooper Newcomers Cup winner Michael Weddell. Former Mini Cooper Champion Vic Covey jnr returned and in a newly acquired car took two good 3rds during the days racing.



The Scottish Formula Ford single seater Championship, saw two dominant wins for the experienced Jordan Gronkowski. He beat teenager Logan Hannah in race 1 by just over a second, after a late safety car period bunched up the field. Lady racer Logan had her best ever finish in a fine 2nd holding off Matthew Chisholm. In race 2 Chisholm got ahead of Hannah early on and held onto 2nd but Logan Hannah still took 3rd.



In the combined Scottish Fiesta ST Cup and Mini Cooper S Cup, Oly Mortimer took two impressive wins. Minis start 10 seconds behind Fiestas, but he was leading in both races by mid distance. In the Fiestas 17 year old Jack Davidson won their class leading home their 10 car field. He was 3rd overall in race 1 behind 2 Minis of Mortimer and Scott Forbes, but 2nd overall in race 2. Steven Gray was 2nd fiesta St in both races. The two wins continue Edinburgh based Oly Mortimers 100% win record, dating back to 2017 in Mini Cooper S cars.



CONTINUES >

MAY 5TH

SECOND RACE MEETING OF THE SEASON

In the new SMTA Citroen C1 Cup, teenager Jack Davidson was again the star. In His first ever races in this Championship, he took two lights to chequered flag wins. Race 1 saw him under lots of pressure until lap 8 of a 10 lap race, when Ryan Smith dropped back a couple of seconds, having sat on Davidson's tailgate from the start. These two had pulled away from the 14 car field, which is growing in numbers as an entry class into circuit racing in Scotland. In race 2 he quickly got clear and led the chasing pack all race for a fine win. Colin Main just took 2nd from Steven Morrison as only a tenth of a second separated them.



Scottish Legends Cars Championship had lots of frantic racing and more overtaking than any other race, as their grids are reversed in heats 1 & 2 Then in the Final the day's top points scoring cars start at the back of the grid. Heat 1 saw a win for Commentator Duncan Vincent, who is a quick driver, from Dave Newall. Heat 2 and the Final were both won by former multiple Scottish Legends Champion John Paterson, who hadn't won a race since early last year. In heat 2 he led home Championship leader Steven McGill. While in the final he passed 11 cars in the opening 2 laps to lead He beat Duncan Vincent, who set a new lap record in his chase up the order from the back of the 14 car field, with Steve Whitelegg a close 3rd.



In Modified Saloons and Sportscars it was two wins for former Champion Paul Brydon, his new car a former Scandinavian Touring Car, a BMW bodied space frame car, with a V6 Nissan engine. He was the class of the field, and set a new lap record in race 2. Race 1 Paul Rankin was 2nd in his Westfield kit car, while in race 2 Robert Drummond passed Rankin on lap 1 and held 2nd all the way in his Escort Cosworth, despite Rankin never being far away in 3rd.



The Scottish Classic Sports and Saloons saw two tight leading battles. In race 1 defending Champion Alastair Baptie won in his over 50 year old MGB GT V8, after he passed Raymond Boyd's Porsche 911 Turbo mid race having sat on his tail from the start. In race 2 Boyd led all the way, with Baptie on his tail again. When Baptie he tried an overtaking move going down hill into the hairpin on lap 9 of 12 he half spun, and Boyd raced away to win. This promoted Kieron Baillie into 2nd in his Lotus 7 with Bruce Mitchell putting on a late spurt to grab 3rd with his Lotus Europa by inches from Ian Crehan's Mazda MX5.



Kevin Pick
WHEELSPIN EDITOR



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