



WHEELSPIN

THE OFFICIAL MAGAZINE OF THE SMRC

SUMMER 2019

A REVIEW OF ROUND 4

It was a bumper-edition round with not one, but TWO guest Championships joining the regular programme at Knockhill.

SUPERFAST SCOTS

Glenn Alcock has a look at some of Scotland's future racing superstars.

LADIES DAY ROUND UP

The first SMRC Ladies Day was a great success, attracting a lot of interest. Emily Glanvill reviews the day for us.

AND MUCH MORE...



CELEBRATING 50 YEARS OF FORMULA FORD IN SCOTLAND

COVER IMAGE: FORMER BRITISH TOURING CAR CHAMPIONSHIP RACE WINNER, DAVID LESLIE, IN A ROYALE FORMULA FORD

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NEVER MISS THE ACTION

WHEELSPIN EDITOR: KEVIN PICK





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INTRODUCTION

WELCOME TO OUR SUMMER EDITION OF WHEELSPIN MAGAZINE.

It's been a busy couple of months for the club since our May edition. There have been two further race meetings at Knockhill, we've ran our first Auto test at Bo'ness and we've had away rounds at Kirkistown and Anglesey. You'll find reports on all these events detailed within this magazine.

In addition, you'll find a range of features from 'Inside Track' with Glenn Alcock, to 'Life of a Scrutineer' with Katrina Hay and our Women On Track with Emily Glanvill. Also, new for this edition is our 'Simon Says' feature, courtesy of Simon Clarke from Yokohama. This will become a regular feature in Wheelspin, offering members his tips and advice on tyres and set-up.

Many thanks,

Rory Bryant

SMRC BUSINESS DEVELOPMENT MANAGER

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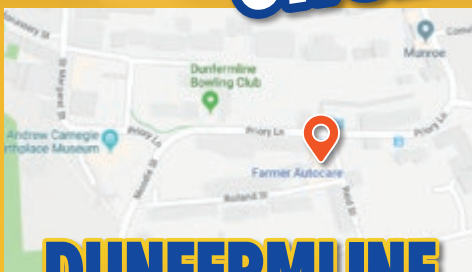
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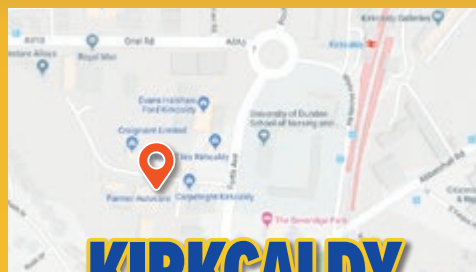
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FOURTH RACE MEETING

JULY 20/21 BY KEVIN PICK

There were races for UK National Karts, and a packed grid for 3 races of the Saloons and Sportscars, who were joined by eleven Irish Global Light Sportscars.

While the 3rd Formula Ford single seater race celebrated the life of the late Scottish Touring Car star and International GT racing driver David Leslie, with the annual race for the David Leslie trophy.

The club ran 6 races on Saturday with 20 on Sunday as the weather turned to light rain in the late afternoon. Sunday also played host to the club's first ever Ladies Day, which gave over 50 women the opportunity to visit the event and get behind the scenes, highlighting how they can get started in motorsport; be that as a driver, marshal or scrutineer.

We also welcomed East of Scotland Kart Club to the event, who's cadet and junior members put on an impressive karting display around the tri-oval during the lunch break.

CELTIC SPEED SCOTTISH MINI COOPER CUP

(SUPPORTED BY YOKOHAMA TYRES AND SUPERCHIPS)



MICHAEL WEDDELL

RACE 1 Celtic Speed Scottish Mini Cooper Cup had 3 races. Championship leader Robbie Dalgleish was not racing, so the other top drivers closed the points gap. We had three different race winners; Michael Weddell won race 1 leading all the way and never being more than half a second ahead of Ian Munro. A safety car period bunched the field up later in the race, but Vic Covey Jnr held onto 3rd as 4 cars battled behind him, led by Mark Geraghty

RACE 2 Ian Munro led all the way and won easily, for his first win this season. He opened out over a 2 seconds lead late on, as 5 drivers scrapped over 2nd. Geraghty took 2nd as Vic Covey fell from 3rd to 5th at the last corner, the hairpin, while Craig Blake grabbed 3rd having started 7th.



VIC COVEY JNR

RACE 3 Vic Covey Jnr also took a first win of the year, having been 3rd on lap 1 he fought

to the front before mid-distance and held on to the lead, despite a lot of pressure. Michel Weddell took 2nd with 3 laps to go, and Craig Blake was 3rd, with Ian Walsh a close 4th.

THE NEWCOMERS CUP class was won by points leader Ian Bonthorne in races 1 & 3, with Neil Methven winning the class in race 2. Ashleigh Morris took 3 wins in the Ladies Cup.

SCOTTISH FORMULA FORD 1600 CHAMPIONSHIP



JORDAN GRONKOWSKI

The Scottish Formula Ford single seater Championship had 3 races. At lunchtime there was a grid walk for spectators amongst these cars, and many previous champions were invited to the meeting, which celebrated 50 years of these 1600cc Ford engine cars racing in Scotland.

The 3 races saw two wins for a guest racer Matthew Cowley, who now races an Aston Martin in the National GT Championship, but had raced these cars in Scotland some years ago.

As a guest, he didn't score points, so by finishing a close 2nd in each race, Championship leader Jordan Gronkowski took maximum points. Neil Broome took 3rd in all 3 races.

THE FINAL RACE for the prestigious David Leslie Trophy was won in dramatic style by Jordan Gronkowski who was almost

jumping out of his car on the slowing down lap, as he waved and punched the air in delight. Cowley led by a few car lengths until the final lap, when less than half a mile into the lap he ran wide, going off the road at the 3rd corner, which let Jordan Gronkowski dive past him and go on to win. Cowley got back on track to be 2nd.



GUEST DRIVER, MATT COWLEY

SCOTTISH FIESTA ST CUP AND MINI COOPER S CUP

(SUPPORTED BY YOKOHAMA TYRES)



OLY MORTIMER

In the combined Scottish Fiesta ST Cup and Mini Cooper S Cup, Oly Mortimer again took three impressive wins.

He maintained his unbeaten record at Knockhill in the class, which extends from April 2017. These powerful Minis start 10 seconds behind Fiestas, but Mortimer was leading in both races before mid distance.

In the Fiestas, with Championship leader Jack Davidson absent, we had a fine hat-trick of wins by Stewart Scott who hasn't won an ST class for several years. Today was his day.

RACE 1 early leader Ryan Stirling was tagged at the hairpin and went into the gravel trap and rolled his car. Newcomer Simon Smail who was right with him dropped back, Stewart Scott took over the class lead and held it all the way to the chequered flag. While Smail held off veteran Peter Cruickshank, but they both went off and on the track together on the last lap, before Cruickshank grabbed 2nd in class with less than a mile to go.

RACE 2 Stewart Scott has Cruickshank chasing him all race and they were never more than a second apart. Smail took 3rd heading a 3 car group.

RACE 3 In the last race, Stewart Scott led the race in the rain and then the ST class as Oliver Mortimer in his Mini Cooper S passed him before mid distance. Scott got clear by mid race as Cruickshank and former XR2 champion Stuart Gray fought over 2nd and swapped places a couple of times, before Gray secured 2nd with just over a lap to go.



STEWART SCOTT

The Mini Cooper S class and 3 outright race wins were all won by Oliver Mortimer, who was miles clear. He did the final wet race on slick racing tyres and showed exceptional car control sliding the Mini about, and winning as he pleased. Stuart Buchan took the runner up spot in the Mini class in each race.

CITROËN C1 CUP (IN ASSOCIATION WITH SMTA)



RYAN SMITH

In the new SMTA Citroën C1 Cup had 15 cars, with most drivers being novice racers.

RACE 1 championship leader Ryan Smith led all the way and eased clear of Emily Glanvill who had two cars right with her.

On the last lap at the final corner Emily Glanvill lost two places to finish a very close 4th, but Ross Dunn and John Duncan beat her by inches, as the cars finished 3 abreast.

RACE 2 In race 2 Ross Dunn led as Ryan Smith was slow away and fell to 4th by the first corner.

Five cars ran nose to tail at the front of this race. Then after a mid race safety car period, to allow marshals to retrieve a car that had gone off the road, Finlay Brunton who was 5th dropped off the leading bunch.

John Duncan took over the lead on lap 6, but with a lap to go Ross Dunn regained the lead, and won this 10 lap race by a tiny margin of a quarter of a second from John Duncan. Emily Glanvill had her first podium finish with a good 3rd, just a second back.



ROSS DUNN

SCOTTISH LEGENDS CARS CHAMPIONSHIP

Scottish Legends Cars Championship for small race cars with 1250cc motorcycle engines has lots of action packed racing.

Legends Cars grids are drawn at random for heat 1, but reversed in heat 2. Then in the Final, the day's top points scoring cars start at the back of the grid.

HEAT 1 The day saw three different race winners. Heat 1 went to John Paterson who grabbed the lead from defending champion David Hunter with 2 laps to go, and just beat Hunter to the finishing line. There had been 5 cars running nose to tail at the front. David Newall had been 4th but took 3rd at the final corner on the last lap, as Steven McGill ran wide and fell to 5th behind Stewart Black.

HEAT 2 David Newall led all the way and won by a huge distance for Legends or just over 4 seconds. David Hunter chased him home holding the gap steady from lap 2 when a couple of cars went off, including former champion John Paterson.

So Michael Paxton took 3rd after Stewart Black retired with a puncture.



DAVID HUNTER

FINAL In the 10 lap final, Steven McGill led until lap 3 when John Paterson took over at the front, but David Hunter was going well and after starting 10th he moved through the field and was 2nd by lap 7.



DAVID NEWALL

He closed a second gap to Paterson and took the lead on lap 9, then eased clear as Paterson was under pressure from McGill, who finished a close 3rd.

SCOTTISH SALOON AND SPORTSCAR CHAMPIONSHIP (SUPPORTED BY ECU MASTER)



ANDY FORREST

In Scottish Saloons and Sports Car Championship there was huge 29 car grid.

Andy Forrest in his newly acquired Radical sports racer chased early leader Ron Cumming's Nemesis kit car. They were close then Forrest was hit by a slower car at the hairpin as he lapped it on lap 6, and he spun, restarting 5th.

Leader Ron Cumming stopped on lap 9 so Paul Brydon then led in his BMW M3, but only for a lap. He was soon passed by Greig MacArthur in a Radical, then a safety car period bunched up the field as 2 cars had gone off the road.

When racing resumes after the safety car pulled in, Andy Forrest closed on MacArthur and regained the lead with just 2 laps to go. He took a good win in his new car. Paul Brydon took 3rd and was first saloon home, ahead of David Headen's Caterham sportscar.

In the **GOLFMECH GLOBAL GT LIGHTS** class, 11 of these small, open sports racers battled having started after the main grid. Conor Farrell won from James Thompson after a keenly fought race, where 4 cars ran close at the front for much of the race.



GOLFMECH GLOBAL GT LIGHTS GUEST CLASS

RACE 2 Forrest led all the way, as Ron Cumming who started 11th fought past the other cars and was 2nd by lap 5, demoting David Headen at the first corner. He eased away from Headen, but Forrest was well up the road and wasn't going to be caught.

MacArthur came up into 3rd mid race in his Radical leaving Headen 4th. Top saloon was Championship leader Will Robson with his Focus RS in 5th.

RACE 3 Cumming led from the start and was never headed. He was well clear when a safety car period closed up the field, as they followed the safety car.

MacArthur took 2nd with David Headen's Caterham 3rd as the race finished behind the safety car, as a car was still off the road and in the barriers at the 3rd corner. The Global Lights battled hard in races 2 & 3 with 4 or 5 cars disputing the class lead.

Connor Farrell won race 2 from Jake Byrne while in race 3 it was Jake Byrne who won the class from Peter Dreennan. They were close finishes each time.

SCOTTISH CLASSIC SPORTS AND SALOON CHAMPIONSHIP



ALASTAIR BAPTIE

Scottish Classic Sports and Saloons Championship saw three wins for the 1973 MGB GT V8 of defending champion Alastair Baptie.

RACE 1 Alastair chased the big Rover SD1 of John Kinmond. The Rover led for 5 laps before Baptie blasted past and ran away to win. Kinmond finished 2nd well ahead of the Lotus Europa of Bruce Mitchell. Craig Houston took a good 4th with his Lotus Excel.

RACE 2 Baptie led from the start and was miles clear by the flag. John Kinmond failed to start so Bruce Mitchell held 2nd all race.

The fast Mini of William Conway started quickly and was 3rd early on before class A rival Mario Ferrari went past in his Alfa Romeo Coupe. They finished in this order.

RACE 3 Alastair Baptie again led all the way. John Kinmond started 9th but was in 3rd on lap 1 with his Rover, and demoted Bruce Mitchell a lap later. He then pulled away from the rest in a safe 2nd.

Mitchell dropped to 4th behind Craig Houston's Lotus, but regained 3rd at the hairpin on lap 5. Houston dropped back to 5th on lap 7.

Mario Ferrari had moved up to 4th after spinning with Conway's Mini on the opening lap, he recovered well. Mario Ferrari put pressure on Bruce Mitchell late in the race as the rain helped his front wheel drive Alfa Romeo keep up with the light Lotus.



BRITISH SUPER KARTS GUEST CHAMPIONSHIP

THE BRITISH SUPER KARTS had good sized grids and separate races for 125 and 250 karts.

In the 125cc races, Sam Moss won race 1 from Alan Crossen, but Liam Morley won races 2 & 3 from Lee Harpham and then Matt Robinson.

The faster 250cc Superkarts had busy races with plenty of dicing throughout their races. Race 1 went to Andy Bird from Carl Hume. Race 2 Bird won again with Hume less than half a second behind. Race 3 had a new winner as Tom Rushforth, who beat Hume by over 5 seconds in a race where 7 karts retired.



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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

THIS MONTH'S FEATURED PHOTOGRAPHER:



DEANA BROWN

DJB PHOTOGRAPHY

In the Women on Track feature, we will be hearing from Deana Brown of DJB Photography who has been an avid follower of the Scottish Motor Racing Championships since 2009.

Deana, who enjoys spectating each SMRC weekend, captures the thrills and spills on her Panasonic Lumix camera and posts her images online. All the drivers now look forward to seeing her action shots on her Facebook page, DJB Photography, following each race and her photographs go a long way towards helping the drivers promote their sponsors and populate their own social media channels.

Deana, who is only 16 years old, also supports the team in WheelsAround where she helps with the sale of tyres for the various SMRC championships. Deana's loves being part of the action in the SMRC paddock and sees it as a brilliant addition to her CV!

"I LIKE BEING IN THE SMRC PADDOCK BECAUSE EVERYONE LOOKS OUT FOR ME AND MAKES ME FEEL AT HOME - I CAN'T GO FROM ONE END TO ANOTHER WITHOUT STOPPING TO SPEAK TO PEOPLE!"

#WomenOnTrack





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THE LIFE OF A SCRUTINEER

WITH KATRINA HAY



Officially, I am very new to the Scrutineering world, having only qualified for my full license earlier this year, but in the grand scheme of things I have been involved in motorsport for most of my life. When I was six years old my Dad, Gordon Hay, started training to be a Scrutineer, and a few years later my Mum, Linda, followed suit.

Places like Knockhill Racing Circuit soon became like a second home to me, and it wasn't long before I was following my parents around as they did their work, helping out and more than likely getting in the way as I did so! It was interesting to be going to such a wide variety of events each year, and it soon became second nature to be surrounded by the sights and sounds of a motorsport event.

Having the whole family involved in motorsport like this sparked my interest in cars, and it quickly grew until I ended up signing up for my own trainee Scrutineering license once I was old enough.

A lot of Scrutineers at local events already knew me through my parents, and were all very encouraging when it came to me getting my license. They were keen to help me out and teach me everything I needed to learn, and were happy to have me along at events to work alongside

them. Regular faces like Renny Thomson and Willie Greig (both of whom have put up with me for a lot longer than either of them are probably willing to admit!) were a big help throughout my training, helping me work through the modules and making sure I had the right knowledge to get the job done.

Now that I've completed my training, I've been lucky enough to have become a regular on the teams at both SMRC and KMSC events, with Knockhill steadily becoming my second home again. Both clubs are made up of friendly staff and have busy calendars of entertaining events that they run each year, it's been a great experience to work with both of them.

Working at the events certainly keeps me busy as there is plenty to be done each day. As a scrutineer, the weekend always begins with the team checking all the cars that will be competing; ensuring all their kit is up to standard and working correctly, and making sure the competitors will be as safe as possible whilst out on track (The completing of this first task being swiftly followed by an all-important coffee break, of course!).

Once the cars are out on track it's all down to communicating with the other officials on site, from the marshals to the team up at race control,

making sure everything is running smoothly, and helping iron out any issues as soon as they crop up. On top of helping with the general running of the event, scrutineers are always on hand throughout the day to help support competitors. They always know where to find us if they have any queries or issues, and we're always happy to help them out with anything we can.

The great thing about working in motorsport is how friendly it is. It's more than just working with the cars, it turns into a social event. From the competitors and marshals all the way through to the event organisers, everyone is very welcoming, and it makes it a pleasure to be there.

All the way through my life, from tagging along as a child, going through my training and now as a fully qualified Scrutineer, I've always thoroughly enjoyed attending events. You're all there because of the love of the sport, and it's not unusual to hear people referring to the regular faces at an event as being their 'motorsport family'. As great as it is seeing so many familiar faces each time, it's also encouraging when new faces pop up. Be it as a volunteer, official or competitor, it's always good to add more people to the teams, to keep the sport growing and introduce more people to it.

Although I am fresh out of my training, I hope to keep it up for years to come as I really do enjoy doing it. I'm happy as I am for now with my Scrutineering and Environmental licenses, but in the future (When I'm feeling a bit braver!) I'd love to get back into training and upgrade my license again to National level and get a bit more involved in the running of events.

Motorsport is an incredibly fun sport to be involved in, whether you're attending as a spectator or there as part of the team, but it is so interesting to see what goes on behind the scenes to keep these events running smoothly. I feel very lucky to have had access to that sort of knowledge for so many years.

LADIES DAY ROUND UP

BY EMILY GLANVILL



This season we launched our new Women on Track campaign with a goal of celebrating the range of existing roles females play within the club whilst inspiring more women to get involved.

#WOMENONTRACK

Sunday's Ladies Day event saw women receive an exclusive behind the scenes tour of Knockhill, enjoy a guided lap of the circuit during lunch break with one of our SMRC lady racers and go wheel-to-wheel in a special go-karting session with coaching from championship winning racing driver, Carol Brown.

At our Women on Track information point located in the Paddock Café, you could find a range of stalls including a nail bar, Rock 'n' Rose Aromas and Herbalife, as well as all the information you need to take your first steps in motorsport.

The day was a huge success with nothing but positive feedback. The event has already boosted the female engagement in the club with 5 new women already signed up for either a club membership or taster session but the day has no doubt inspired many others.

From drivers to marshals, scrutineers to photographers – we have lots of wonderful women working behind the scenes in the SMRC. Regardless of your experience, there really is a role for everyone.

Please don't hesitate to contact me at EMILY@SMRC.CO.UK to find out how you can get involved.



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FORMULA FORD IN SCOTLAND: 50 YEARS OF ACTION

BY GRAHAM GAULD

THESE SINGLE SEATER RACING CARS HAVE ENCOURAGED HUNDREDS OF DRIVERS TO TAKE UP PURE RACE CARS IN SCOTLAND SINCE THE CHAMPIONSHIP STARTED AT INGLISTON CIRCUIT, IN THE HIGHLAND SHOWGROUND NEAR EDINBURGH AIRPORT.

The introduction of Formula Ford to the UK in 1967 was a true attempt to offer a proper racing car at a reasonable price, at a time when Formula Juniors were becoming quite expensive.

In the beginning, here in Scotland, John Romanes, who ran Scotcircuits, had decided to run a series of races for the more Continental Formula Vee cars, powered by Volkswagen engines and a number of races were held during 1967 and 1968 for Formula Vees, where people like Gerry Birrell had their early taste of single seaters driving them.

However, by the end of 1968 the writing was on the wall, Formula Vee was out and Formula Ford was in.



Cameron Binnie locks up a brake for the hairpin at Ingliston with Colin Harper and Louis di Resta right behind.



David Coulthard on the dummy grid being helped by David Leslie Senior.

At the beginning in the 1969 season there was a strange bag of cars, but already young drivers like Gerry Birrell were showing talent, and with his pals of Scuderia Centro Scot he ran in some of the early races. This led to his famous link with Irishman John Crossle where he did some testing at Kirkistown for John, and came up with the idea of using Avon tyres. This proved to be a winner and he was on his way. The man who impressed at Ingliston to begin with was, however the quiet spoken and retiring Donald McLeod. He was to go on to be the only Scot ever to win the major Formula Ford race in those early seasons, the Formula Ford Festival at Brands Hatch.

The Formula really caught on in Scotland, and it brought in a lot of new talent, some of whom went on to greater success. For example there were two early Ingliston Formula Ford drivers who also occasionally raced in the South, but who became better known by the performances of their sons. The first was George Franchitti and the second was Louis di Resta. Both were winners and their enthusiasm was later passed on to their sons Dario and Paul.

Throughout the 50 years of Formula Ford in Scotland there were some outstanding champions. Tom Brown, for example, not only bought good cars, but raced hard both here



Vic Covey Snr gets slightly out of shape with the new PRS, the first racing car designed by Argentinean Sergio Rinland, who later went on to design the Sauber Formula 1 car.



Donald McLeod driving the Lotus 69 FF at Ingliston in 1971. The only Scot to win the Formula Ford Festival.



Allan McNish kerbing it at Knockhill during his season with Formula Ford and his Van Diemen.

and down South. He was a multiple champion in the '80s and won the Scottish championship many times. His great challenger in the 80's was Cameron Binnie who just lived across the border, but he too became a multiple champion.

You did not need to buy a brand new car to be a winner and sadly we recently lost one of the great enthusiasts Geordie Taylor, who could beat anybody even though he never had the latest car.



Geordie Taylor in action faster than most of the drivers with more modern Formula Fords.

When it comes to Formula 1 two obvious names stand out who cut their teeth in Formula Ford at both Ingliston and Knockhill, are David Coulthard and Allan McNish. Ironically both of them in their early days were run by David Leslie Senior, whose son David Leslie not only raced Formula Ford at Ingliston, but went on to much greater things in International GTs and British Touring Cars.

John Romanes who ran Ingliston back then was enthusiastic in promoting Formula Ford, and during his time we reached a stage where two races and occasionally a final had to be run, in order to give everyone a race. Not all of those cars were new, and in fact one of the earliest

Lotus 51's that was actually built when Colin Chapman had taken an order from Jim Russell for his new racing school. After having a hard life it was bought by Archie Boyle who was one of the most impecunious drivers around, and when he was finished with it, I bought it for my own son Lance Gauld to race.

By that time it no more looked like a Lotus with different fabricated body parts, but after a year or two we wanted to upgrade to one of the new PRS cars designed by the Argentinean engineer Sergio Rinland. The PRS was one of two bought brand new by well known advertising man and racer Vic Covey, (whose son now races Mini Coopers) and the other by his friend Alex MacDonald, and they ran a two-car team called Reflex Racing in 1981 sponsored by Canon copiers. They pulled out at the end of the season, and we bought one of the cars. I remember

telephoning Sergio Rinland for some advice and he offered to fly up to Ingliston for Lance's first race with it, so he had the designer as his race mechanic that time. Later on Rinland became famous as a Formula 1 aerodynamicist and designer and designed one of the Sauber F1 cars.

It is hard to believe that it is actually fifty years since the first Formula Ford race took place in Scotland, and looking back on those 50 years I wonder what motor racing in Scotland would have been today without it. There is no doubt that it was the stepping stone, for those who chose to move forward, to greater things but for the majority it brought proper competitive single seater racing to Scotland, and for that we must be grateful to Ford Motor Company. They had the right idea back then.



As part of our 50 Years of Scottish Formula Ford Celebration, we invited some of our former champions along to this event, here they are together on the grid.

GRAHAM BRUNTON: MR SCOTTISH FORMULA FORD

BY KEVIN PICK

GRAHAM BRUNTON HAS RACED FORMULA FORD (FF) CARS AND NOW RUNS A MOTORSPORT BUSINESS BASED AT KNOCKHILL, BUT HIS TRUE PASSION IS WORKING ON RACING CARS AND GUIDING TALENTED DRIVERS TO CHAMPIONSHIPS. HIS TEAM, GBR, IS SUCCESSFUL AND HAS HAD 18 FF TITLES, EITHER FULL CHAMPIONSHIPS OR NEWCOMERS CUPS, SINCE THE EARLY 90'S.



Graham Brunton



Ross Martin, twice FF Champion.

Graham started by working on FF cars of Peter Rose in 1982, then Stewart Roden in 1984. But Graham then competed himself in hills and sprints before racing in FF. In 1988 he had a Van Diemen RF85 racing it in Scotland and at the International FF Festival at Brands Hatch. The following year he bought the '89 Scottish Championship-winning Colin Harper car at the end of the season, 'after mortgaging the house', and took it to the FF festival. "I was very average but I got punted off in both '88 and '89 at the festival, although I shared the grid with Schumacher at Brands in '88, and Coulthard in '89 at Inghliston and Knockhill, and then that was it for me racing."

He then said, "My brother Alan raced motorbikes in the late '80s, then he bought a Formula Ford. I prepared the car and Alan won the Scottish Newcomers in 1993. We then went south and he won the Champion of Mallory Park Championship in 1995. At the end of '95 the car was sold to Barry Horne. Team GBR then ran him '96-'98 in national FF."

There was a change in 2000 and Scotland went to the Zetec engined cars. GBR ran three Champions. "We had Alan Kirkcaldy who won two titles, as well as Joe Tanner and Stewart Thorburn who also won a Championship each

during the 2001-2005 Zetec years. After 2005 grid numbers dropped and the SMRC ran Formula Phoenix a libre style class for single seaters. But then the club went back to FF 1600cc Kent engine cars. This proved popular', enthused Graham.

Grids shot up to be regularly in the late teens with a high of 22 cars racing. The first winner of the 2nd Kent engine era was Angus Geddes. GBR set up Rory Butcher's car in the year he won the title, then more championships followed with Craig Brunton, Ciaran Haggerty, Adam Mackay, Neil MacLennan and Ross Martin (twice).

Graham said, 'over the last few years I always prided myself on developing new drivers. Lots of people run cars, but we take youngsters who often haven't raced cars and coach them into Champions. I enjoy this way more than I did driving. Over the last 25 years the quickest natural young driver we've seen is Ciaran Haggerty, while close to him was Ross Martin though he had experience in F4 cars, while Ciaran hadn't driven FF cars.'

FF also throws up some surprises. Kenny Thirlwall was a multi Champion in the Scottish Mini Cooper Cup, and switched to FF. Graham said, 'He won the Scottish title in 2011, and his

father said it was the cheapest season they had ever done in motorsport. Kenny went off to race bikes which he still does.'

Graham noted, 'I think we've proved that even Scottish Formula Ford can be a stepping stone in motorsport. Ciaran Haggerty and Adam Mackay both went on to race in British GTs. Johnny Adam raced FF in 2003 and won the Newcomers Cup. He has gone on to race factory Aston Martins, win Le Mans GT class and be 3 times British GT Champion'. Graham then said 'I prepared Johnny's car in the week, and his dad ran him at weekends.'

'I always maintain to people that if you look at the names that raced in FF. Allan McNish, David Coulthard, Rory Butcher, Johnny Adam, David Leslie and also quick club drivers like Tom Brown, it's an historically important Championship. It produces Champions that can race anywhere. I'm sure Rory Butcher will say his time learning about pushrod suspension and mechanical grip in FF helped him up the motorsport ladder (he's now racing in Touring Cars).'

"Then there is Graham Carroll who won the FF title, but is now a professional car race gamer and drives for the Red Bull team."

"Formula Ford is a great stepping stone, and drivers learn how to be quick", said Graham.



Ciaran Haggerty became Champion then raced in British GTs.

THE LATE GREAT DAVID LESLIE



GRAHAM BRUNTON ALSO SPOKE TO US ABOUT THE LATE, GREAT DAVID LESLIE...

"David Leslie was a really good single seater driver, and the July race meeting remembers him. He and his father ran and mentored Scottish Drivers in Formula Ford such as Allan McNish (3 times Le Mans winner). David raced and won races in Scotland, but won FF1600 titles in England. He also raced in FF2000 which was the wings and slicks version of FF in the late 70s and early 80s. David was a double champion in FF2000. He also did development work for the Swift FF factory racing their cars up here. He won the 1979 FF2000 Championship, then went on to Formula Atlantic a more powerful formula where he won both Scottish Libre and the National Championship in the same year.

People remember David for Touring Cars where he won races, but this was years after he had raced in single seaters then moved on to International GTs with teams such as Ecurie Ecosse. He also raced many times at Le Mans. He would drive anything and was quick." said Graham

Your Editor, Kevin Pick, remembers watching David race several times at the Le Mans 24 hour race, and taking the C2 class lap record in the mid 80s for Ecurie Ecosse. David was made an honorary member of the SMRC, an honour bestowed on him in 2006 at the annual SMRC Dinner, when I was Club Chairman. We lost David in an air crash back in 2008, he was still racing that year, and his father David Leslie snr who also mentored drivers and ran cars in FF passed away in 2011.

Hugh McCaig, patron of Ecurie Ecosse, was one who recognised Allan McNish's talent very early on and it was no surprise when McNish raced his Van Diemen in Ecurie Ecosse colours, but run by David Leslie Senior.

David snr was then called upon to help another young Borders driver in his racing career, David Coulthard. It was David Leslie snr who efficiently worked with David Coulthard in his early career in Formula Ford.

Coulthard went on to star in Formula 1. He was to do the very same thing for his next new star, Dario Franchitti who went on to win the famous Indianapolis 500 race in USA three times.

The Leslie's helped coach and develop Scottish talent and run their cars in FF. So July was also a tribute to their legacy.





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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

MAY 25TH**KIRKISTOWN, NORTHERN IRELAND****THREE CHAMPIONSHIPS WENT TO NORTHERN IRELAND TO THE QUICK KIRKISTOWN CIRCUIT. IT WAS A SATURDAY RACE DAY AND RACING WAS CLOSE AND COMPETITIVE.****CELTIC SPEED SCOTTISH MINI COOPER CUP**

The Mini Cooper cars had 3 standalone races with 21 cars on the grid. This saw two victories for Championship leader Robbie Dalgleish in races 1 and 2. Then Championship frontrunner Michael Weddell got his first victory of the year in race 3, after a DNF in race 1 and then 3rd in race 2. Vic Covey Jnr showed continued good form since returning. The former champion had a fourth in race 1, then two 2nds in races 2 & 3. Five cars suffered DNFs in a race 1 melee but thereafter the racing was reasonably incident free in races 2 & 3.

Mark Geraghty got 2nd in race 1, while front runner Ian Munro was a DNF. Douglas Simpson took 4th and 5th in races 1 & 2. But it was Joshua Hislop who also stood out with a brace of 3rds in races 1 & 3 and a 6th in race 2. His best results so far, and first podiums of 2019. Robbie Dalgleish took 4th and more valuable points in race 3 as the top 4 were covered by less than 1.5 seconds. Robbie was chased home by Ian Walsh and Simon Holdness who rounded out the top 6.

In the Mini Cooper Newcomers Cup there were new class winners. David Green took two class wins and then Neil Methven also had a class win in race 3. The Ladies Cup had two wins for Ashleigh Morris and one for Fiona Kindness. The races were well supported and entries were subsidised, thanks to Celtic Speed. Race winning margins were tight. Race 1, 0.85 secs, Race 2, 0.71 secs, Race

3, 0.35 secs, so it was close. But Robbie Dalgleish extended his championship lead, and has now won 7 of the 9 races run so far.

FIESTA ST CUP AND MINI COOPER S CUP

Unusually the one qualifying session set both grids. The drivers fastest time was used for race 1 grid places, and their second fastest time used for race 2 grid.

The two combined Fiesta ST Cup and Mini Cooper S Cup raced along with local Libre saloon cars.

Race 1 saw Oly Mortimer hold off fast-starting local BMW 330s and pull out a lead, after Jock Borthwick stayed with him for a couple of laps. Paul Wilson started from the pits and raced through the field to be 2nd in the Cooper S class and 3rd o/a. But 3 cars including double Champion Oly Mortimer were all DNFs, Oly with a crankcase pulley problem, so

Jock Borthwick came home 2nd overall behind a local Seat Leon Cupra that passed him when he slowed, as Oly had also slowed.

So Jock took his first win in the class, and this broke Oly Mortimer's 100% win record, stretching back to when this cup started in April 2017. Paul Wilson was 2nd in the Cooper S Cup. Stuart Buchan Cooper S was also a DNF in race 1.

Oly Mortimer put it right in Race 2 with a dominant performance, winning by over 6 seconds after starting on pole again. This time Paul Wilson stayed with Oly for 3 laps, then Oly pulled away. He was using 6th gear on the long straight and probably doing 130mph. Oly took both the outright victory and the class win, followed home by Paul Wilson in another Cooper S, as the local cars were beaten. The local Seat was 3rd o/a and then came the Mini Cooper S of Jock Borthwick, 3rd Mini and 4th overall. While Stuart Buchan got home 8th and 4th in class. Top local BMW 330 was 5th o/a.

In the Scottish Fiesta ST Cup young Jack Davidson did the double, winning the class twice and by a few seconds. He was also 10th o/a in race 2, behind the Cooper S cars, Seat and BMWs. Veteran Peter Cruickshank continued his good away form with two fine ST 2nds. In race 1 Peter beat Russell Morgan who was 3rd, by just under a second, with Ryan Stirling 4th. Race 2 it was Lorn Murray taking a fine 3rd – a best result so far – just over a second behind Peter. Russell Morgan getting 4th this time.



MAY 25TH & 26TH
ANGLESEY, WALES

IT WAS BACK TO WALES IN MAY, AND A DOUBLE HEADER FOR THE SCOTTISH LEGENDS CARS CHAMPIONSHIP.



SCOTTISH LEGENDS CARS CHAMPIONSHIP

The Scottish Legends Cars had six races, and the field was 11 cars – enough for keen racing.

In round 3, heat 1 was shortened to 9 laps, while heat 2 did 10 laps before a 12 lap final. John Paterson won heat 1 and the final, while Stephen Whitelegg took his first Scottish race win in heat 2. Steven McGill and David Hunter took the podium spots in heat 1, as Dave Newall and Keiran Beaty did the same in heat 2, with Dave Newall and Stephen Whitelegg on the podium in the final as 2nd and 3rd. The closest finish was heat 2 as John Paterson beat Dave Newall by less than a second, other races seem to spread out a little.

Unusually, John Paterson and Michael Paxton were DQ due to a technical reason in heat 2. The two top scoring drivers

were Stephen Whitelegg with 530 points and Dave Newall with 520 points.

In round 4, heat 1 was taken by Steven McGill from Stephen Whitelegg and David Hunter. In heat 2, John Paterson was back winning and by over 6 seconds from Dave Newall and Steven McGill, as David Hunter was a DNF. The 12 laps final was won by John Paterson. He was 2.5 seconds clear at the flag of Dave

Newall and in 3rd was David Hunter. Two more drivers were DQs in this race, Ivor Greenwood and Keiran Beaty. Top scoring drivers were John Paterson with 550 points, Dave Newall with 530 points, and Steven McGill with 520 points.

After the weekend Steven McGill led the Championship by just 15 points from Dave Newall. John Paterson 3rd overall 95 points behind the leader.



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THE FATHER/DAUGHTER RACING DUO

GLENN ALSO SPOKE WITH ANDY AND HAZEL PATERSON, THE FATHER AND DAUGHTER WHO ARE CURRENTLY RACING IN THE SPORTS AND SALOON CAR CHAMPIONSHIP...

GA:-Thanks for taking the time to talk to us. Your story is quite unique – where does the family's love of motorsport come from?

AP: I blame my mother, she was always a speed demon in her earlier years, it must be genetic, as I & my 2 brothers are currently or have raced over the years. Roddie Paterson has been out in the past years in S&S with his very fast Caterham, though that's currently being rebuilt & I'm looking forward to being out on track in 2020 with him. Hazel has grown up around modified cars & inherited the speed gene.

HP: I've loved motorsport for as long as I can remember. I've grown up with my dad and uncles racing and was introduced to Knockhill Racing Circuit at an early age, I've always been surrounded by petrolheads and the racing community.

GA:- So you both compete in the B3 class, what's it like being competitors but also family? Does it cause any arguments over the Sunday dinner?

AP: I think it's the best of both worlds, it generates a lot of conversation & deep discussion at the dinner table, not to mention some good humour about each other's driving talent or lack thereof. You also have to throw into the mix that Hazel's fiancé, Nathan Dickinson is also sharing the car this year, so there is honour at stake between the two of them who can do the fastest lap of the year.

No arguments yet, but that may come if there has been any panel rubbing during a race!

On the subject of dinner, I have promised Hazel & Nathan a steak dinner at Miller & Carter if either of them beats me, which could well happen as I am having to run a standard engine for the rest

of the season and will lead to some close battles in B3 but as this is Hazel and Nathan's first year of racing and they are both building on race craft & experience, I'm hoping "the old man" can hold them at bay.

HP: There's been no arguments over the family dinner 'yet', but we do have in depth conversation about competing and love to critique each others driving. It's amazing to share this experience with my dad and my fiancé. I certainly couldn't compete in such a reliable car without their knowledge and commitment. Most people have quality family time over a meal or event, but not us, ours is building cars and analysing our racing footage.

GA:- Why did you choose the Sports and Saloons? Are there any other classes that interest either of you?

AP: S&S allows a freedom to develop the car as the rules are very open, my main challenge for me is to get a faster lap each race, though in reality sometimes you end up with a backward step but that's the learning curve. B3 is a great starting point with small engines, relatively low horsepower & demands that driving skills are honed to learn carrying corner speed whilst allowing for the car to be modified to driver's personal preference.

I'd possibly do classics in years to come, their invitation class will still allow a modified car to compete & I do have a 1965 mini sitting in the garage as a retirement project.

HP: I could not agree more. The main reason I have chosen Sports and Saloons is so I can compete in B3 class in my first year of racing and gradually work my way up the classes as I become more experienced. I love the Sports and Saloons community and the variety of cars that compete. I would love to

compete in the Minis as the close racing is so enjoyable to watch and it would be great to have a guaranteed race with other competitors each meet.

GA:- For spectators that haven't been along to Knockhill – how would you sell it to them? In Particular what does the Sports and Saloons have on offer that the other championships don't?

AP: S&S is a showcase for the fastest highest power cars you are going to see on track in Scotland, but also allows for almost any car to take compete which gives you a full spectrum of cars to see.

HP: With a huge range of cars and classes to watch & enjoy, there is something for all interests and ages at Knockhill. If you've never experienced it, you should. The thrill of watching the close racing on track or routing for your favourite car is one that you won't find anywhere else. The Sports & Saloons Championship offers some of the fastest and high power cars that look absolutely stunning and appealing to many individuals, with every car being unique.

GA:- Round 3 is the normal layout – after the Reverse Direction Round 2 – what do you both prefer? What are your favourite corners at Knockhill?

AP: I like both, each has its own challenge. Reverse direction, coming over the top of Duffis Dip without lifting, the brake test into the hairpin downhill are great. Normal direction, McIntyres, my favourite overtaking spot, beware Hazel, dad coming past.

HP: So far I've only competed in reverse direction as we've entered the car in a group entry for myself and my fiancé 'Nathan Dickinson' who competed in round 1 which was normal layout. I love both layouts but I would say I'm much more out my comfort zone in reverse direction. My favourite corner in

normal direction is Duffis and in reverse direction is Clarks.

GA:- If you could drive one car on one track what would it be, where and why?

AP: Bathurst without a doubt, car wise either a V8 Holden or the Australian Improved Production class cars. I like the idea that the cars still need to be driven, no modern driver aids, as for the circuit, it's a great mix of corners & straights that demands full driver commitment, as a mistake can have a high penalty, plus it gives all the different types of cars their own chance to shine in various parts of the lap.

HP: For me it would be an M4 GTS as it's my dream car. I would love to experience the Nürburgring because it's the longest track in the world. I think it would be a challenge, but incredible to drive.

GA:- What would advice would you give to people who are considering starting out in motorsport in Scotland?

AP: Get a car & get out and compete, start with a small engine car, learn the art of driving & carrying corner speed & progress from there. You'll get a race with someone & the racing is what it's all about.

HP: I totally agree. It doesn't matter if you have the slowest car on the track to start with, you will still have so much fun and become part of a great community, which is really what it's all about. I would say follow your instinct and go for it, we've all started somewhere and the feeling of an overall win, class win or even a personal best lap-time is unbeatable.

GA:- Thanks for taking the time to talk to us, we wish you both the best for the remainder of the 2019 season.

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SUPERFAST SCOTS

BY GLENN ALCOCK

Scotland – usually the underdog in world sport. So often renowned for clutching defeat from the jaws of victory, a country where football is so loved, yet our national team has enjoyed very little success. Yet there has always been one sport that we have truly excelled at... Motor Racing.

What is it about this little country that produces such great stars as **Jim Clark, Jackie Stewart, Colin McRae, Allan McNish, John Cleland, Dario Franchitti, David Leslie, David Coulthard**... the list goes on and on?

A question I regularly get asked is, “**who’s the next big star to look out for?**”. People want to know who the person to continue our legacy in world sport will be. The truth is, this is a very hard question to answer and not for a lack of talent; quite the opposite actually. The Scottish Motor Racing Club has a huge part to play in this too, nurturing and providing a platform for this talent to shine and grow before moving up the ladder. In each issue of “Wheelspin” I will mention some of the current stars and who to keep an eye on for the future.

This is by no means a comprehensive list of who to keep an eye on, and with each issue I’ll give you a little bit of info about more of the great Scottish drivers currently racing.

The thing to remember, is that the next big star might not yet be racing. Maybe you’re reading this issue of “Wheelspin” having not competed yet, and that big star might be you. It’s extremely important to come along to Knockhill and support all the drivers and Championships, as we’ve got a lot to be proud of in our motor sport history, but we also need to think about its future too.

1. **Rory Butcher**



Rory has been having an incredible season in the BTCC and it’s been great seeing Scotland right at the top again, with both Rory and Aiden Moffat reminding me of the days of John Cleland and David Leslie. Rory has had a great season, and was joint Championship leader alongside Colin Turkington at the end of May. He and Aiden both raced in the SMRC’s Celtic Speed Scottish Mini Cooper Cup and Rory was Scottish Formula Ford Champion back in 2009. Aiden also made history as the youngest ever BTCC driver in 2013 aged 16 years, 10 months and 28 days old.

2. **Jonny Adam**



Jonny, the 2017 Le Mans GTE Pro Winner, is currently partnered with the incredibly fast Graham Davidson in the British GT Championship racing for Aston Martin, in their Vantage GT3. They recently dominated the Donington round in June leading from lights to flag and will be a formidable force over the rest of the season.

Jonny raced in Scottish Formula Ford and Graham Davidson was a late starter in motorsport starting in modified road cars in Super Lap Scotland, before racing with the SMRC.

3. **Sandy Mitchell**



Sandy is proving very impressive after moving from British GT racing to the Lamborghini Super Trofeo Series and Blancpain GT.

He recently scored two podiums at Watkins Glen in June. Sandy won the SMRC Ecurie Ecosse Hubcap back in 2016, as he was recognised as the most promising young Scottish driver emerging.

4. **Gordie Mutch**



Speaking of promising young Scottish drivers, I’ll finish by talking about 17 year old Gordie.

Gordie was also recognised by Ecurie Ecosse and supported by their Young Drivers Initiative. He’s currently racing in the Ginetta GT5 Challenge with Fox Motorsport, and has had a very successful 2019 season.

He won at Donington in June and is regularly featuring on the podium.

TEAM INSIGHT / CLOAN MOTORSPORT



THIS MONTH FOR 'INSIDE TRACK' I'M CHATTING WITH ADRIAN HALDANE, THE BOSS OF CLOAN MOTORSPORT WHO RECENTLY GAVE ME MY FIRST TASTE OF COMPETITIVE SINGLE SEATER DRIVING IN SCOTTISH FORMULA FORD.

GA: Adrian, first of all thanks for giving me the opportunity to get out on track in the Formula Ford. Can I start by asking how Cloan Motorsport came about?

AH: You are very welcome; can I say before we start that the team and I were very impressed with your times, especially with the little time you had out on circuit for testing! Anyway, to answer your question. I was involved in motorsport in the 1990's and 2000's running cars in Formula Ford, F3 and privateer Super Touring Cars in the BTCC with ADR Motorsport. I had a 13-year layoff and then had an accident damaging my knee in 2016. Graham Brunton of GBR fame asked me to help at the Walter Hayes trophy race at Silverstone Running Bas Leinders, and I suddenly realised what had been missing from my life. In 2017, Cloan Motorsport became a reality.

GA: You are currently running cars in Scottish Formula Ford and The Celtic Speed Mini Cooper Cup. They are both very different machines with a very different, yet equally exciting racing experience, what challenges do you face with the two different cars?

AH: Both cars are very different animals to engineer. The Mini is basically a road-going race car, with very little that the team can do compared to the Formula Ford, which has almost infinitesimal suspension adjustment. Whereas on the Formula Ford, because all the tolerances are so much tighter, it needs a completely different repair strategy. Stripping it back to a bare chassis checking all the suspension pickup points whilst cleaning the car. Then the vehicle dynamic set up is much greater considering making sure there is no bump steer, the rake and drop of the car is correct and finally that the corner weights of the car dependent of the circuit, are within 2kg off each other.

GA: What do you like the most about the two different series?

AH: As I said earlier after a 13-year layoff, I realised that racing is in my blood! I can't survive without some sort of competition in my life! I love the depth with the Formula Ford car setup. Pitting your engineering skills against your fellow teams to eek out a couple of tenths of a second per lap. On the Mini front, yes, there is more adjustability on a Celtic Speed Scottish Mini than there is on a Mini challenge car, but predominantly you need to be a mechanic, so they both have different challenges.

GA: We're currently celebrating 50yrs of Scottish Formula Ford. It's always been a platform for showcasing great talent. How important is it that we support this series and get more cars on the grid?

AH: Formula Ford is an extremely important series. It is the 1st stepping stone from Karts into a proper out and out race car without wings. This is my opinion the number one place to start for drivers. As it is a formula without a great deal of horse power, but is great for learning how to set up the car with mechanical grip rather than aerodynamic grip, thus when you move up to the formulas with wings you have an understanding of how to go quick without dialling too much aero and losing straight line speed!

GA: What is the atmosphere like running a team at Knockhill? How do you get on with the other competitors?

AH: I love Knockhill. The atmosphere between teams is awesome. If you have a problem, then someone will always be there to help in some way.

GA: You're running the incredible David Birrell in the Mini. David lost both his legs in an IED explosion in Afghanistan and is a remarkable man. He is driving an unadapted vehicle with his prosthetic legs and is very competitive. His goal is to compete at Le Mans. What has it been like working with him?

AH: Davie is amazing and an inspiration to others. Nothing seems to get him down. He has proven that if you want something that means that much, then nothing will stand in your way! I would love to see him reach his goal of Le Mans, it would be a very special moment!

GA: Scotland has always produced great motor racing talent in driving and engineering. Why do you think that is? How can we continue to encourage the next generation to be involved in motorsport?

AH: Scotland is underrated in most sports, but as a nation has proved, on many occasions in motorsport, that in no way are we the underdog. Everyone from Jim Clark, Jackie Stewart, Colin McRae, Dario Franchitti and Ryan Dalziel, to all the up-and-coming talent who will make the future of Scottish motorsport. Behind the scenes you have the team engineers. Sir Jackie Stewart and son Paul in their early Formula Vauxhall Lotus/F3 days and finally into F1. Graham Brunton Racing and his fantastic team, and all the other teams out there providing backup for all the young talent desperately trying to make it in the racing world.

GA: Adrian, thanks for giving us this insight into what it's like to run a team like Cloan. I'd like to thank you again for giving me the opportunity to work with you all and I wish you all the best for the future... and if you're ever needing someone to turn a steering wheel, you know where I am.

AH: Thanks, it has been a pleasure speaking to you. I hope that this interview will inspire some of the young amazing talent in Karts to realise that they are ready to step into the car racing world. There are plenty of options in saloons, endurance racing or aiming for the pinnacle of our sport in single seaters. Young guns of Scotland take the bull by the horns as Glenn did, give it a shot enjoy what you do and progress forward, you never know what may happen.



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.



SIMON SAYS...

As a regular visitor to both the pit and paddock, providing teams and drivers with a wealth of set-up and tyre advice, we spoke to Yokohama's Simon Clarke to get some of his top tips for race success.



WHAT'S YOUR ROLE AT YOKOHAMA?

During my 'day-job' back at the office, I'm heavily involved in investigating warranty claims as well as providing technical support on the motorsport side of the business so that our customers can get the very best out of the motorsport products we have on offer, whether that be for circuit racing or on the rally stage.

SO, YOU'RE QUITE EXPERIENCED THEN?

Well, despite my youthful looks, I've been with Yokohama for just over 25 years! During that time I've worked across a host of series such as the BTCC, British Rally Championship, FIA F2, F4, sidecars, BriSCA F2, European, World Touring Cars, Sports 2000, GT endurance racing. So, no matter what tyre related issue a team is facing, there's a good chance that I've encountered a similar issue before and can provide some useful support and advice.

OK THEN, WHAT'S THE MOST COMMON MISTAKE THAT TEAMS MAKE REGARDING THEIR TYRES?

Without a shadow of doubt, the most important thing that teams need to get right is their air pressure, and this is actually no different to the

tyres you run on your road car. It really is the factor that has the single most effect on the handling and performance of the tyre.

Having too much air in the tyres can affect the handling, while having too little air will also affect the handling but it can also damage the tyre.

SO WHAT IS THE RIGHT PRESSURE THEN?

Ah, that's the million-dollar question! Teams need to have their tyres working in the optimum pressure window and this does vary depending on a host of factors such as the tyre type, the race discipline, weather conditions, track temperature as well as driving style.

Our technical team in Japan obviously do lots of work and provide a set of safety guidelines regarding pressures which teams should adhere to. However, because of the list of variables involved, trying to get the tyre operating within that key optimum window can be tricky so we always advise our teams and drivers to seek the support and advice from their on-site Yokohama representative as their first point of call. They can then call upon the additional support team back at our HQ if needed and together, we can help formulate a tyre pressure strategy designed to safely deliver the best performance across the entire race event.

The strategy and pressure may need to be fine-tuned during practice sessions, but I really can't stress enough, for optimum tyre performance, air pressure is the first and foremost important factor to consider.

NEXT ISSUE: In the next issue Simon provides a host of quick-fire answers to other tyre related issues.



GO MOTOR RACING TRACK NIGHT

WEDNESDAY 14TH AUGUST

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

THE EVENING WILL ALSO ACT AS AN OPEN EVENING FOR THOSE LOOKING TO START RACING, WITH OPPORTUNITIES TO **RECEIVE COACHING, GET A PASSENGER LAP AND PICK UP AN INFORMATION PACK**



ENJOY 2 HOURS TRACK TIME IN YOUR CAR FOR JUST £70 (£95 NON MEMBERS)

1. Coaching:

There will be the opportunity for track night participants to book a time slot with an SMRC coach to help with their development. In car coaching sessions will be available in 30-minute slots, from £40. If you're a complete newcomer to track driving, this is the perfect opportunity to get some expert support on the night.

2. Passenger Rides:

We will also be offering the opportunity to get a passenger ride with some of our top drivers in current race cars. This is aimed at giving people – who are looking to start racing – an insight into driving a car at pace around the undulating Knockhill Racing Circuit. There are limited slots available for this experience so book soon to avoid disappointment.

3. Racing Info Packs:

Attendees will have the opportunity to meet the drivers, teams and club coaches to find out how you can get involved yourself in the fun filled, adrenaline packed, racing scene, here in Scotland.

BOOK YOUR PLACE ONLINE AT **[SMRC.CO.UK/SMRC-TRACK-NIGHT](https://smrc.co.uk/smrc-track-night)**

ARE YOU **TECHNICALLY MINDED** WITH AN INTEREST IN **MOTORSPORT?**

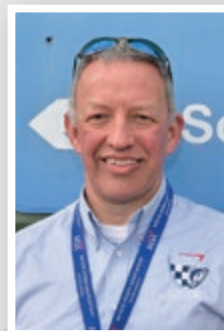


Become a scrutineer with the Scottish Motor Racing Club to get closer to the action, develop new skills and join our community of racers, all whilst strengthening your CV and making yourself more attractive to employers.

WHAT ARE THE BENEFITS OF BEING A SCRUTINEER?

- ✓ **IT'S TECHNICALLY INTERESTING**
- ✓ **IT'S A GREAT WAY TO GET CLOSE TO THE ACTION AND COMPETITION CARS**
- ✓ **IT WILL IMPROVE YOUR EMPLOYABILITY;**
Being a scrutineer not only requires good technical knowledge, it also requires you to be able to communicate clearly, work under pressure and work well as part of a team

Whilst experience in engineering or a similar technical field is usually an advantage for budding scrutineers, it is not essential. Training and mentoring is provided for anyone who wants to get into scrutineering.



Having been involved in scrutineering for almost 30 years, I am now a national scrutineer and assessor for Motorsport UK. I've loved my time as a scrutineer – I've made lots of friends

and enjoyed being part of the motorsport community. It's given me the opportunity to work as part of the technical teams in Formula 1, British Touring Cars and Formula E events.

RENNY THOMSON
SMRC CHIEF SCRUTINEER

WANT TO GET YOUR OWN SCRUTINEERING JOURNEY STARTED?

Contact admin@smrc.co.uk to get our info pack and find out how you get started.

CLUB NEWS



THE 2019 SCOTTISH PERFORMANCE SHOW

THE SMRC HAD A SUCCESSFUL TRIP TO THE SCOTTISH PERFORMANCE SHOW ON 9TH JUNE, WHICH WAS HELD IN THE GROUNDS OF KINNIEL ESTATE AND WAS ATTENDED BY ALMOST 6000 VISITORS.

We had a stand displaying a car from each of our championships to promote our clubs activities and we also ran our first ever Auto test; a grass roots motor sport discipline that involves driving round a short course against the clock.

The Auto Test attracted 18 entries from both SMRC club members and also a good few from the drifting fraternity. Cars entered varied from some of our racing Citroen C1's, to VW Polo's to one of our Scottish Legend Championship cars!

In the end, it was last year's Scottish Road Car Series Champion and current British Drift Championship competitor –

Steven McConnell – who took the spoils. He was closely followed by Burnett Motorsport support crew member – Chris Wallace – in the No.7 Legend car (normally raced by Duncan Vincent!) and Andrew McDonald who took 3rd place in his road going Skoda Fabia.

All in all, it was a successful day showcasing the clubs activities on front of so many people. The members who took part in the Auto test really enjoyed their first foray into this grass roots motorsport discipline and the consensus was that it would be good to see more of these events as socials in the future.

Watch this space!



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.

BOOK YOUR TICKETS ONLINE AT
SMRC.CO.UK/SMRC-TRACK-NIGHT

NEXT ROUND

The penultimate race for the 2019 season will be at Knockhill on

SUNDAY 1ST SEPTEMBER

REGISTER ONLINE NOW!

SEPTEMBER

1

CLASSICS AWAY ROUND

Classics will guest race at the DDMC's Northern Saloon & Sports Car Championship at Croft on

AUGUST 17 / 18TH AUGUST

GET DOWN & SHOW YOUR SUPPORT IF YOU CAN!





MARSHALS

MARSHALS ARE THE CORNERSTONE OF ALL FORMS OF MOTOR SPORT AND WITHOUT THEIR UNWAVERING SUPPORT, EVENTS LIKE SMRC RACE DAYS WOULD BE UNABLE TO RUN.

All of our marshals go through a full safety training programme and work at the highest standard seen throughout the country. Some have even been invited to marshal at the British GP at Silverstone.

SMRC meetings normally take place at Knockhill. Details for individual meetings vary, but marshals are generally required to sign on in the morning, then there is a briefing for all marshals before the day's racing commences.

Lunch is provided for them at SMRC events, and racing normally finishes between 5.00 and 6:00pm, however on occasions it may finish later.

To co-ordinate the SMRC marshalling force we have a Chief Marshal - Richard Burrell and Marshal Co-ordinator Jackie Spencer, who would be happy to provide you with any further information should you require it. SMRC now have an online registration process for Motorsport UK licenced marshals to register their availability for race weekends.



**WE'RE ALWAYS ON THE LOOKOUT TO WELCOME NEW MARSHALS TO THE SMRC FAMILY.
IF YOU WOULD LIKE MORE INFORMATION ABOUT MARSHALLING AND HOW TO GET INVOLVED, PLEASE VISIT**

WWW.SMRC.CO.UK OR CONTACT JACKIE SPENCER AT JACKIE.SPENCER@SMRC.CO.UK



MEMBER BENEFITS

INTERESTED IN GETTING INVOLVED IN THE SCOTTISH MOTOR RACING COMMUNITY? THE SMRC OFFER OUR MEMBERS A RANGE OF EXCLUSIVE BENEFITS...

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.

You can join the club from just £30 as a social member, where you will enjoy the following benefits:

- **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:

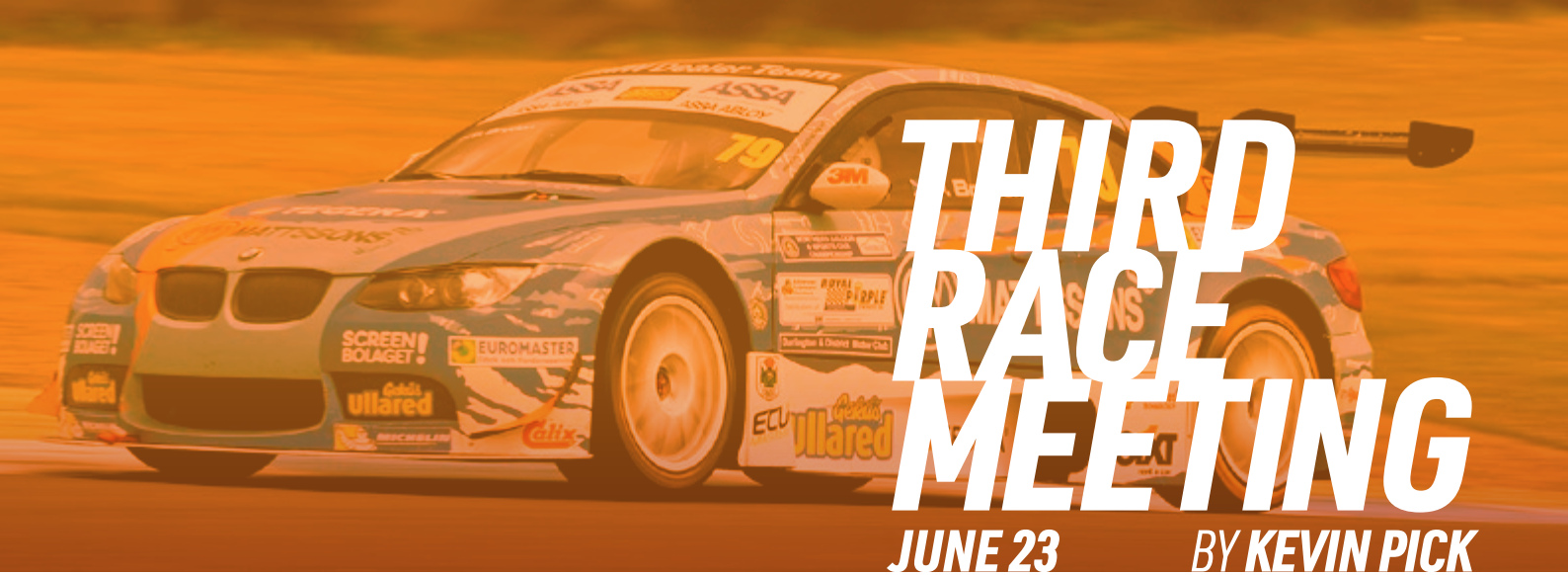
- **60% DISCOUNT** on Tickets to SMRC race meetings (£6 instead of £15 on the gate)
- **£85 FIXED ROOM** rate at Double Tree by Hilton Edinburgh - Queensferry Crossing
- **10% DISCOUNT** on Motor Sport Magazine subscriptions
- **15% DISCOUNT** on Project 21 detailing and ceramic coating services
- **10% DISCOUNT** on all Knockhill Voucher Experiences
- **15% DISCOUNT** on the entire Torq Racewear range
- **15% DISCOUNT** on all new Reis Motorsport Insurance policies
- **EXCLUSIVE DISCOUNTS** with Edinburgh Watch Company (plus a donation to the Jim Clark Trust on every member purchase)
- **20% DISCOUNT** on MAC Grafix vehicle wrapping, vinyl and printing services
- **20% DISCOUNT** on selected Turner Autosport lines
- **10% DISCOUNT** on HEL braided clutch and brake hoses with PerformanceTek
- **6% DISCOUNT** on Microsoft Office 365 Licence & preferential rates for both IT support and IT consultancy with Cloud Cover IT

FOR MORE INFORMATION OR TO JOIN OUR CLUB, VISIT: WWW.SMRC.CO.UK/MEMBERSHIP



THE SMRC WOULD LIKE TO THANK OUR
2019 COMMERCIAL PARTNERS





SMRC ran 16 races for a wide variety of cars at Knockhill on a dry cloudy day, 23rd June. There was also a demonstration of a 1992 Arrows Formula 1 car at lunchtime. Driven by its owner, former Legends Car Champion John Paterson. He was having his first run in public in the fabulous F1 car, having only driven it the day before in testing. He looked like he was enjoying himself.

CELTIC SPEED SCOTTISH MINI COOPER CUP

(SUPPORTED BY YOKOHAMA TYRES AND SUPERCHIPS)



ROBBIE DALGLEISH LEADING THE PACK

The Celtic Speed Scottish Mini Cooper Cup had 3 races. Two victories for Robbie Dalglish in races 1 & 3 and a 3rd in race 2, sees him further ahead, in this hotly contested championship. Robbie has now won 9 of the 12 rounds run. But it was hard fought all the way.

RACE 1 Dalglish beat Michael Weddell the 2018 Newcomers Cup winner and currently 2nd placed in the Championship, by less than a second. Ian Munro took 3rd less than a second ahead of Vic Covey Jnr.

Behind the top four, 2 cars fought over 5th late on with former Champion David Sleigh taking the place on his first appearance on track this season. He was around a tenth of a second ahead of 6th placed Craig Blake at the flag.

David Sleigh had qualified 2nd and led the race for a lap on lap 3 after demoting early leader Robbie Dalglish, then yellow flags bunched up the field and on lap 4 Sleigh went through the chicane sideways and dropped to 6th. In 7th was Ashleigh Morris, she started 13th so made good progress. Robbie led race 1 all the way, but was never more than a few car lengths ahead.

RACE 2 was won by Michael Weddell from former Champion Vic Covey jnr, with Robbie Dalglish 3rd. Weddell took the lead early on and stayed in front, pulling out over 2.5 seconds gap.

Covey Jnr grabbed 2nd on lap 4 and held off David Sleigh then Robbie Dalglish. Sleigh finished 4th with Vic Covey Jnr in 5th, less than a second down. Vic Jnr said, 'it was a wee bit of walking wounded, I was holding the gear stick with one hand. I fancied my chances but Michael (Weddell) got away. I thought I'd consolidate 2nd and it was plain sailing at the end as David Sleigh had Robbie attacking him'.

RACE 3 Robbie Dalglish won a tough race 3, where he came from 3rd on the grid after the top 5 finishers from race 2 were reversed.

He only grabbed the lead on the last lap, as others squabbled. He got clear to win by over 2 seconds, again from Weddell, who had to fight past former Champion David Sleigh on the same final lap.

David Sleigh was 3rd with Vic Covey Jnr 4th only half a second behind after a good scrap with Mark Geraghty, which saw them side by side under the bridge and at Duffus on lap 8. Then Geraghty went off at Leslie's but got home 6th. Ian Bonthron took his best finish of the day in 5th.

THE NEWCOMERS CUP class was won by Daniel Paterson in race 1, as Cup points leader Ian Bonthron suffered some damage, but got home 2nd in class and 10th overall. In a patched up car Bonthron then won the class in the next 2 races, and was a fine 5th overall in race 3. Ashleigh Morris took 3 wins in the Ladies Cup.

SCOTTISH FORMULA FORD 1600 CHAMPIONSHIP

RACE 1 The Scottish Formula Ford single seater Championship, saw two dominant wins for guest racer, former Scottish Champion Neil MacLennan. He won the title in 2016 and now races in the UK National Championship, came north for some fun and won both races.



JORDAN GRONKOWSKI

He didn't score points, so by finishing 2nd in each race, Championship leader Jordan Gronkowski again took maximum points. Jordan had to work hard for them in race 1, after chasing another guest Michael MacPherson, and finally getting past him late on. But he still had championship rival Neil Broome close and had been pressed by him all the way.

Broome finished 3rd only 2 seconds back. MacLennan said, 'it's good to be back, it's a long time since I've gone round the normal way, last year the nationals were on the reverse direction. We thought we'd come up for a play, as there's a big gap to the next national round.'

RACE 2 it was easier for Gronkowski to score maximum points. He chased MacLennan all race, staying close until mid distance. These two drew away from MacPherson who was 3rd from lap 3 when he passed Broome.

A pack of 5 cars scrapped over 4th with Kenneth Cowie taking 4th from Broome with 4 laps to go, and he then headed the train of cars over the last few laps. Post-race, Broome was demoted to 8th with a 10 second penalty for track limits.

SCOTTISH FIESTA ST CUP AND MINI COOPER S CUP (SUPPORTED BY YOKOHAMA TYRES)

In the combined Scottish Fiesta ST Cup and Mini Cooper S Cup, Oly Mortimer again took two impressive wins. He maintained his unbeaten record at Knockhill in the class, which extends from April 2017.

These powerful Minis start 10 seconds behind Fiestas, but Mortimer was leading in both races by mid distance.

In the Fiestas, with championship leader 17 year old Jack Davidson absent, we had a new class winner. Russell Morgan, who is 2nd in the ST Cup points, put in his best performances of the year to win the class twice.

RACE 1 he led the race outright until lap 6 when Mortimer went past. He was eventually 4th overall behind 3 Minis, but held off a race long challenge from Fiesta ST of Lorn Murray in a lower spec challenge class car, to take the class by less than a second. Ryan Stirling was 3rd ST in 7th overall.

RACE 2 Morgan was 3rd overall, again leading until mid race, and this time Ryan Stirling was 2nd in STs just over half a second behind Morgan. Simon Smail took 3rd in STs and 6th overall.



MINI COOPER S' OLY MORTIMER

In the Mini Cooper S class, well behind Edinburgh's Mortimer it was Stuart Buchan who was both 2nd in class, and 2nd overall in both races. A red flag stopped the race on lap 11 with so results were taken from lap 10 as John McGladrigan had put his Cooper S into the rectocell barrier at MacIntyres when running 5th.

CITROËN C1 CUP (IN ASSOCIATION WITH SMTA)



THOMAS DENHAM

In the new SMTA Citroën C1 Cup, the number of cars is growing. In the 2nd meeting of the year 14 cars raced in May, and this had grown to 18 cars for this meeting, with the majority being novice racers.

RACE 1 saw Paul Donkin an experienced visitor from down south win on the road, having led all the way. But he was then disqualified for a technical infringement. This gave the win to Kieren Preedy from Finlay Brunton, who won race 1 of this new Championship.

Edinburgh-based Thomas Denham took a fine 3rd his best result so far, after a 10 lap race. Denham was 5th on the opening lap, then got to 3rd on lap 2, only to lose a place and run 4th from lap 3 on the road. But like all finishers went up a place due to the race winners exclusion.

RACE 2 Finlay Brunton led until just after half distance, then guest Lewis Grant went past and led until the chequered flag. Grant won by just under a second. He had been 4th in race 1, but started well and ran 2nd then first. Four cars scrapped over 3rd which went to Colin Main from Kieren Preedy, as several cars swapped places on the last lap in this group. Main had started 7th and said, 'It was great, my 2nd outing in the car. It was mega busy out there and I wasn't expecting to get on the podium. I'm delighted.' Thomas Denham had a hesitant start and was swamped on the grid. He got home in 8th.

SCOTTISH LEGENDS CARS CHAMPIONSHIP



JOHN PATERSON

Scottish Legends Cars Championship had lots of action packed racing, and more overtaking than any other race. Though the grid was smaller than usual the racing was good. Legends Cars grids are drawn at random for heat 1, but reversed in heat 2. Then in the Final the day's top points scoring cars start at the back of the grid.

he day belonged to former multiple Champion John Paterson, who did that rare feat of winning all 3 races. He said he was buzzing after the final, in a day that saw him win 3 races and drive his F1 car on demonstration laps at lunchtime.

HEAT 1 he started 4th and led the race by the first corner. He was never troubled and won easily. Dave Newall ran second from lap 2 and held off defending Champion David Hunter's late challenge, as they finished just over 2 tenths of a second apart. Duncan Vincent took 4th just ahead of Steven McGill.

HEAT 2 Paterson started 6th, but it was Dave Newall who led the race from David Hunter. Paterson didn't take 2nd until lap 5, then grabbed the lead on the next lap, before holding off a determined Dave Newall for 2 more laps to win by less than 3 tenths of a second at the line from David Hunter who had Newall on his bootlid.

Steven McGill came 4th, less than a second behind. In the 10 lap final Paterson started 10th. He was only 6th by lap 2 as race commentator Duncan Vincent led the race from the start.

It was not until lap 5 that Paterson overtook Vincent and led the race. He then built up a useful 2 second lead, which was enough for him to get a hat trick of victories. Duncan Vincent held onto 2nd as he headed a 5 car group all running nose to tail, with David Hunter coming 3rd right on his bumper at the chequered flag. Guest driver James Hall-Morton took 4th 2 tenths of a second back, and he just held off Steven McGill.

SCOTTISH SALOON AND SPORTSCAR CHAMPIONSHIP (SUPPORTED BY ECU MASTER)

In the Scottish Saloon and Sports Car Championship it was two different winners.

RACE 1 Ron Cumming came out for his first race of the season at Knockhill with his Nemesis Kit Car.

Despite losing the rear engine cover mid race at the chicane, he won as he pleased over the 12 laps from former Champion Paul Brydon, with his ex-Scandinavian BMW M3 touring car.

David Headen took 3rd with his well driven Caterham R400 sportscar, though racing as a non points scoring guest. In 4th was former Champion Andrew Morrison, his Seat Cupra saloon which started slowly. But Morrison fought up from 7th on lap 1. He benefitted from Robert Drummond retiring late on as his Escort Cosworth which had been 3rd.



ROBERT DRUMMOND

RACE 2 Scott Tollan limped his smokey Escort Cosworth home in mid field, though he retired in race 2 with more smoke coming from the car. But in Race 2 Cumming didn't start, so Brydon led all the way and was never troubled. David Headen took a lonely second, as Morrison fought through into 3rd passing Championship leader William Robson's Focus RS on lap 3.

Robson finished 4th and won his class, while Morrison in a different class set a new class lap record. Lowell Forsyth was a good 5th with his Lotus Exige. He started well and got into 3rd after starting 6th. Then dropped two places on lap 2 to Robson and Morrison, he stayed with them for a couple of laps but power told, and his race was lonely late on.

SCOTTISH CLASSIC SPORTS AND SALOON CHAMPIONSHIP

Scottish Classic Sports and Saloons Championship saw two wins for the 1973 MGB GT V8 of Alastair Baptie, which has a 3.9 litre engine.

RACE 1 Alastair Baptie started last on the grid in race 1 after qualifying problems. But blasted past over half the 13 car grid by the first corner. He was 3rd until lap 5 when he demoted Bruce Mitchell's Lotus Europa sportscar, then he chased race leader John Kinmond's big Rover saloon.

Baptie was leading by lap 9, and eased away for a win by just under 2 seconds, as Kinmond took 2nd In 3rd came Mitchell's Lotus. Mario Ferrari was 4th in his Alfa Romeo Coupe, and won class A for up to 1500cc cars.

RACE 2 In race 2, defending Champion Alastair Baptie won in his MGB GT V8, after leading from the front and he was well clear, as John Kinmond held off early pressure from Mitchell's Lotus, before pulling away to take 2nd in the Rover. Mitchell was a comfortable 3rd with Mario Ferrari again 4th. William Conway had trouble with his Mini 1275 GT, which didn't start race 1. Then he shot through the field in race 2 going from 12th to 6th by lap 3, but he slowed next lap and then retired.

He had been 2nd in the championship after May's races. We also saw two other Lotus cars race mixing it in mid field. Craig Houston's Excel chased Michael Longstaffe's MG Midget in race 2 as they were 5th and 6th.

Andrew Kinmond retired his Espirit mid distance in both races, after some spirited driving in the 70s icon.

In the Ford Fiesta XR2 class, which joined Classics this season, and is now in its 24th year in Scotland, it was Jimmy Crow who just won the class in race 1 from Gary Taylor. It was Crow's first XR2 race, he has spent years racing a MK1 Escort, so he kept with the Ford family.

In race 2 he lost the class lead on the last lap to Duncan O'Neill, having swapped places a couple of times with O'Neill who leads the class on points, and took 4 class wins in the first 4 races of the year.



ALASTAIR BAPTIE AT THE BACK

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