



WHEELSPIN

THE OFFICIAL MAGAZINE OF THE SMRC

JANUARY 2020

THE 2020 CALENDAR

2019 AWARDS DINNER RECAP

**WOMEN ON TRACK -
AN INCREDIBLE LAUNCH YEAR**

**OUR MARSHALS -
THE HEROES IN ORANGE**

ESPORTS FINAL

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**WE LOOK BACK AT ANOTHER
FANTASTIC YEAR OF RACING...**

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WELCOME TO OUR WINTER EDITION OF WHEELSPIN.

As preparations begin for 2020, in this issue we take a moment to look back and reflect on the fantastic 2019 season...

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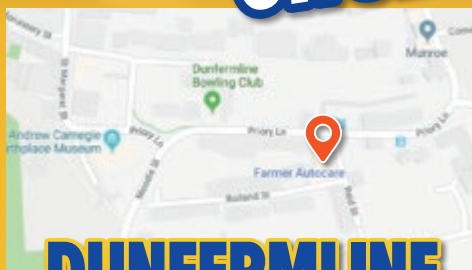
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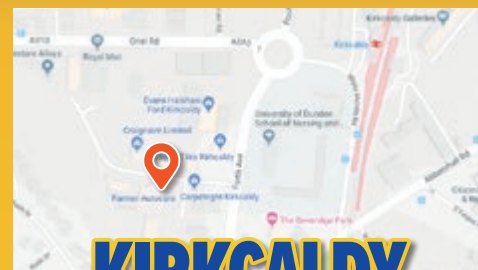
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THE 2019 SEASON

We had a terrific season this year. SMRC ran 6 Knockhill race meetings and sent Championships to away rounds at Anglesey, Kirkistown and Croft, as well as supporting a KMC meeting at Knockhill. Lots of Championships went down to the wire...

By the time of the final Knockhill meeting in October, we had 7 of the 11 Championships or Cups still to be decided. Four drivers had already secured their titles (Jordan Gronkowski (FF), Oliver Mortimer (Mini Cooper S Cup), Ashleigh Morris (Mini Cooper Ladies Cup), and Duncan O'Neill (XR2s)). So it was an exciting day as the Champions were crowned.

It was certainly a year of change, as we had only two drivers retaining their titles (Oliver Mortimer and Ashleigh Morris) and one regaining a title (Dave Newall in Legends Cars). Points scored in all bar Legends Cars is 25, 20, 26, 14, 12 etc. But in class based championships, lower than 3 cars per class meant 20, 16 points.

The club continued with grid walks at lunchtime, with each Championship doing the honours once. The race meeting programmes were increased in size to A4 and were printed full colour, with advert support and several new contributors articles, making them a collectors item.

All the other Championships and Cups had new winners, which is good for motorsport in Scotland, and shows competition was keen throughout the year, as most 2018 champions defended their titles.

New for 2019 was the introduction of the SMTA Citroën C1 Cup, which proved a real success, and was aimed at new drivers - which it succeeded in bringing in to our sport.

While guest racers continued to be able to do the away rounds, and up to two Knockhill SMRC meetings, and this brought out over a dozen cars and drivers, some also winning races.



CELTIC SPEED SCOTTISH MINI COOPER CUP

Robbie Dalgleish got off to a flying start in April - winning all 3 rounds, and he was never headed in the race to win this prestigious title. He won the first five rounds and went on to win 12 of the 21 rounds, and had time to miss 3 rounds as he raced in the national Mini Challenger Cooper Pro series down south, and took that title as well.

His lead in the Scottish Championship was reduced that weekend, but he went into the October meeting with a 34 point lead over his season long rival - the 2018 Mini Newcomers winner, Michael Weddell. Robbie said he'd been there twice before as he tried to win the Mini Cooper Cup (3rd in 2017 and 3rd in 2018), with his family run car, but this time he made no mistake.

He won rounds 19 & 20 and the title was his - just as well, as he spun off in the final race of the year. But the Peebles man has shown consistent speed, top overtaking ability and race winning form all year. He had 12 wins, one 2nd, one 3rd and two 4ths as his top scores. He won the title by 38 points. Runner up was Michael Weddell, who spent many races chasing or dicing with Dalgleish, and scored in 20 of the 21 rounds.

He has real race pace and had 2 wins, seven 2nds and three 3rds as his top scores, though he had a low scoring meeting in September with a no score in round 17.

Michael also dived with former champion, David Sleigh who was a guest mid-season.

In 3rd overall was former champion, Vic Covey jnr. He missed the first three rounds, but having bought a car was then a consistent front runner, and is a good all-round racer.



Covey had two wins, four 2nds and five 3rds as his top scores. He had a very outside chance of the title in October, but needed the front two to fail to score well.

Mark Geraghty was 4th the former champion had two wins, four 2nds and three 3rds though scored in 19 rounds plus two no scores. He had front running pace, though a few mid points scores hurt his title chances.

Ian Munro in 5th has two wins, four 2nds and three 3rds as he scored in 20 rounds.

Craig Blake was 6th, one 2nd and three 3rds were amongst his 18 scoring rounds. Other to perform notably included newcomers Cup winner, Ian Bonthron who was 7th and scored in 19 rounds with a two 4ths his best score.

CONTINUES...

Joshua Hislop took a 2nd and 3rd at two of the three away races in Kirkistown.

Neil Methven scored in 20 rounds but surprisingly, not one driver scored in every round, and there were 30 drivers who appeared as registered competitors - but not last year's Champion, John Duncan.

While David Sleigh, who tied on points with the champion in 2018, appeared only as a guest at the June meeting and was quick - with a 5th, 4th and 3rd - but scored no points.

The Minis kept their 9 lap races and reversed grid following a draw for top 5 to 8 finishers in race 2 to spice things up and it worked.

Busy, close races with plenty of action throughout the field was the norm as 30 drivers registered and grids were on average 22 or 23 cars, while Celtic Speed support allowed entry for away rounds at Kirkistown to be at a discounted rate.

A few guests also raced in Mini Coopers - including former Ladies Champion, Hannah Chapman. In October she again started near the back, but worked her way up the grids and finished 10th in the final race.



MINI NEWCOMERS CUP

There were 9 newcomers who fought for the prestigious Cup. Ian Bonthron led all season. He won the class 14 times, had four 2nds but also three no scores. He was only 29 points ahead as the October meeting started, but he took a win and two 2nds that day, which was enough for him to beat his season long rival Neil Methven who had 3 wins, eight 2nds, eight 3rds as his top scores.

Daniel Patterson in 3rd had a class win, three 2nds and seven 3rds in his scores but did not score in 5 rounds.

Gordon Long took 4th scoring in 18 rounds he took three 2nd and two 3rds in those scores. These novices did well and fought hard for this Cup as they learned their craft in the competitive world of Mini racing.



MINI LADIES CUP

The Mini Ladies Cup was only contested by two ladies this year. Fiona Kindness led after 3 rounds in April and kept the lead in early May.

Rival, Ashleigh Morris, didn't take over at the front until the 3rd meeting of the year. Ashleigh Morris was then never headed as Fiona stopped mid-year.

Ashleigh finished 20 rounds out of 21, and had 18 class wins and two class 2nds. Fiona Kindness had 3 wins and eight 2nds.

Hannah Chapman, a former regular and Ladies Cup winner, had headed south to race this season, though she appeared as a non-scoring guest at two meetings.

SCOTTISH FORMULA FORD 1600 CHAMPIONSHIP

This was a title that was sown up Jordan Gronkowski, a long time FF racer, in September.

It was fully deserved as he was a consistent race winner this year, and had finished 3rd overall in both 2017 & 2018 in his family run car. Jordan won 7 rounds outright and took maximum points 11 times in 13 rounds, as guests won 4 races.



He said after winning the title with a 3rd place in September, "it's about the season and me and my dad starting 20 years ago in karting. To be champion of Formula Ford in your own country, there's no words to describe it. It's about a 20 year journey, not about today."

Jordan raced his Van Diemen with style and real pace in 12 of 13 rounds he started. He wasn't beaten on track until National FF racer and former champion, Neil MacLennan came up in June and won twice, though Jordan stuck to him.

He also won the David Leslie Trophy and was jumping up and down in the car on his slowing down lap. This prestigious trophy meant a lot to him. He took the lead in that race on the last lap when race leader, guest Matthew Cowley, who races Aston Martin GT car ran wide at MacIntyres.

Cowley had previously won 2 races that day in July, chased closely by Jordan. In October Jordan won twice, beating former Champion and guest Ciaran Haggerty, who had been out of a FF for a while.

During 2019, Jordan was also chased all year by Championship runner up, Neil Broome.

Another FF stalwart, he won 2 races late in the season with fine drives in his Ray GR17. These wins added to his six 2nds, one 3rd, plus three 4ths as he finished 12 of the 13 rounds.

CONTINUES...

In 3rd was Matthew Chisholm, the only driver to finish all 13 rounds with his van Diemen. He often battled with Broome and had three 2nds, four 3rds and three 4ths in his scores.

Fourth was young lady racer, Logan Hannah. In her first full season, she showed pace and was quick - especially on the reverse direction track where she had a 2nd and 3rd in May. She has also gone south to compete in the major FF races late in the season, and was GBRs top driver in 2019 with her Ray GR15.

She had a 2nd and four 3rds and five 4ths, finishing 12 rounds as well. A good year for this talented driver.



Steven Barlow also finished 12 rounds and consistency paid off, as he upped his pace with his Ray 2009 car.

In 6th was Kenneth Cowie, who started 9 races and finished 6, but could be quick and took one second and three 3rds.

Others who raced less frequently included young Border Reivers racer, Jamie Thorburn, who did the April races and took two 2nds, though university and racing in the nationals, meant we didn't see him again.

While Kyle Reid, the former Mini Cooper Cup multi-race winner, tried FF in April and showed promise, though he was mid field, but had spent little time in the car.

Just 10 drivers registered but we had a few fast guests race.



SCOTTISH CLASSIC SPORTS AND SALOONS CHAMPIONSHIP

This is a class-based championship, so overall race wins don't matter as much as beating your class rivals, and scoring points against them which is then reflected in the Championship points table.

There are many classes based mainly on engine size, allowing cars made up to 1985 race, while there was a future classics class for cars made 1985 to 1990. There were 15 rounds, including 2 away rounds at Croft, when few cars travelled south.

The overall champion didn't come from Class A (up to 1500cc) as it had for 2017 & 2018 when Alastair Baptie won the title in an Fiat X1/9 sportscar. Instead it was Bruce Mitchell in a self prepared Lotus Europa sportscar which had lain in a barn for 10 years, before Bruce rescued it 6 years ago came through to win Class B (1501cc to 2500cc) and the title.

Bruce won the class 14 times in 15 races and took a canny third in class at the final round to ensure he took the title by 21 points from Class A rival, Mario Ferrari, in his Alfa Romeo Sprint coupé.

Bruce is a fine driver and by his own admission, the car hasn't got the outright pace to keep up with the V8 engines cars, but it can get top 3 finishes regularly and handles really well. Bruce was one of only two drivers to finish every race.

Mario Ferrari won Class A and was 2nd overall, with 8 class wins and two 2nds in the 14 rounds he finished, and drove well all year. He had stiff competition in his class as Michael Longstaffe was 3rd overall in his MG Midget, and finished every round and had five 2nds, while 5th overall, William Conway's Mini was quick - winning 5 rounds, and looked like it was on rails, but retired 3 times and he missed several rounds.

The other Class A car only appeared once, but in Alex Montgomery's hands the ex Baptie X1/9 won the class twice, as Montgomery who used to race his MGB in Classics and knows his way round, still had to fight past Ferrari's Alfa at the September reverse direction meeting. In 4th overall came Alastair Baptie. The fastest car and driver combination in a well prepared MGB GT V8 which is a very quick car, and he set a new class E lap record of 56.78 secs with this 1973 car. He won outright 12 of the 15 rounds he did, beaten only by Raymond Boyd's Porsche 911 Turbo in May and John Kinmond's Rover SD1 in October though he retired at the first Croft race.



In October he raced as a guest and scored no points, but won the final race.

John Kinmond raced his lovely big Rover SD1 saloon in period touring car livery, and with gusto. He was 6th overall, but won one race outright in October, and had class E wins twice, seven 2nds. A crowd favourite as he often drifted through corners, and wagged the cars tail coming out of the hairpin.

Craig Houston raced a Lotus Excel in Class B and was 7th overall. He did 9 rounds and had five class 2nds in his scores. Andrew Elliot was 8th with his Class F Mazda MX5. He got involved with dices in many rounds, doing 9 rounds and winning his class every time.

Former champion, Raymond Boyd, only raced his Porsche 911 Turbo 4 times. He won the final race in May, had two 2nds, one in April, and both after good scraps with Alastair Baptie. He had a dnf in race 2 in April after the 911 snapped sideways under braking at Clark and stopped in the gravel.

Raymond wasn't out again after May, shame as he has real pace and the car is well sorted.

CONTINUES...

Jimmy Crow returned in October with his Escort MK1 and dived with Alastair Coates MK1 Escort.

Jimmy had a class 3rd and 2nd while Alastair Coates' new car brought him a 2nd and a Class B win. Both were top 6 finishers.

We used to have quite a few Triumph TR8 sportcars, but only one turned out and was driven by a Classics regular over the years; Shonny Paterson is quick and he stayed with Baptie and Kinmond in the two races he did in September with a 3rd on the road then a dnf when running 3rd.

20 registered competitors plus a couple of guests raced, though average grids around 12 cars apart from October where we had 16 boosted by more XR2s.



XR2 CHAMPIONSHIP

Duncan O'Neill walked away with this title. He had 9 class wins, one 2nd and one 3rd. He was beaten by Jimmy Crow who made his XR2 debut in May and won a round then was 2nd.



Gary Taylor was XR runner up, four 2nds but 2 dnfs as well.

Peter Cruickshank returned to XR2s for the first time since he won the title in 2012. He raced his old ex-Alan Keith championship winning XR2 car thanks to current owner Christian Leith.

Peter led race 1 in October until the final corner when he went wide. He made no mistake in race 2 easing clear and winning the special Martin Ramsay Trophy race held in memory of the 2018 Champion, who died this year.

SMTA SCOTTISH CITROËN C1 CUP

This Championship began in April 2019. It was aimed primarily at novices or newcomers to motorsport.

Strictly policed for driving standards we saw close racing and several race winners.

The cars comply with C1 Championship down south, were they run endurance races. We had two sprint races at each meeting, giving 12 rounds. The grids began with 11 cars and quickly grew.

In September and October there were 17 cars on the grid including a couple of guests. There were 22 registered competitors and half a dozen guests tried C1s. Everyone interviewed said they enjoyed the cars and the racing was closer and more fun than they'd imagined.

The champion was Finlay Brunton. He had a season-long tussle with his friend, Ryan Smith. They tied on points after the April races, each having a win and a 2nd, then Smith took the lead after Brunton had a dnf.

Then in June Brunton was back on top with strong 1st and 2nd after Smith scored only a point for 15th. Smith roared back with a win in July as Brunton had a lower scoring couple of rounds then Brunton put in four strong runs with three 2nds and a victory in September. Brunton had 3 wins, five 2nds, a 5th and 6th plus a 10th finishing 11 rounds.

Ryan Smith had two wins, two 2nds, three 3rds and a 4th as his top scores and finished all 12 rounds. He was 17 points behind Finlay at the season end.

Third overall was Kieran Preedy. He began racing with a dnf, then finished the next 11 races. His top scores were a two wins, one 2nd one 3rd, and one 4th.



CONTINUES...

In 4th overall was Thomas Denham. Always in a dice and he did plenty of overtaking. His top finish was one 3rd. He had one 4th and three 5ths in his scores as he finished all 12 rounds.

Emily Glanvill was 5th - another finisher of 12 rounds. She had a 3rd and two 4ths as her top scores.

In 6th was James McCracken, he missed 4 rounds but showed front running pace with one win, one 3rd and two 4ths.

Of the other racers, Ross Dunn did 6 races and had one win, one 2nd and one 3rd. We wonder what a full season would have brought...

Colin Mann also did 6 races and had two 2nds.

Fiesta ST star, young Jack Davidson, did two races on the reverse direction track in May. He won both races despite lots of pressure from Ryan Smith in race 1, then Colin Main in race 2. He thought you had to keep up momentum to get a good result.

Kenneth Dock finished every race and was 12th overall.

Steven Brewster only raced in September and took a win and a 4th.

John Duncan only raced in July and took a 2nd and a 3rd. Glen Alcock did his first season and finished 10 races, but had the distinction of being the first racer to roll a C1 though he stepped out unhurt and was still as enthusiastic as ever, with three 9ths as his top finishes.

This new C1 Cup was a real success, cars are cheap to buy and can be prepared relatively easily. The signs are grids will be up in 2020 and regulations will mirror those run in England, where races for C1 cars have been a huge success.



SCOTTISH FIESTA ST CUP SUPPORTED BY FARMER AUTOCARE

The 2 litre Fiestas again raced with the Mini Cooper S cars, starting 10 seconds ahead of them. The STs also had a new class the Fiesta Challenge Class which had a slightly lower specification such as a bolt in roll cage to make the cars a little cheaper.



This Championship proved the closest fought of all as by the time we arrived at the final race meeting in October, 5 drivers could still win the title and the top 4 were covered by just 15 points.

Of the top 5, one had been ST Cup Champion before, Stewart Scott lying 3rd 9 points off the lead, while Peter Cruickshank who was heading the points by 2 from Russell Morgan is a former XR Champion.

But lying 4th 15 points off the lead was teenager Jack Davidson. He'd won most races, missed a few rounds while racing down south and is seriously quick. He won both races and the title was his.

Peter Cruickshank took two 4ths when he needed a 2nd and 3rd for the title, so he finished 2nd overall, it was his highest ST Cup finish and ironically it was the first year for some time he'd not won an ST race.

Jack Davidson did 10 of the 15 rounds, had 9 wins and one DQ. He won the title by 6 points from veteran Peter Cruickshank, who did all 15 rounds, and had four 2nds, two 3rds and four 4ths as his top scores. Only he and Lorn Murray scored in every round.

Jack Davidson has shown pace and real speed all year, and was also on pole for the races, 10 times. He only won one race outright as the Cooper S cars powered past mid race owing to them having a lot more power. But the race he won was a restart following a late red flag, so only a couple of laps were run.

Peter Cruickshank was very consistent, raced well and often made up a couple of places in a race as he did in October. In 3rd overall was Russell Morgan who had raced XR2s, then STs for a few seasons. He was quick, had two ST wins, two 2nds & two 3rds but had a no score in a September round.

In 4th overall was Stewart Scott, another veteran, he was champion about 10 years ago. He had a purple patch in July when 3 races were run and he won all three. His other best results were one 2nd and three 4ths. Though he had two no scores as well.

Simon Smail finished 5th. He missed 4 rounds but showed good pace especially in September and October, when he won once and had three 2nds. His results prior to then included three 3rds, and three 4ths. If he'd done all the races he could have been a real contender.

The 6th overall place went to Lorn Murray and he was top Challenge car. He had a 2nd and two 4ths in his scores as he did all 15 rounds.



Steven Gray a former XR2 Champion was 7th and scored in 10 rounds with four 2nds and three 3rds and one 4th, another possible top 3 finisher if he'd had a full season.

Ryan Stirling in 8th did 8 rounds, scored in 7 and showed good pace. He had a 2nd and four 3rds. There were 12 registered drivers and a couple of guest drives.

New Champion Jack Davidson is probably headed for more racing down south, and who knows national success with the right backing, maybe he'll follow Aiden Moffat into the BTCC. The cars races 13 times at Knockhill and twice at Kirkistown in Northern Ireland. Grids were around 8 to 10 STs.

Cars are there and hire drives are available through PCR Motorsport.

CONTINUES...

SCOTTISH MINI COOPER S R53 CUP SUPPORTED BY FARMER AUTOCARE

Moved from Saloons & Sportscars to join STs at the beginning of the season, the fast Minis powered off after the STs following a 10 second start delay but they won 14 of 15 races.



For the past 3 seasons, Oly Mortimer has dominated this class. The former Mini Cooper and Fiesta Champion is a class act in a saloon car. By the season end he'd still got a 100% win record at Knockhill and failed to finish one of the two away rounds in Kirkistown so was beaten on track for the first time in 2.5 years.

In race 2 at Kirkistown, Oly Mortimer beat them all including a few 3 litre BMWs. So Oly won the title by a massive 136 points as only 25 points were awarded for a class win. He won 14 of the 15 rounds and had one dnf. He also won 13 races outright, losing one race to an ST after a short red flag interrupted race saw him 4th on the road but still top Mini.

Oly had a couple of good dices with his 3 season rival Paul Wilson, who also led Oly for a few laps in the May reverse direction track.



He also had two close races with former Mini Cooper Champion David Sleigh who only raced in October, and pushed him all the way. Oly Mortimer says he might move on next season.

Runner up was Stuart Buchan who finished 12 races and had one dnf, he missed the final meeting. Stuart had six 2nds, five 3rds and a 4th.

Angus Tosh took 3rd overall. He started 11 rounds and finished 10. His top scores were five 3rds and three 4ths.

Paul Wilson was 4th, he did 6 rounds and was 2nd six times. Ironically at Kirkistown he was beaten by Jock Borthwick as he started from the pit lane, and although closing ran out of laps.

David Sleigh had two 2nds in 2 rounds.

Jock Borthwick only did the 2 away rounds at Kirkistown where the Minis raced with local libre-style saloons, but took a class win as Oly retired with a mechanical problem, and then a 3rd.



We had 8 drivers registered and a couple of guests. There are apparently 10 or 11 cars out there, but rarely did we get more than 4 and then, ironically, that was in April with 5, so early hopes that the numbers would be going up were soon dashed.

It's a puzzle, as these are quick good handling cars, that can be raced down south or in Saloons and Sports classes here, and with DDMC. Maybe Oly is right, he's scared off a few potential drivers by winning all the races. Next year they continue with the STs, and the general feeling is this has worked well.

HOT HATCH CHAMPIONSHIP

This is a class that should attract cars especially from SLS, but only one turned out and that was in October. A MK1 Focus appeared as a guest, Thomas Silk dived with lower order STs in both races.

SCOTTISH SALOONS AND SPORTSCAR CHAMPIONSHIP SUPPORTED BY MAC MOTORSPORT

This is for modified cars and has 6 classes, based on engine size and whether cars run on slick racing tyres or road based tyres.

This also went down to the wire. The championship leader as we came to the final meeting was Duncan Steele, a rookie racing a Toyota MR2 which had been reliable and he'd been beating his class opposition BMW saloons.



But unfortunately work commitments meant he missed the final meeting, and his 15 point lead was not enough for him to become champion.

Both Keith Cowie and defending Champion William Robson outscored him. It was Cowie who became Champion in his class A2 Seat Leon Supercupra. He was the only driver of the 24 who register and scored points to finish every round.

Keith had 9 wins, one 2nd and two 3rds in his scores though only once did he get full points other wins were reduced points as less than 3 cars started his class. Keith was a good consistent racer dicing with other saloons in most races.

William Robson finished 12 of the 13 rounds. He had 11 class wins and one 2nd, again having reduced points in many rounds. He finished 4 points behind Keith Cowie.



CONTINUES...

In 3rd was Duncan Steele. The MR2 mk3 may not have been quick but it was reliable and competitive in his class B3. He scored two wins, six 2nds and two 3rds.

Fourth overall was Duncan's B3 main rival Andrew Paterson driving a BMW 318S. He had 6 class wins and one 2nd but missed or dnf in 5 rounds.

Scott Tollan had his Escort Cosworth in 5th overall with 8 class wins and two 2nds, but he had no score in 3 rounds.

Former Champion Paul Brydon raced his new BMW M3 Scandinavian Touring car to 6th. He did 8 rounds and took 4 class wins, three 2nds and a 3rd and when he raced was usually the quickest saloon.



While in 7th overall, Ron Cumming was rapid in his Nemesis kit car. The veteran was still seriously quick. He had 5 class wins and two 2nds, but missed 6 rounds.

In 8th was Nathan Dickson who raced in 7 races in B3. He had one class win, two 2nds and four 3rds.

Others of note; Andrew Morrison did 4 rounds in his Seat Leon and won class A2 each time he raced.

Andy Forrest brought out 2 cars. Firstly a wild be-winged Westfield and won both races in April. Then a newly acquired Radical appeared in July and he took two wins and a 2nd in class, but only did 4 rounds, shame as he's quick.

Overall race wins went twice to Andy Forrest in April. In May, Paul Brydon took a brace of victories with the M3. June wins went to Ron Cumming in his Nemesis kit car and then Paul Brydon.

July had huge grids of 29 cars as visitors from Ireland swelled the numbers. Andy Forrest's Radical took wins in races 1 and 2, then dns, so race 3 in the extended programme that day was won by Ron Cumming.

Septembers two race wins both went to Ron Cumming as did October's two race wins.

A total of 24 drivers registered and raced plus a couple of guests, but few did a full season. Occasional racers who impressed included Andrew Gallagher, who only appeared in April with a very rapid EVO. But it only lasted half a race and wasn't seen again, though he pressed Forrest's Westfield hard for the lead before retiring. Greg McArthur did 2 meetings with his Radical and got top 3 places as he finished 4 races.

SCOTTISH LEGENDS CARS CHAMPIONSHIP

This was yet another Championship decided on the last day of the season. There were 4 drivers in with a chance, Dave Newall led by 55 points which wasn't a lot as Legends Cars score 200 for a win and then 185, 170, 160, 150 etc and there are 3 points scoring races per round.

There were 9 rounds which was 27 races during the year, including a double header at Anglesey in North Wales. John Paterson, multi-time Champion, lay 2nd in October.



In 3rd, and 250 points back, was Steven McGill, followed by reigning Champion David Hunter.

October's 3 races saw an up and down day on a wet track. Steven McGill won heat 1 from Dave Newall after John Paterson spun at the last corner going for the lead, and still finished 5th even after his team mate, Duncan Vincent - who was then 3rd on the road - clipped him after the spin.

This all let in David Hunter to take 3rd.

Heat 2, and David Hunter led all the way chased by Duncan Vincent, with John Paterson coming through the pack for 3rd.

The final saw John Paterson lead by lap 6 demoting Duncan Vincent who stayed 2nd as David Hunter was 3rd, but in 5th Dave Newall had done enough.

He won the title by just 30 points to take his 2nd title. His first being in 2013.



Points being for the top 15 finishers, but dnfs get 5 points for starting. Dave Newall scored in all 27 races. He had 2 wins, fourteen 2nds, four 3rds and three 4ths in his scores. His lowest finish was 6th twice. Its just impressive top 4 statistics. He's been a really quick and consistent racer all year, with no low scores.

Runner up John Paterson was quick, he won 16 races, one 2nd and four 3rds, but had two rounds where he got 0 and 5 points.

Third overall was Steven McGill, he led the points table after the April and May races and had 6 wins, two 2nds and four 3rds, but had a 5 point round.

David Hunter took 4th overall. He had a better second half of the season. He won two races, six 2nds, ten 3rds, and also a 5 point round in his scores.

In 5th was Mark French scoring mid points in 25 rounds but also had two 5 point rounds.

6th overall went to Michael Paxton. His best finish was a 3rd but he had a few 5 point rounds and missed one meeting.

In 7th was John Critchlow who had a 4th and three 5ths as his top scores. While 8th was Duncan Vincent who raced in between commentating at Knockhill. He's a quick driver but did 5 of the 10 rounds, even so he had a win, four 2nds and two thirds in his scores.

Others of note included Billy Wait, who did half a season and was a regular mid field runner and had five 6th places.

CONTINUES...

Stewart Black was fast, but only did 5 rounds and could still run with the top 5. He won one race, had a 2nd and three 4ths in his scores, but also had a 5 point score.



Legends Cars had smaller grids than previous seasons, but the racing was as intense and competitive as ever.

Steve Whitelegg did 4 rounds, he'd finished runner up in the UK Nationals previously and commented how good and fair the racing was in Scotland. He was still quick himself, taking one race win, one 2nd and three 3rds and three 4ths in the 4 rounds he did.



FORMULA LIBRE

Knockhill in October saw a trip back in time. In the 70s and early 80s the club ran races for Formula Libre. This is an open class for single seater cars.

It had winners like David Leslie in a 2-litre wings and slicks Formula Atlantic car.

In October we had two formula Libre single seaters out in a demo run. The Vauxhall Lotus of James Davidson pulled away from the Formula Ford 2000 of Graeme Crab.

This might be tried again in 2020. Its a 'run what you bring' class, let's see what happens.

Kevin Pick

SMRC COMPETITION

Last issue we asked "who was driving and what's the car:"

The comprehensive answer was Border Reivers Escort BDG, Driver Doug Niven pictured at South Stand, Ingliston. Car following is a Vauxhall Firenza, driver Bill Dryden.

The winner with everything correct, was Rocket Ron Cumming.



2019 CHAMPIONS ROLL CALL...

CELTIC SPEED SCOTTISH MINI COOPER CUP

ROBBIE DALGLEISH

MINI COOPER NEWCOMERS CUP

IAN BONTRHON

MINI LADIES CUP

ASHLEIGH MORRIS

SMTA CITROËN C1 CUP

FINLAY BRUNTON

SCOTTISH LEGENDS CARS CHAMPIONSHIP

DAVE NEWALL

SCOTTISH FORMULA FORD 1600 CHAMPIONSHIP

JORDAN GRONKOWSKI

SCOTTISH SALOONS & SPORTSCAR CHAMPIONSHIP

KEITH COWIE

SCOTTISH CLASSIC SPORTS & SALOONS CHAMPIONSHIP

BRUCE MITCHELL

SCOTTISH FIESTA ST CUP

JACK DAVIDSON

SCOTTISH ST CHALLENGE CUP

LORN MURRAY

SCOTTISH MINI COOPER S R53 CUP

OLIVER MORTIMER

SCOTTISH XR2 CLASS CHAMPION

DUNCAN O'NEILL



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Scottish Classic Sports and Saloons Championship

CROFT, AUGUST 2019

Six SMRC Classics competitors joined the Northern Sports and Saloons Championship (NSCC) Classes B/C/D races at Croft on 17th and 18th August. Several others hoped to attend but were unfortunately unable, due to mechanical problems.

Fastest SMRC qualifier was Andy Graham, TR7 V8, followed by Alistair Baptie, Michael Longstaffe, Mario Ferrari, Bruce Mitchell and David Robb. This was David's first time in Scottish Classics, competing as a guest in his Mini.

SMRC cars started at the back of the grid, departing thirty seconds after the group of seventeen NSCC cars. A high level of attrition left three SMRC cars running at the race end, Bruce Mitchell's Lotus Europa first, followed by Mario in an Alfasud and Michael's MG Midget.

Race two saw five SMRC cars start, the hub failure on the TR7 V8 of Andy Graham being unable to be repaired at the track. David Robb retired on lap two, leaving four Scottish Classics who finished in order: Alistair Baptie, Bruce Mitchell, Mario Ferrari, Michael Longstaffe.

Competitors enjoyed a friendly welcome from the Darlington and District Motor Club.

Malcolm Smith

LEST WE FORGET

Sadly, Scottish Motorsport and the club lost some of its much-loved drivers and friends this past year.



KENNY ALLEN passed away in January, he was well known for racing in Clubmans cars at Ingliston.

Kenny was a champion and record setter in a variety of sports in motor racing, hillclimbing, sprints and speed events, and raced everything from his first Mini through a variety of sports and clubman cars, single seaters and latterly his much loved Lotus Elan.

He was still hillclimbing in his 70s and retired from completion when aged 79, just 3 years ago.



DEREK HASTINGS was still in only in his 50s when he passed away in April. He was a former Road Saloon Champion in his Hillman Imp, and a regular saloon car racer in Sierra Cosworth, Lotus Sunbeam, Escort Cosworth and a Ford Capri in 80s and 90s with SMRC in Scotland.

He was competing at the Ingliston revival sprint in his Caterham just a couple of years ago, and did Bo'ness with a road going Jaguar E Type.



DAVID OGILVY left us in June, a former Special Saloon Champion in an Imp in the late 70s, he also raced a BDG Escort, and later a Rover SD1 in the late 80s and had the occasional outing in a Dutton and Escort MK2 in the early 90s, but then returned to regular competition and won races in 1999 and 2000 in his V8 engined TVR Tuscan.

An experienced mechanic and garage owner in Edinburgh, he also prepared several cars that raced at Ingliston and Knockhill. He left us suddenly at his home in Spain.



ROBIN SMITH who raced GT cars internationally left us in February.



We also lost **MARTIN RAMSAY**, the 2018 XR2 Champion in August. He won the title in his one short season in motor racing and was a popular figure in the paddock.



Then in October, **ANDREW COWAN**, the London-to-Sydney rally marathon winner and top international long distance rally driver, passed away. He also raced at Ingliston in the late 60s.

Andrew set up and became manager of Mitsubishi's European rally team Ralliart after he retired from competition. Andrew attended our awards ceremonies over the last couple of years as a guest, and was interviewed about his successful motorsport career.



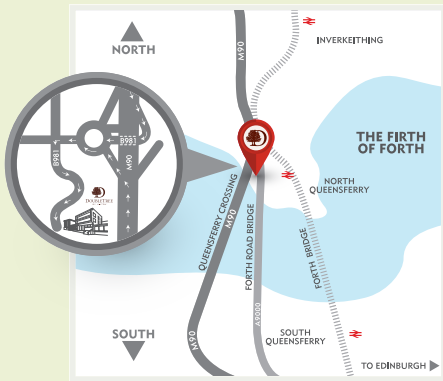
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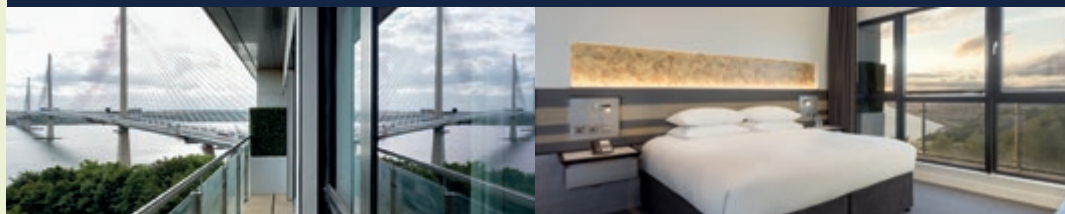
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WOMEN ON TRACK & CITRÖEN C1 CUP REVIEW BY EMILY GLANVILL

AN INCREDIBLE START TO A NEW INITIATIVE...

The 2019 season has flown by! I have had an incredible year working as the representative for the Women on Track Campaign and racing in the brand new Scottish C1 Cup.

WOMEN ON TRACK

The launch of the SMRC Women on Track initiative proved to be a huge success and I am incredibly proud of the community we have managed to create. In July we held our first SMRC Ladies Day which saw 50 women visit Knockhill for a behind-the-scenes tour of the facilities. All the girls got the chance to explore the marshalling side of motorsport as well as scrutineering, driving, engineering etc. The feedback after the event was superb and we do hope that an event of this format



will now be rolled out annually. Following the Ladies Day, there has been an influx of female marshals joining the team as well as many getting in touch with the club expressing interest in sitting their ARDS license and getting behind the wheel! This reflects the brilliant work that the team put in on the day to inspire and educate the visiting ladies.

I have found working on the Women on Track campaign very rewarding this year. From a business point of view, I have had the opportunity to learn many new skills and am of course thrilled with the outcome and results of the campaign. On a more personal level however, I have really enjoyed getting to know the women already involved in the SMRC on a deeper level, many of whom I had not met before this season. I have made some great friendships with the girls, many of whom I now see socially between race weekends. Through our introductions as a result of the Women on Track Campaign, we all enjoy sharing stories of our own motorsport experiences when we see each other in the paddock. I think this beautifully captures the welcoming, friendly support network and community of females that we set out to achieve with the launch of Women on Track in early April.

THE CITRÖEN C1 CUP

Alongside working on the new campaign, I have of course also been racing in the new Scottish C1 Cup. I am struggling to put into words just how much I have enjoyed racing in this championship. The car is superb fun to drive – slowing the racing down a little helps produce more calculated, thoughtful driving which was shown in clean, action packed racing.



I have been highly impressed with the championships bid to keep the cost of competing to a minimum, after all that is one of the main selling points of the series. The number of cars on the grid has gone from strength to strength with many experienced drivers signing up to join in the fun! In the paddock, the atmosphere between the competitors has been second to none. I have really enjoyed this and it has helped to make my year particularly special. It is lovely to compete in a series where everyone can be fierce and competitive on the circuit but share a laugh off the track. Between each race, it is not uncommon to find all the C1 drivers huddled together in an awning chuckling away!

As you can gather, it has been an incredible year and one that I will remember for a very long time! I have learnt so much, both on and off the track, and have enjoyed facing each new challenge. Best of all, I have met lots of new people and formed some special friendships. I can't wait to see both the Women on Track campaign and the Scottish C1 Cup thrive and develop in 2020!

Emily Glanvill



**WOMEN
ON TRACK**

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 2019 Women on Track Representative, Emily Glanvill, caught up with women involved in the SMRC and shared their stories 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



ADELE CLEVELEY

MOTORSPORT CONTENT CREATOR

Following the club's first Ladies Day at Knockhill Racing Circuit on Sun 21st July 2019, we have seen an influx of females looking to start their motorsport career with the SMRC. Whether it be as a driver, marshal, medic or other, the day successfully showcased the range of opportunities we have for women to get involved.

In this Women on Track feature, we will hear from Adele Cleveley who attended the Ladies Day event earlier this year. Adele has been regularly attending race meetings at Knockhill since 2017 with her interest growing each year. Initially coming along to support local friends who were competing in SLS events, Adele now helps to produce exciting content to keep fans and sponsors updated on the Wish-Art Racing social media channel. Originally from Shetland, Adele had previously found it a challenge to seek further information on a motorsport career and says the opportunities local to her were few and far between. After seeing the SMRC Ladies Day event advertised on Facebook, Adele decided to come along to find out how she could further increase her involvement in the sport.

On Ladies Day, Adele took part in the special walking tour which showcased the numerous roles that women already play within the SMRC. Driving, marshalling, scrutineering – Adele had the opportunity to sample each responsibility. During lunch hour, she took part in the 'Lap of the Track' experience where she was whizzed around the circuit in a Civic Type R for an informative lap hosted by the SMRC's female racing drivers. Talking of her experience, Adele said "The ride around Knockhill was the highlight of the day! I'd never been round Knockhill before and I always hear the commentary team talking about different sections of the circuit. To actually see and experience it gave me a whole new appreciation of the track."

Adele was inspired to take the next steps to further her motorsport career after Ladies Day. Not only did she continue to attend the SMRC race weekends but she also took part in the C1 passenger ride experience with me in August! She was a brilliant passenger and thoroughly enjoyed getting a high-speed view of the race track. Adele said she loved the feeling of speed on the track evening and "didn't appreciate how late you had to break for the hairpin. Even in the C1, the speed can be addictive!".

Following the passenger ride experience, Adele is considering joining us on the grid in the future. Before that however, Adele is keen to start marshalling and sees this as the next step on the motorsport ladder for her.

"LADIES DAY GAVE ME A NEW UNDERSTANDING OF HOW IMPORTANT MARSHALLING IS TO A RACING WEEKEND - SO I WANT TO VOLUNTEER MY TIME TO MAKE SURE RACING EVENTS CONTINUE TO BE AS SUCCESSFUL AT KNOCKHILL."

I think this is a brilliant success story of Ladies Day showing how the event has helped to inspire and support women to increase their involvement with the SMRC. I can't wait to see Adele out on a marshalling post in 2020 and wish her the best of success with her future motorsport endeavours!

#WomenOnTrack



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SUPERFAST SCOTS

A FORMULA FOR SUCCESS

BY GLENN ALCOCK



IN 2019 WE CELEBRATED 50 YEARS OF SCOTTISH FORMULA FORD IN STYLE WITH JORDAN GRONKOWSKI TAKING THE TITLE AND ENTERTAINING THE CROWD WITH A GREAT BATTLE WITH MATT COWLEY IN THE DAVID LESLIE TROPHY WHERE HE TOOK VICTORY ON THE LAST LAP IN FRONT OF THE KNOCKHILL CROWD.

There's been a lot of talent in Scottish Formula Ford over the last few seasons – here are some of the drivers who've impressed:-



2019 Scottish Formula Ford Champion – **Jordan Gronkowski** – he started karting at age 11 and has always shared the racing experience with his father who has been a mechanic since he left school.

What started as a hobby and some quality father and son time has taken them from lapping the Banff track for fun to 4 Grampian Kart Club titles by 2006 with Jordan being voted "Most Promising Young Driver" by the Association of Scottish Kart Clubs in 2005 before winning the Alex John Forrest Motorsport Scholarship leading onto a season in the Scottish Mini Cooper Cup in 2007. After a few seasons in the Minis Jordan moved into FF1600 in 2011.

Jordan never thought he would end up in Formula Ford back when he was racing karts but now believes that is where he belongs and after 9 seasons with great success the ultimate goal of winning the Scottish Formula Ford title was achieved this year. A great driver and a nice guy Jordan will be one to watch in 2020 as he defends his crown.

2018 and 2017 Scottish Formula Ford Champion – **Ross Martin** – he began karting in 2009 and won 4 out of 5 novice trophies and continued to kart until 2015 where he won 7 out of the 10 rounds in the Formula Kart Stars Championship and was on the podium 9 times.

2016 saw him progress into single seater car racing in British Formula 4 and after promising tests and races at Brands Hatch, Donington and Thruxton, sponsorship issues meant an end to the F4 season prematurely and a returning to karting. In 2017 Ross burst onto the Scottish Formula Ford scene battling alongside Seb Melrose with both competing with Graham Brunton Racing.



Ross took the title and earned himself the Mazda Road to Indy shootout ticket. In 2018 Ross went one better and took the Scottish Formula Ford by winning every race in the title battle against Jordan Gronkowski. In 2019 Ross won the BRSCC Avon Tyres National FF1600 Championship and is one of the most exciting drivers to keep an eye on for the future.



Seb Melrose – started racing in 2014 at age 16 in Scottish Formula Ford, in October of that year he competed in the Formula Ford Festival at Brands Hatch and achieved a top 20 finish and was the youngest driver ever to achieve this which earned him the SMRC Rising Star Award.

In 2016 he finished 3rd in the Scottish Formula Ford Championship with Graham Brunton Racing and went one better in 2017 finishing 2nd after battling for the title with Ross Martin. In that year he also won the David Leslie Trophy and won the Champion of Brands. 2018 saw him finish the Championship in 2nd place after another season long battle with Ross Martin.

In 2019 Seb moved into the VLN Endurance Series in Germany with Walkenhorst Motorsport. He's been racing at the legendary Nordschleife layout of the Nurburgring finishing the season driving a BMW M4 GT4. It'll be exciting to see what 2020 holds for Seb.

CONTINUES...





Logan Hannah is one of the most exciting young drivers in Scottish Motorsport at the moment.

From age 12 she showed an interest in being involved in motor racing. She enjoyed talking to the drivers and mechanics taking an interest in car set up and preparation.

Logan started karting in the United Arab Emirates initially for fun before her talent was obvious and competition beckoned in the Sodi World Series in 2014. She was selected to compete with over 260 junior and senior drivers from 20 nations at the SWS Junior World Finals and was ranked 3rd in the junior female drivers.

In 2017 she moved into single seaters competing in the F4 UAE series racing at the Yas Marina Grand Prix Circuit in Abu-Dhabi. She made history as the first female driver to race in the series and in 2018 and 2019 has been racing in Scottish Formula Ford with Graham Brunton Racing.

Michael Macpherson, aged 18 from the Black Isle, is another great young driver to keep an eye on.

Michael started racing aged 10 years old at his local kart track at Golspie before moving on to compete in the British Karting Championship being driven all over the country by his dad Mike who is a former amateur racing driver himself.

Michael started car racing in 2017 with Graham Brunton Racing in Scottish Formula Ford and has been competing in the National Formula Ford Championship this year with Kevin Mills Racing.

A very talented young driver who has shown impressive speed we hope to see more of him on track in 2020.



Ciaran Haggerty, aged 23 from Johnstone, should be a familiar name given his accomplishments. He started karting aged 10 and moved into cars in 2013 with Graham Brunton Racing.

He was awarded the Hartley Whyte Trophy as the most promising newcomer to Scottish Formula Ford and then donated his £750 prize to charity.

In 2014 he won the Scottish Formula Ford Championship by taking 11 consecutive wins. In 2015 he competed in the BRDC British Formula 4 Championship and finished 4th in the Championship as part of the Ecurie Ecosse Young Driver Initiative and again the Graham Brunton Racing. The F4 championship supported the British GT Championship which would be Ciaran's home for the 2016 and 2017 seasons in a McLaren 570s GT4.

In 2018 he took a year out except for a guest appearance in Scottish Formula Ford at the end of the year. 2019 has seen him back with Graham Brunton Racing and we hope to see more of him next year.



Kenny Cowie, 25 from Bishopton, started out karting in his mid to late teens and moved into Scottish Formula Ford in 2017.

He enjoyed early success with a pole position and win and regularly finished on the podium. In 2018 Kenny had to take a year out, but has been back in action this year with the Cardowan Creameries Rotor Racing Team. A very quick and committed driver, Kenny is always exciting to watch.



Neil Broome, 41 years old from Edinburgh, is one of the longest serving drivers in Scottish Formula Ford. After years of doing track days and working on road cars he started racing single seaters in 2013 with Plan B Motorsport before going fully independent and establishing Strong Broo Racing in 2014. 2019 was a strong season for Neil where he finished 2nd in the championship and took 2 race wins.



Steve Barlow - His son Fergus started karting in 2006 so both father and son spent a lot of time at the WSKC at Larkhall.

When Fergus went to college Steve progressed into racing in Formula Ford which he described as "like an armchair compared to karting!". One of the best aspects of karting however was the same in Formula Ford - the feeling of being in a big family.

Graham Brunton Racing looked after Steve and supported him through the early part of his single seater racing. He is an example to us all as the happiest driver at Knockhill who just enjoys the competition and camaraderie in the club where age is no barrier, even when you're 67.



Neil Maclellan, aged 21 from Tore in the Scottish Highland, has been very impressive over the last few years. He was 2011 Mini-Max Karting Champion and moved into cars in 2015 where he was Scottish Formula Ford Newcomers Champion.

In 2016 he won the Scottish Formula Ford Championship with Graham Brunton Racing. He is currently racing with Kevin Mills Racing in the BRSCC National Formula Ford Championship. In 2019 he finished 6th overall.



Jamie Thorburn, from Duns in the Scottish Borders, started karting in 2013 just for fun at Larkhall before following in the footsteps of his father, Stuart, by moving into cars in 2015.

He achieved 4 podium finishes in that first season and impressed by moving from 32nd to 11th in the Walter Hayes Trophy final. In 2016 he was Scottish newcomers champion and 2nd overall in Scottish Formula Ford and won the Hartley Whyte Trophy. In 2017 he moved into the National Formula Ford Championship with Cliff Dempsey Racing finishing 4th in the Championship. Jamie has been splitting time between studying and competing since 2018 and has driven in the National and Scottish Formula Ford Championships.

Formula Ford is one of the purest forms of motorsport where car control and racecraft need to be mastered to achieve good results. It is an exciting class to watch at SMRC events. In 2020 it would be great to see even more talented drivers on the grid battling against 2019 Champion Jordan Gronkowski as he defends his crown.

INSIDE TRACK BY GLENN ALCOCK

TEAM INSIGHT | O'NEILL RACING



TODAY I'M CHATTING WITH DUNCAN O'NEILL, TEAM OWNER AND DRIVER WITH O'NEILL FIESTA RACING WHO RECENTLY GAVE ME THE OPPORTUNITY TO DRIVE A FORD FIESTA XR2 IN THE SCOTTISH CLASSIC SPORTS AND SALOONS CAR CHAMPIONSHIP AT THE LAST ROUND OF THE 2019 SEASON...

GA: Duncan, first of all thanks for letting me get behind the wheel of the XR2. Can I start by asking how your motorsport career started?

DO: Hi Glenn, I always wanted to get into Motorsport. I bought a couple of cars and set my sights on competing in the 2018 season. I chose the XR2s as I really have a passion for old Fords.

GA: What challenges do you face by running the team as well as driving?

DO: The biggest challenge has been keeping all of the team happy. It takes a lot of time and effort to get the cars into a position where they can finish every race. My job in addition to the driving was to keep the team on their toes and provide oversight to keep the cars in the best condition to get to the chequered flag.

GA: You've built up quite the fleet of XR2 cars, what is it about those cars that appeals to you?

DO: As previously mentioned I have been a Ford fanatic all my life. My dad's first car was a Fiesta Super Sport and my brother's was an XR2 so I just followed in their wheel tracks. They are very fun cars to drive and are the little pocket rockets of their day.

GA: The XR2s race alongside quite a wide array of vehicles in the Classics – what challenges does that present as a driver?

DO: The XR2s are obviously the slowest cars in that class but are very good cars to drive as a novice. They train you to respect the other cars on the track and be aware of what is going on around you as you learn your racecraft. You must respect the other drivers on track and in turn you gain their respect and trust for the way you drive.

GA: This year we sadly lost a friend and competitor in Martin Ramsay. You guys had quite the battle in 2018, can you share any specific memories with us of Martin?

DO: Martin was a great driver and I learned a lot from him. I remember him having contact with another competitor and I thought that it may be the only time I could beat him but unfortunately it was not to be and he won every race in that 2018 season. We raced hard and Martin and I respected each other as competitors and also friends.

GA: Looking back on 2019 what were your highs and lows of the season?

DO: The highs were winning most of my races but also seeing other drivers on track in my cars such as Jimmy Crow and yourself. The low point was breaking down and suffering a DNF in the Martin Ramsay memorial race.

GA: Looking ahead to 2020 – what can we expect from O'Neill Fiesta Racing and yourself?

DO: I am hoping to be running 5 XR2s this season which should be a lot of fun and will boost the competition. Personally I hope to increase my number of victories too.

GA: There may be people reading this who are interested on getting on the grid this year in an XR2. Have you got any advice for them?

DO: Just go for it! I wish I had seized the opportunity years ago as it is a very rewarding and affordable way to go racing.

GA: Thanks for your time talking to us and thank you again for allowing me get a taste of what it's like driving an XR2 at Knockhill. Hopefully next time it's a bit drier though.

DO: Thank you too and anytime you wish to drive an XR2 again just give me a shout!



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SMRC Dinner and Awards Ceremony

This was the first time in Glasgow for the SMRC end of season awards ceremony. The event was very well compared for the second year running, by the enthusiastic former BTC racer, and now ITV4 BTC commentator Paul O'Neill. He was ably assisted by the knowledgeable former FF racer Joe Tanner, and bubbly ex-Mini Cooper racer Fiona Wallace, both having gained media experience. Whilst not only were the awards presented, but the evening saw the final of the new SMRC Esports Championship live on stage.

The Champions arrived to applause once the 350 dinners were seated.

Sandy Denham, Chairman of SMRC welcomed everyone and gave a good speech which covered several key items. He gave respects to those who has passed away this year, from multiple champion in Clubmans and Sportscars, Kenny Allen, to International GT racer, Robin Smith. Former saloon Champion, sportscar race winner and well-known for race car preparation, garage owner, David Ogilvy. Road saloon car champion in his Hillman Imp and well known racer, smiling mechanic Derek Hastings. 2018 XR2 Champion Martin Ramsay. Keith Shellenberg, a well known historic car racer. Rob McKinna, race scrutineer, Hillclimb and Sprint eligibility scrutineer, FIA historic car passport scrutineer and all round nice guy. Andrew Cowan, international marathon rally winner and former head of Mitsubishi team Ralliart.

Sandy then thanked the clubs guests, sponsors and their representatives. Angela Ellis from Yokohama Tyres, Daisy and Ronnie Thom from Wheels Around and Jim Kerr from Farmer Autocare who supported both the Mini Cooper S Cup and Fiesta ST Cup. Plus Sandy Burgess CEO of SMTA who supported the C1 Cup, and Jonathan Gilbert from the Edinburgh Watch Company. Suzanne Buist from ECU Master supporting Saloons and Sportscars. While it was noted that Tommy Dreelan (whose Celtic Speed headline the Mini Cooper Cup) and John Clark Motor Co. were valued supporters, but not able to be present. Sandy went on to note valuable input from Kenny Dock and Paul Philips in mental health training for marshals and our filming partners Edinburgh College. He then spoke of the very important relationship with Knockhill circuit, represented tonight by Stuart Gray. He then praised our volunteer force. Next was David Mouldsdale from Optical Express supports of Scottish Karting, and then Colin Clark director of MSUK.

Sandy said he was delighted with the progress the club has made. Overall race entries in 2019 were up, membership up for the first time in 4 years, communication had been developed via email and the improving club web site. Current director and former Chairman Kevin Pick received warm applause as Sandy made reference to his recovery from severe illness and his continuing work for the club. Sandy then noted valuable input from committee members Vic Covey jnr, and head of coaching Malcolm McNab as well as support from Glen Alcock.

Sandy said the Championship representatives new meetings were very good, and the new Esports Championship is an example of our innovation, as SMRC are the first club in the UK to embark on this format to promote gamers in to racers.

'We've introduced the 2020 calendar and Rory (Bryant), Hugh McCaig (Club president) and myself have worked on projects all year. Hopefully we will have two big announcements in 2020' said sandy. Who then went on to thank fellow directors Steve Burns and Mike how who worked on tonight's event, his wife Tina and son Tom, who assisted, as well as SMRC Development Manager Rory Bryant, who just completed his first year in the job. 'In my nearly 30 years of being in this club I've never seen such a hands on President' commented Sandy as he thanked Hugh McCaig. Sandy ended by saying, 'I tell you I'm more enthusiastic of the future than ever before.'

Club President, Ecurie Ecosse Patron, Hugh McCaig then came up on stage to give his usual amusing grace, before dinner.

After a fine dinner Paul O'Neil was on stage to get the awards ceremony under way. It was announced that for all winners, Torq Racewear were providing fireproof underwear.

Scottish Legends Cars Trophies were presented by current BTC racer, and former SMRC driver and award winner Aiden Moffat. New Champion Dave Newall said, 'this championship is extremely hard to win, it's

CONTINUES...



all about consistency' Dave's wife Gemma interviewed at their table said she was used to it as Dave has been in Stock Cars and Rallying to Legends Car racing'.

Mini Cooper S Cup winner Oly Mortimer wasn't present but Jonathan Gilbert received his trophy from Jim Kerr of Farmer Autocare, as did the new Fiesta ST up winner Jack Davidson. Then Jack said on stage, 'it was a really good season and I kept pushing all season'. His dad John interviewed at their table said 'we are proud of him and next year its JCW Minis (UK Championship) and maybe SMRC Mini Cooper S Cup.'

Sports and Saloons winner Keith Cowie was presented by Suzanne Buist from ECU Master. She said she was delighted to be here, and looked forward to supporting you all next year. Keith said, 'I will come back next year and try to defend it.'

Celtic Speed Mini Cooper Cup supported by Yokohama tyres trophies were presented by Angela Ellis. New Champion Robbie Dalgleish said on stage 'it's been a pretty amazing year, winning the Scottish and British Minis. I won 7 of the first 9 races (in Scotland) and stretched away. Dads done a brilliant job all year and all eyes are on Daytona in a few weeks time (his prize is a drive for winning the Sunoco Mini Challenge) Fiona interviewed his dad who said 'I'm really proud that a father and son can go down south and beat the big teams'.

Scottish Formula Ford Championship was presented by British GT Champion Jonny Adam. Joe Tanner interviewed him, and Jonny said he started in FF. he remembered it was good, close racing and that it's nice to see the class still going. He said you can use the same car in national races including the FF Festival (at Brands Hatch) and Walter Hayes races (at Silverstone). New champion Jordan Gronkowski who also won the David Leslie trophy said 'its been a long journey as dad and I started in karts in 1999. So many sponsors and my family supported us, we never even thought we'd get to cars. It's a dream come true' His dad at their table said, 'you never tire of the excitement and you are so proud of your son on the track'

Jonny Adam stayed on stage to present the next set of trophies.

Scottish Classic Saloons and Sportscar Championship, this included XR2 Championship class to Duncan O'Neill, while class E winner Alastair Baptie came up, then new Classics Champion Bruce Mitchell. A very pleased Bruce said. 'I can't believe this is happening, it's a good feeling to have built the car (Lotus Europa) and have won'

Citroen C1 Cup trophies were presented by Sandy Burgess CEO of SMTA. Winner of the new Championship Finlay Brunton said, 'it's a struggle to comprehend being Champion, but it's amazing'.

Paul O'Neill then interviewed SMRCs Business Development Manager Rory Bryant. He spoke of the club 'were moving forward and have launched lots of new initiatives this year. More and more people are contacting and asking "how can we help" which is encouraging as this is everyone's club.' Rory thanked all the Championship Representatives, marshals and drivers for their support. Rory then said of the Rising Stars, 'as a club we are fortunate to have so many champions associated with the club such as Sir Jackie Stewart, David Coulthard and Allan McNish. We need to look to the future and the SMRC Rising Stars is relaunched with 6 up and coming drivers appointed from within the club and from karts. We were over whelmed with the number of applications. Thanks to Malcolm McNab and Graham Brunton for evaluating them. These drivers get teamwear, simulator time, training and the use of the 'Rising Stars' name.

The programme is funded from the Martin Ramsay trophy race entries. Martin sadly passed away in 2019. He was passionate about developing others, so this is a fitting tribute.

Sandy Mitchell a former Rising Star came on stage to help. The 6 new Rising Stars were announced and welcomed to the stage: Craig Blake, Michael Weddell, Finlay Brunton, Ryan Smith, and Duncan Steele and from karts Chloe Grant. On stage Chloe was interviewed and said, 'I've had a really good season and I had no idea that I'd been chosen until tonight.' Teenager Chloe has been racing for 7 years.

The evening then moved onto a new competition the SMRC Esports final. It had been supported by Graham Carroll, former FF Champion who now races Esports for Red

Bull. There was a video played to explain the format. There had been 4 rounds raced on Esports in Legends Cars on 4 tracks streamed on the SMRC web site.

The top 12 drivers then went to a semi final at Knockhill, were they were assessed by a panel and drove on the kart track. The two finalists were then on stage at the awards ceremony. They raced live with their exploits shown on 3 large screens which had showed racing footage earlier in the evening.

Graham Carroll was on stage to talk about Esports, and said he'd run out of money after winning the 2008 British FF Championship. Started playing games found he was good at it, he won races and was picked up by Red Bull. He talked about the selection of the two finalists and that the winner tonight gets a drive in a real Legend Car at Knockhill in the April meeting taking part in 2020 Championship round 1 with 3 races.

Andrew Donald's team sponsor and provide the winner with a car. Knockhill provide the ARDS test, Reis Motorsport Insurance provide insurance and Torq Racewear the race suit and gloves. The two finalists Kevin Ellis and Sam Corson were interviewed by Fiona Wallace. Kevin said he'd been racing in iRacing and won the Sebring 2hrs and Daytona 4 hrs races as well as Indy 500. Sam said he'd done a bit karting and sim racing.

The two drivers were to do a 5 lap race on Silverstone National circuit. In the race Kevin was slow away losing a couple of seconds and he spent the 5 laps closing on Sam, with the crowd shouting encouragement he was on his tail during the final lap but Sam hung on to win. Kevin said congratulations to Sam he drove perfectly and didn't make any mistakes. Sam said Kevin was a speedy driver and greta competitor.

The Special Awards were next, and the winners don't know they are going to receive them.

Committee member Mike How was on stage to assist with the trophies.

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CLAIRE AND NICHOLAS TROPHY

Awarded to a marshal for their service to the club

BTC driver Aiden Moffat presented this to mother and daughter **Kate and Jennifer Haston** who work in race control. Kate said 'it's very cool to win. My mom brought me in, as my granddad had to her. I've been coming to Ingliston and Knockhill since I was 5 years old. It's a big part of my life and I just love it'.

DUNCAN FISHER TROPHY

Awarded to someone seen by few but appreciated by many

Winners **Kenny Dock** and **Paul Phillips** – They said this was cool to win and that they had promoted mental health training for marshals and that marshals had been brilliant. 'There's been an upsurge in interest and it's a big thank you to all the marshals. We'd like to see more people involved' said Kenny.

SMRC SPECIAL AWARD

Presented by Graham Caroll

Winner **Tim Mackay** came up on stage and asked the audience to guess how long he'd been in motorsport – it was 1977. Tim who takes his tools to Knockhill every meeting to help drivers for free said, 'I met a FF driver Peter Shand and started to help him and that's how it started'

SMRC DRIVER OF THE YEAR

Voted for by the marshals

Winner **Oly Mortimer** (Cooper S Cup). Collected by Jonathan Gilbert as Oly was unable to attend. Jonathan said, 'Oly is quick and this comes from his father Glen. He's had a phenomenal season and he loves the friendship and camaraderie. He wanted to express his thanks to all the marshals.'

BMRC CHAMPION OF CHAMPIONS

presented by Johnny Adam

Winner **Jordan Gronkowski** - Jordan said, 'what a fantastic year I don't know what to say, Jim Clark's name is on this, and now my name is on it. Thank you dad I wouldn't be here without you. Thank you mom and Karen my wife and everyone who has supported me, I can't believe it.'

EDINBURGH STUDENTS QUIACH

Awarded to the top lady racer

Winner **Logan Hannah** – the young FF racer. Joe Tanner interviewed Logan and asked if it was a surprise? She said, 'yes, it was and for my first year in a car its been amazing. I'm flying out to Dubai next week to drive in a F4 race supporting the F1 GP'

SHEILA WHYTE TROPHY

Awarded to the most promising young Scottish driver

Previous winners include Gordon Shedden and Aiden Moffat. This year it went to Mini Cooper Champion, **Robbie Dalgleish**. On stage Fiona interviewed Robbie who said, 'its been an amazing year, thanks to my dad, sponsors and my mom and my girlfriend. Its been a team effort and I'm ecstatic to take this home'

ECURIE ECOSSE HUB CAP

Awarded to a Scot competing across the globe

Hugh McCaig, Ecurie Ecosse patron, was on stage to present this prestigious award. Hugh said, 'it was a hub spinner from the 1956 Le Mans winning D Type Jaguar presented by Esso, who were big sponsors of the team'. This years winner is **Ross Martin** the national FF Champion. Ross said, 'its has been a good year and nice to win an award'.

WILLIAM LYONS TROPHY

For a top performance by a Scot in a Sportscar

This was presented along with the Rothmans trophy for a top Scot in a UK Championship – winning both trophies were **Jonny Adam** and **Graham Davidson** who won the British GT Championship in an Aston Martin. Graham said, 'I started in SMRC racing 5 years ago for as bit of fun. Its cost a fortune but thanks I'll not forget it for the rest of my life. In British GT's it is incredible to race with the top guys and racing with Johnny to help him get his 4th GT title. A big part of the season was Johnny training me, in a simulator on a kart track and he knows how to do it and he's passed it on to me'. Johnny said, 'this year was tough. A new car and a new team mate. We only won by a couple of points so thank you Graham for helping us win'.

CALLANDS TROPHY

Best performance by a Scot

The big screens played race footage of GT cars and the winner was announced as **Sandy Mitchell**. He said 'its always special to be on this stage and i feel lucky to drive these fantastic car in US and Europe. We won Spa 24 hours in the jnr class and endurance racing with Lamborghini is going well'.

JOHN ROMANES SWIFT TROPHY

Awarded for excellence by a Scot in motor racing

The prestigious final award of the evening. The winner this year was BTC driver **Rory Butcher**. Previous winners include Dario Franchitti and Allan McNish. Rory could not be present as attending the BTC dinner but had recorded a video message which was played. Before that Paul O'Brien said Rory was a pleasure to work with in BTC. In the video Rory said, 'it is a privilege to have my name alongside the previous winners of this trophy' and then said 'it's a big well done to all drivers winning tonight'

Surprise end to the night - Rory Bryant came up on stage after the awards finished to announce the extra prize given by Stevie McCall to the runner up in the Esports final, a drive in one of his Legends cars in April.

Stevie said it was a tight fight between the 2 of them (Esports finalists) so we thought we'd get involved. Kevin Ellis the recipient came up on stage and thanked Stevie saying 'it was a great race and thank you for this'.

Joe Tanner asked for a round of applause for kilted compare Paul O'Neill, and Paul duly received warm applause. The first night in Glasgow had been a success.

Kevin Pick

GOODBYE TO OUR FRIEND, ROB MCKINNA

ROB SADLY LEFT US ON NOVEMBER 16TH LAST YEAR, AND HE WAS AROUND CARS AND MOTOR RACING FOR OVER 50 YEARS. HE WORKED IN THE FAMILY-RUN MANOR GARAGE IN WEST LINTON, WHICH THESE DAYS IS RUN BY HIS SON AND FORMER SALOON CAR RACER, ANDREW.



Rob had a real love for Classic race and rally cars. He was very knowledgeable, and helped the club when it came to formulating and policing the Classic regulations over a decade ago, and would attend drivers post season meetings. He served as a scrutineer at race meetings for around 20 years, as well as at Bo'ness Hill Climb for the last 10 years. He also officiated at Doune Hillclimb, and at Silverstone Classic meeting. His rally scrutineering took him to the Jim Clark rally and to Charterhall. He also spent time in Northern Ireland working at the Craigantlet Hill Climb. Work would be an understatement as Rob really loved cars.

He entered races at Ingliston back in 1965, with a 997cc and a 1071cc Mini Cooper S, but then he prepared his son's racing saloons for Ingliston and Knockhill. Rob also went in more recent times and inspected classic competition cars for the MSA and FIA across the UK, to see if they

complied with the Classic car international racing passport.

He was also eligibility scrutineer for the Scottish Hillclimb and Sprint Championship.

He was always cheery and easy going, but he knew classic and historic cars in detail, and was fair in his judgements. Rob had a good sense of humour, and was always helpful with the scrutineering team, passing on his knowledge. He also helped train scrutineers who have come into the team during the last 20 years. Everyone has a good memory of Rob, and he will be missed by the motor racing community.

He had an easy going nature, and it was a pleasure to have worked with him.

Rob is survived by his wife Gill, son Andrew, and daughter Caroline.

He was 76 when he left us after battling illness in a quiet and determined way.

Kevin Pick

GOODBYE TO OUR FRIEND, ROB MCKINNA

BY GLENN ALCOCK

THE HEROES IN ORANGE

A CHAT WITH RICHARD BURRELL, THE CHIEF MARSHAL WITH THE SMRC.

GA – Richard, thanks for taking the time to speak with us. In 2019 you have taken up the position of Chief Marshal which was previously held by Jim Redpath for a number of years. How have you settled into the new role? What's been the biggest challenge?

RB – I have big boots to fill. Jim had started marshalling before I was born so there isn't much he doesn't know. I have a lot to learn and I'm still absorbing lots of new information. However, the great support from my orange family has made it worthwhile. The biggest challenge I would say is getting to grips with all the different areas of what the marshalling team look after. On top of that I would say an even bigger challenge has been becoming a Dad for the first time this year! Lots going on, but I am hoping my organised character will prove valuable in ensuring I'm not only a great Dad, but also keeping Jim's legacy alive.

GA – First of all, as a driver, I really need to thank you as without the great marshals at Knockhill we couldn't compete and you give us so much information in the races to

help keep us safe. During my little incident last year I felt pretty calm knowing the cavalry was on the way. What's the most satisfying thing about being a marshal?

RB – Just that Glenn, "Being the cavalry for the drivers". But also having the opportunity not just to get close to the action but to be part of it. But the biggest satisfaction is being part of a great team where we all work together, to achieve the same goal.

GA – Tell us a little bit about your background and what led you into motorsport.

RB – I have always been a keen motorsport fan for as long as I can remember. From 2002 – 2005 I worked at Snetterton in the circuit team, which then led to me getting the bug to become a marshal. I moved to Scotland in 2005 and joined the team at SMRC. I then upskilled and joined the Rescue team becoming a Crew Chief for the SMMC. However, my true calling was to be in orange, and I came back to being a Post Chief.

I do have a real passion for developing skills of others, and I became a Motorsport UK training instructor.

This enables me to deliver accredited training to the team, allowing them to progress and develop their skills. I have a keen eye for Safety as in my day job I am a UK&I Health, Safety & Environment Advisor. Where possible I try to apply my knowledge to the safety programmes I lead for the Team.

GA – What support do you need? If there is anyone reading who is considering becoming a marshal how would they go about it?

RB – We are always looking for new marshals to join the team. There are so many roles and these require no previous experience, just the passion for motorsport, we will give the training required. This year we have set up our Marshals committee which we have divided up into sections, and one of those is recruitment. Alan Barron (Safety Car Driver) and Henry Williams (Chief Pit Marshal) lead up the Recruitment side and have the sole focus to look after this. If people are interested or want to know more then please email them at marshal@smrc.co.uk



GA – What kind of different roles can marshals be involved in at the circuit?

RB – We have lots of roles. To name just a few, The Track Team in general look after all of the incidents and inspect the track between races. We have our Specialist Teams who look after the paddock and assembly function, they mainly ensure all drivers are gathered in the holding area before being let out onto the circuit. Our Grid Team, who you will see out on the grid prior to race start, ensuring all cars are in the correct position. Our Pit lane Team who are dedicated to looking after the pit lane area. There are also other specialist roles for Recovery and Rescue. Not forgetting our team up in race control, who comprise of our Race Controller and other key people to look after all other communications with drivers and directing the Race Meeting.

GA – Knockhill is a really great circuit, and I have had many people comment on how professional the circuit is. What do you enjoy the most about being a marshal at Knockhill?

RB – The “TEAM” Sprit everyone from Marshals to the Knockhill staff, the teams and drivers. The Racing is the icing on the cake, as every race there always has some action to enjoy.

GA – The Mental Health Awareness Training has been very well received

this year. Looking forward to 2020 are there any other initiatives the marshals can expect?

RB – I’m glad you have mentioned this Glenn. Mental health is something very close to us as marshals, so having the team’s awareness increased will help in providing support directly where it is needed. Moving on to 2020, As mentioned earlier our Marshals Committee has been set up this year, and we are working hard to bring new and exciting initiatives to the Marshals of Scottish Motorsport – “Watch this space”.

GA – I know quite a few of the marshals and there seems to be a great sense of camaraderie amongst you all. What benefits would someone expect if they signed up?

RB – When signing up you are given the title of trainee, but our camaraderie will make you feel welcome from day one, and we all provide support to ensure your experience grows each race meeting, so if you’re the nervous type, fear not. We also have breakoff teams that choose to visit other circuits. So, there is the possibility of marshalling at different circuits, as being a Motorsport UK Marshal you are not limited to just SMRC meeting. Some of our team are marshalling at the WEC at Silverstone this weekend. We also have set up our

Marshals Fellowship this year, which is bespoke to Marshal’s allowing them to get some great benefits relating to motorsport.

GA – With some rounds being reverse direction does that give you any unique challenges or is it business as usual?

RB – We do have to make some minor adjustments for reverse direction, but we are highly trained so it usually works out as business as normal.

GA – Well Richard, thank you very much for giving us an insight into what is an incredibly important role, without which motorsport could not take place. Thanks again and all the best for 2020.



LIVING MY DREAM

BY **GLENN ALCOCK**



When I was a little boy I dreamed of being a racing driver – like I am sure a lot of children did. In my 40th year I can actually say that I have fulfilled that dream with the Scottish Motor Racing Club.

Looking back over my debut season of competition I feel a sense of great pride and appreciation at the fantastic opportunities I have had this year. 16 Races in total – 12 SMTA Citroën C1 Races, 2 Scottish Formula Ford Races, 2 Scottish Classic Sports and Saloon Races, the Autotest at Bo'ness at the Scottish Performance Show, passenger

laps at the SMRC track night and lots of fun.

As cheesy as it is to say, the best part has been the friends I have made within the club and the camaraderie amongst the drivers. The C1 cup has been a revelation with a very successful inaugural season with as many as 18 cars on the grid with good clean action all year and I count myself very lucky to have been involved in all the races this season... even if I didn't finish a couple of them but more of that later on.

It has been a challenging experience as I have learned what it means to compete in motor sport and push the car in pursuit of faster lap times and results but it has been immensely rewarding and already my attention is very focussed on building on that first season next year with my West College Motorsport Academy Team. They have really done an excellent job preparing, running and maintaining my car over the

course of the season and I can't thank enough the students and lecturers who have made this all possible. I even tried to return the favour by giving them some learning opportunities for the students when I stuck the car on its roof in only my 3rd race and allowed some of my panels to be reshaped later in the year whilst battling on track.





I must also thank my C1 Cup competitors for their brilliant driving and close racing on track it has been great fun driving with them and watching us all progress this year. In addition to my competitors I must also thank the scrutineers, marshals and safety crew at Knockhill too, without them we couldn't race and they keep us safe. When I had my upside down moment I never felt in danger and the safety has been excellent which was evident again in the last round when Kyle Grant rolled in a much larger manner than I did and was uninjured too. I think we both just wanted Safety Car Driver Alan Barron not to fall asleep inside his cosy Jaguar.

One of my highlights of the year was my guest appearance in Scottish Formula



Ford with Cloan Motorsport which was made possible by Adrian Haldane. This is not something I would have ever believed would happen and it was a very special experience just a few days before my 40th birthday with all my family (including my 3yr old son) and friends watching. It was something I'll never forget and I would recommend it to any driver. I really hope we see some larger numbers on the grid next



year in this very important championship. It has always been a place to showcase great racing talent and you'll be able to read more about that in my SuperfastScots Formula Ford article. Driving a single seater racing car around Knockhill is a really exciting experience and it was an honour sharing the track with some very talented drivers and especially my friend Jordan Gronkowski in his championship year.

I also had the opportunity to drive a Scottish Legends Car courtesy of Andrew Donald, I thoroughly enjoyed driving the Legend too and it was another unique experience. These cars give some great spectacular racing and it was fun to get an appreciation into their handling and performance.

At the last round I made another guest appearance this time in a Ford Fiesta XR2 in the Scottish Classic Sports and Saloons



Championship with O'Neill Fiesta Racing. This was another opportunity for some more experience on track and a way of honouring Martin Ramsay the 2018 XR2 Champion who sadly passed away in August. The weather conditions were pretty awful and the visibility was very poor at times especially with a fogged up windscreen but it was great being on track with drivers I admire such as Duncan O'Neill, Nick Forsyth, Bruce Mitchell and Alastair Baptie. I was a bit of a mobile chicane at time but held on to bring it home 3rd in class and got to taste the champagne on the podium in the Martin Ramsay Trophy in the last race of the season.

My season has been everything I imagined and more. I think I have learned a lot in this first year and I hope I manage to keep racing and progressing for the foreseeable future. It is an experience I would recommend to anyone and I believe the SMRC has a bright future with Business Development Manager Rory Bryant doing a sterling job moving the Club forward and trying new things like the E-Sports Championship. I look forward to lining up on the grid next year alongside many of you and there are a few championships I've yet to try out so you know where to find me...





'Dreams can come true'

The grand finale of the inaugural SMRC Esports Racing Championship took place on the 23rd November at our annual awards dinner in Glasgow between Sam Corson and Kevin Ellis.

Both drivers had fought hard to earn their place in the final, having scored well in the 4 online qualifying rounds, and made it through the intensive semi-final at Knockhill Racing Circuit in December.

However, the toughest challenge was yet to come as the drivers faced the most intense race of their life on front of over 300 people. Both drivers would battle it out on stage in identical simulators for their chance to go from virtual to reality and win the star prize of a fully funded drive in the opening round of the SMRC Scottish Legends Cars Championship.

The prize has been made possible thanks to a number of partners; Andrew Donald at Scottish Legends Cars, who is providing the car and team support. Reis Insurance, for the insurance. Torq Racewear for the use of suit and gloves and Knockhill for the ARDS test. In addition, the SMRC have provided an ARDS test for the runner up.

A 5-lap sprint race around the Silverstone National circuit stood between the drivers and the prize, with commentary from BTCC Pundit Paul O'Neill and Red Bull Esports driver, Graham Carroll. Having taken a clean sweep of pole positions and wins in the qualifying rounds, Kevin Ellis was the clear favourite for the win.

However, the race turned out to be anything but predictable. Underdog Sam Corson taking the lead off the start as Kevin Ellis struggled to get off the line. Having dropped a few seconds, Kevin slowly started to chip away at Sam's lead. As the drivers went into Luffield corner on the last lap Kevin was all over the back of Sam's rear bumper. But Sam held his nerve to take the win and become the first ever SMRC Esports Racing Champion.

"What a weekend! It was so intense, but I managed to stay calm and hold off Kevin to take the win. Massive thanks to SMRC, Scottish Legends Cars and everyone involved for this amazing opportunity. I can't wait to get behind the wheel for real next year!" – Sam Corson.

A surprise outcome but it wasn't quite over yet. Having witnessed the misfortune of Kevin Ellis, team owner at Burnett Motorsport - Steve McCall - offered Kevin the use of one of his cars for the first round of the season, so that he too can battle it out with Sam Corson in the real world!

Commenting on the news, Kevin said:

"After the Semi-Final, Sam tapped me on the shoulder and said "grats on the win!" I told him there and then that anything could happen in the Final and to never give up. And that it did! With massive thanks to Burnett Motorsports I have still been granted the opportunity to compete at Round 1 in 2020. Massive thanks to the SMRC for creating this initiative. I look forward to getting behind the wheel and making the most of this opportunity."

Watch out for updates on both Sam and Kevin's progress in 2020. In the interim, thanks to the event partners who have made this competition possible.



APPLIED SUICIDE INTERVENTION SKILLS TRAINING

MENTAL HEALTH FOR THE SCOTTISH MOTOR RACING CLUB VOLUNTEERS

BY GORDON MELVILLE

Mental Health and Suicide are topics that I'm sure most of us have been affected by in one way or another. The number of volunteers in the Scottish Motor Racing Club (SMRC) is scarily close to the statistics of 73% male and 47% in the 35-54 age group which is an at risk group for suicide/suicidal thoughts.

With that in mind, unfortunately, our close knit team has been directly affected by suicide as one of our marshals, a brother of another marshal and a close friend of many suddenly took his own life.

The following days, weeks and months of pain and grief afterwards was heart breaking to see. Whilst we all offered support to the family and each other, no support was available to stop it happening again.

The focus for 2019 was rebranding our club and modernising all areas of the SMRC. In one of the main action points, I suggested setting up a support network. A way of

contacting selected people to be there to help offer support and guidance.

After lots of hard work behind the scenes we secured funding and through the generosity of one of the club's Citroen C1 racing drivers, Kenny Dock, we embarked on a yearlong programme to give 90 volunteers the opportunity to take part in a half days mental health awareness training course. This was very well received and we completed that part of the programme in August. Further to this, 11 senior volunteers were given the opportunity to take part in a two day Applied Suicide Intervention Skills Training (ASIST) course run by the Scottish Association for Mental Health (SAMH).

As a group of volunteers, we have close contact with other volunteers, our competitors and spectators which puts us in a great position to be open and approachable by all. By training those 11 people within our close knit group with

suicide intervention skills, we can be seen both as an approachable individual as well as a group which can be reached out to in a time of need.

The training was delivered by the Scottish Association for Mental Health (SAMH) over two full days. This has given us the skills to identify, connect and make safe plans for anyone who finds themselves having suicidal thoughts.

Suicide is a subject close many people's hearts. We wanted to attend because we want to have the skills needed to help someone when they need it most. Some of the strongest and happiest people in the world are fighting battles that we don't know about.

The course itself was very intense, thought provoking, insightful and emotional. A tough topic was tackled in a way that made the learning bizarrely fun but got serious when it needed to be. There was joking and

laughter throughout the sessions but this tempered the highly emotional topics we were learning about.

No matter how well we knew each other, we opened up in our group and we all learned something new about each other. The existing camaraderie between us developed very quickly into a deep level of trust which was a key to the success of the two days. We were all honest with each other in an exceptionally refreshing way. This led to a greater understanding of each other and a massively increased sense of respect for one another as we learnt suicide has had a direct impact on several of the group's close family, that until that moment, was the first time individuals had opened up about their own experiences. A very humbling experience.

We were told before the course that it would be tough emotionally and they weren't joking. It was probably one of the hardest courses we have attended with lots of tears but also one of the most rewarding.

The figures we were given at the start of the course for people with thoughts of suicide in Scotland were staggering and a bit frightening. In Scotland, right now as you read this, 1 person in 20 is currently thinking of taking their own life. That means that 262,740 may be thinking about it, which is enough to fill Hampden Park 5 times. One person every 84 minutes takes their own life. As I said, that is only in Scotland. Worldwide, one person every 48 seconds commits suicide. More men than women succeed in their attempts but more women than men attempt but are not successful.

The shocking thing is that there are 5% to 25% more suicides in Scotland than those facts above due to unreported suicides.

We all grew closer and we felt that we tackled the course together as a team and not a group of individuals. It gave us a sense of empowerment that we do have the power to help, everyone does. We have had the same training as the police, fire brigades and paramedics and while we all truly hope we don't have to use the skills we have learnt we know we can help if someone needs us.

As a result of our training, the SMRC are now the first club in the UK to have trained suicide first aiders. We have 11 suicide first aiders in total, trained and ready to recognise and intervene a person at risk of suicide. We are now actively discussing how to assign each person to a particular group so everyone has a point of contact. We are looking into a possible geographical idea, as we are all so spread out that we could each cover an area that we are from, also knowing what help, organisations and contacts there are within our area.

WHAT OUR TRAINEES THOUGHT ABOUT THE COURSE...

"I hope I will never have to use the skills I have learned but being on the course has given me the confidence to be able to assist if required."

Henry Williams - Chief Pits & Recruitment Representative

"The SMRC mental health program is a really amazing, forward thinking initiative. We are incredibly grateful to be given this training."

Gordon Melville - Incident Observer & Communication Representative

"A brilliant two days that I would recommend to not just anyone working in care, but to anyone full stop. Super useful information I hope I never have to use."

Lewis Innes - Post Chief & Training Representative

"A very intense course challenging the way you think and promoting your confidence in being able to provide support to those who need it."

Jackie Spencer - Race Control & Communication Representative

"Initially I was a bit anxious about doing this training with a group of people who knew me mainly in my motor sport role. However, the compassion and care shared by us all made for a deepening of friendships and understanding and eased the way. It is vital that we are able to offer support to people in crisis. I feel privileged to have had the opportunity to take part in this training."

Kate Haston - The voice of Race Control

"This is obviously a skill which we can also now take out into our daily life's and in a way my love of Motorsport has now given me the opportunity to help anyone I come into contact with, be it at home, work or any other social activities I attend."

Alan Barron - Safety car driver & Recruitment Representative

"I feel closer to the team and stronger as a person. I am truly grateful for the opportunity to be involved."

Doug MacMillan - Incident officer

"The support, honesty and strength shown by the team of ASIST participants on our course is something I hope we can spread further through the SMRC team (and maybe the world!) Remember it's okay to not be okay!"

Jen Haston - The voice of race control

We would like to take this opportunity to thank Kenny Dock for all his support, the Scottish Association of Mental Health (SAMH) and the Scottish Motor Racing Club.



Stuart MacMillan, this is for you mate.

We miss you.



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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

2020 CALENDAR



KNOCKHILL



KIRKISTOWN



CROFT



ANGLESEY

DATE	EVENT	VENUE	CLASSES
5 APRIL	CLOCKWISE	KNOCKHILL	ALL CLASSES (LESS SUPERSPORTS) & BRITISH SUPER KARTS
3 MAY	CLOCKWISE	KNOCKHILL	ALL CLASSES
6 / 7 JUNE	AWAY ROUND	CROFT	ALL CLASSES (LESS FORMULA FORD) & TCR, VW CUP & DDMC
4 / 5 JULY	CLOCKWISE	KNOCKHILL	ALL CLASSES & SLS, HSCC & MODIFIED FORD SERIES
26 JULY	ANTI-CLOCKWISE	KNOCKHILL	ALL CLASSES (LESS SUPERSPORTS) & C1 90 MINUTE ENDURANCE RACE
22 / 23 AUGUST	AWAY ROUND	ANGLESEY	FORMULA FORD
22 / 23 AUGUST	KMSC	KNOCKHILL	SUPERSPORTS
28 / 29 AUGUST	AWAY ROUND	KIRKISTOWN	MINIS
12 / 13 SEPTEMBER	CLOCKWISE	KNOCKHILL	ALL CLASSES & NORTHERN FORMULA FORD & HONDA CIVIC CUP
11 OCTOBER	CLOCKWISE	KNOCKHILL	ALL CLASSES

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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.



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



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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.



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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:

- **15% DISCOUNT** on the entire Torq Racewear range
- **£87 FIXED ROOM** rate at Double Tree by Hilton Edinburgh - Queensferry Crossing
- **20% OFF FOOD & DRINK** at Double Tree by Hilton Edinburgh - Queensferry Crossing
- **DISCOUNT** on all new Reis Motorsport Insurance policies
- **55% DISCOUNT** on Tickets to SMRC race meetings (£7 instead of £15 on the gate)
- **15% DISCOUNT** on Project 21 detailing and ceramic coating services
- **10% DISCOUNT** on HEL braided clutch and brake hoses with PerformanceTek
- **10% DISCOUNT** on all Knockhill Voucher Experiences
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