

KNOCKHILL SEPTEMBER 14th BORDER RAIDERS MEETING

It was a nice day, the sun shone, the paddock was busy and we had a good days racing despite a few red flags.

Scottish MRC Formula Ford 1600 Championship



Rory Butcher won both FF races

Race 1 Rory Butcher led the pack into Duffus with Graham Carroll on his tail. These two slowly pulled away from Stuart Thorburn who in turn dropped Craig Brunton. Alan Kirkaldy had engine problems pre meeting and was in 6th on lap 1 but got past Jillian Shedden on lap 3 for 5th. She demoted him on lap 5 and these two plus Andrew Chesher had a spirited race long tussle. Alan fell way back on the final lap finishing 15th. Chesher got the better of Shedden on lap 8. Back at the front Carroll took the lead on lap 4, a lap later Butcher was back in the lead and he was never headed, as he held on despite strong pressure from Carroll to the flag. Thorburn was just over 2 seconds behind and had closed a little on the leaders over the last 2 laps, he was well clear of the rest. Angus Geddes took class B in a creditable 10th after a good fight with George Smith who was inches behind at the line.

Results

Race one: 1 Rory Butcher (Van Diemen) 10 laps in 9m20.17s (82.26mph); 2 Graham Carroll (Van Diemen) +0.29s; 3 Stuart Thorburn (Van Diemen); 4 Craig Brunton (Van Diemen); 5 Andrew Chesher (Van Diemen); 6 Jillian Shedden (Van Diemen) Pole Position: Butcher 1m01.81s (74.54mph). Fastest lap: Carroll 54.88s (83.95mph) record. Class B winner: Geddes. Starters: 18.

Race 2 Rory Butcher started well and had a few cars lengths on Graham Carroll on lap 1 a gap he held all race. These two were lapping

at record pace and Carroll broke the lap record for the 2nd time on the day but just 2 hundredths faster than Butcher. The race was stopped on lap 7 as Craig Brunton spun at Scotsman and Andrew Chesher went off with him. Stuart Thorburn had again held a comfortable 3rd but was 5 seconds behind the leaders when the red flag came out. Brunton took 4th as results were declared on lap 6 while Jillian Shedden having another good run was 5th having kept Eliot Mason at bay. Alan Kirkaldy came up through the field to finish 7th. George Smith took class B in 9th keeping ahead of Willie Hourie and class rival Angus Geddes.

Results

Race two: 1 Butcher 6 laps in 5m32.29s (83.20mph); 2 Carroll +0.85s; 3 Thorburn; 4 Brunton; 5 Shedden; 6 Mason; Pole Position: Butcher. Fastest lap: Carroll 54.61s (84.36mph) record. Class B Smith Starters: 18.

STV.TV Scottish MRC Mini Cooper Cup



Ken Thirwall took a good win

Ken Thirwall led all the way in a textbook display of how to keep cool when all around are getting excited. In the opening laps he had a 7 car train close behind. Chris Knox held 2nd until lap 8 with Finlay Crocker on his boot lid, chased hard by Mark Dryden, Jordan Gronkowski and Ian Milton, with Vic Covey jnr in 7th watching the fun. On lap 4 the celebrity car driven by Sasha Pearl was half spun at the hairpin after some door handling She dropped a place to 10th. Lap 6 saw Ian Milton go off at Butchers, while Gronkowski ran wide at Scotsman as he tried to outbrake Dryden. Covey moved up to 6th on lap 6 and was still there when Gronkowski decided to attack the tyre barrier at the hairpin on lap 8. Crocker grabbed 2nd from Knox then the pack chased round onto lap 9 and Covey made a great move passing 3 cars going up the hill

and into Duffus. He was now 2nd and kept the place to the flag, just under 2 seconds behind the deserved winner Thirwall. Knox took a fine 3rd with Dryden still on his tail. Pearl retired to the pits with engine woes, while Grosset and Morrison took a close look at the hairpin gravel and retired late on.

Results

Race one: 1 Kenneth Thirwall 10 laps in 10m47.42s (71.17mph); 2 Vic Covey Jr +1.80s; 3 Chris Knox; 4 Mark Dryden; 5 Michael Rowan; 6 Finlay Crocker; Pole Position: Thirwall 1m07.45s (68.31mph). Fastest lap: Crocker 1m03.47s (72.59mph) Starters: 17.

Race 2 The draw for the grid had Michael Rowan on pole and he used it well. While Chris Knox got the best start to lead Rowan held onto him in 2nd. These two edged away from Covey who had been 5th on lap 1 then slipped past Crocker and Dryden by lap 3. Dryden kept 4th as Crocker dropped down the order. A tight bunch of 4 cars disputed 4th but Dryden held them off despite Thirwall's best efforts, but he did have Crocker all over him. The front runners all had a few cars lengths between each car as the flag fell with a good win for Knox.

Results

Race two: 1 Knox 10 laps in 10m48.53s (10m49.08s); 2 Rowan +0.54s; 3 Covey Jr; 4 Dryden; 5 Thirwall; 6 Crocker; Pole Position: Rowan. Fastest lap: Crocker 1m03.63s (72.41mph). Starters: 14.

Scottish MRC Classic Sports and Saloons Championship



Sasha Pearl was a star in Classics

Stan Bernard blasted away from a good grid in his 911 and was 6 seconds clear by lap 3. But the gap didn't get any bigger as the star of the day Sasha Pearl driving Kenny Allen's Elan for the 1st time was up to 2nd by lap 4. On the opening lap she had a minor off at

Scotsman ending the lap 6th as Mathew Gordon's 911 held off Willy Toye's TR8 and Olly Ross in the Europa. Sasha was 4th on lap 2 then 3rd a lap later and closing on Gordon. She took 2nd on lap 4 and slowly closed the gap to Bernard and set a new class lap record. Third place was a great scrap as Gordon held off Toye, Willie Robertson in his 240Z and Tommy Gilmartin's Capri. Plenty of horsepower with opposite locking galore especially from Toye at the hairpin. These 4 were nose to tail by lap 8 then Toye grabbed 3rd only to lose it with an off at Scotsman on the final lap. Robertson took a good 3rd as Gilmartin grabbed 4th with Gordon dropping to 5th. Olly Ross had a quiet rundropping to 6th just one of those races' he said. Brian Beverley was back after many years away and had a Lotus Cortina roaring into 7th, top invitation car, dicing with Donald Laird's Elan. and Jimmy Crow's Escort which retired late on.

Results

Race one: 1 Stan Bernard (Porsche 911) 10 laps in 10m11.04s (75.41mph); 2 Sasha Pearl (Lotus Elan) +5.10s; 3 Willie Robertson (Datsun 240Z); 4 Tommy Gilmartin (Ford Capri); 5 Matthew Gordon (Porsche 911); 6 Olly Ross (Lotus Europa); Pole Position: Bernard 1m05.67s (70.16mph). Fastest lap: Pearl 59.85s (76.98mph) record class C. Class winners: Pearl, George Leitch (Mini Ogle). Starters: 22.

Race 2 The top 6 in the grid are reversed so Olly Ross had pole and Stan Bernard was not out as he had a wedding to go to. Olly took off well and had his head down. Sasha Pearl was 4th on lap 1 then past Willy Toye on lap 2 before outraking Mathew Gordon at the hairpin a lap later to be 2nd. She set off after Olly catching him on lap 4 and diving past at the hairpin. Then Sasha pulled clear within a couple of laps to take a fine win. Olly kept a second or so ahead of Gordon's 911 who was a few seconds clear of a terrific dice for 4th. Willy Toye, Willie Robertson and Tommy Gilmartin entertained everyone as they fought often two and three abreast out of the hairpin and up the hill. Toye often got the TR8 well sideways at the hairpin as the 240Z and Capri were all over him. Beverley was tracked all race by Derek Hastings who had his Elan close to the Cortina as the race ended. Hastings had the Elan of Donald Laird close early on before it drifted back. Four cars got jump start penalties of 10 seconds which dropped George Leitch's class B dominating Mini Ogle behind Ian Morton's Midget.

Results

Race two: 1 Pearl 10 laps in 10m19.22s (74.41s); 2 Ross +9.43s; 3 Gordon; 4 Toye; 5 Robertson; 6 Gilmartin; Pole Position: Ross. Fastest lap: Pearl 1m00.607s (76.031mph). Class winners: Gordon, Ian Morton (MG Midget). Starters: 21.

Scottish MRC XR2 Championship

Race 1 Ian Munro was beaten away by Peter Cruickshank and these two had David Sleigh with them for three laps then the championship leader retired with engine trouble. Peter eased out a couple of cars lengths but Ian closed onto his bumper for the final lap, though Peter held on for an



Ian Munro took a 1st and 2nd in XR2s

important win to keep his championship hopes alive. Dave Colville started 6th with a damaged hand following a bicycle crash. He held 5th early on before pressing Derek McDougall mid race then grabbed what was now 3rd from him on lap 9. John Sheridan ran 6th then 5th for much of the race before Stuart Wilson who had started 10th passed him on the last lap. Callum Dryburgh was in a mid field dice all race eventually taking 7th from David Dryburgh also on the last lap. Top ST was Iain Cowie who had Stewart Scott all over him after Cowie took the class lead on lap 3 and finished 12th.

Results

Race one: 1 Peter Cruickshank 10 laps in 10m49.21s (70.97mph); 2 Ian Munro +1.04s; 3 Dave Colville; 4 Derek McDougall; 5 Stuart Wilson; 6 John Sheridan; Callaghan. Pole Position: Ian Munro 1m04.68s (71.23mph). Fastest laps: XR2 - Colville 1m 4.00s ST - Iain Cowie 1m02.80s (73.37mph). Classes Newcomer's: Wilson, ST; Cowie. Starters: 22.

Race 2 Quick work in the paddock had seen an engine rebuild completed for David Sleigh but he started at the back of the XR2s in 17th. Peter Cruickshank led the field with non stop pressure from Ian Munro. Close behind Dave Colville held off a determined Derek McDougall. These four pulled clear of David Dryburgh who had Callum Dryburgh on him from mid race, and they were side by side out of the hairpin on lap 6. Callum slipped past leaving Derek to fend off a 4 car train headed by Stuart Wilson. David went off on the hill and bounced off the tyre wall as the cars ran close. The red flag came out on lap 9, race over. Back at the front Pater has been overtaken by Ian at the hairpin on lap 8 dropping to 2nd with Dave right behind him. The top 4 cars were covered by just over a second at the end. David Sleigh had fought through some of the pack getting to 7th, a determined drive but its tough in the middle of XR2s. Cowie again finished top ST in 11th holding off Scott all race, Kevin Pick was 3rd in class in 14th.

Results

Race two: 1 Munro 8 laps in 8m42.52s (70.54mph); 2 Cruickshank +0.35s; 3 Colville; 4 McDougall; 5 Callum Dryburgh; 6 Wilson; Pole Position: Cruickshank. Fastest laps: XR2; Cruickshank 1m 4.21s ST; Stewart Scott 1m03.120s Classes Newcomer: Wilson. ST Cowie Starters: 22.

Scottish MRC Legends Cars Championship

Heat 1 Alistair Gauld led to Duffus with Rory Bryant close behind. Rory took the lead a lap later but three cars went into the hairpin side

by side as lap 2 ended and Scott Hynds was leading as they went up the hill. He held on for the rest of the race despite Alistair then Ross Mickel and finally Frank Hynds all taking turns to sit on his bumper. Ross Marshall was up with this bunch as was Richard Crozier. But Scott Hynds took a very close win in the end.

Results 1 Scott Hynds 8 laps in 8m26.91s (72.722mph); 2 Frank Hynds +0.13s; 3 Mickel; 4 Alisdair Gauld; 5 Richard Crozier; 6 Rory Byrant; Pole Position: Gauld. Fastest lap: Marshall 1m00.75s (75.84mph). Starters: 27.

Heat 2 Ross Marshall led this race for virtually every metre except for the ones going across the line on lap 5 when his dad John Marshall got half a car ahead. That was the crucial time as red flags came out on lap 6 with Ali Thom having spun off into the tyre wall by the bridge. So results were declared at 5 laps and John won. Carol Brown had been in the top 3 all race as they diced merily. Five seconds down the road was Pat Hynds who eased past Colin Atkinson early on. Alistair Gauld and Tony Caig dived well close behind him.

Results

Heat two: 1 John Marshall 5 laps in 5m14.54s (75.14mph); 2 Ross Marshall +0.12s; 3 Brown; 4 Pat Hynds; 5 Gauld; 6 Tony Caig. Pole Position: John Marshall. Fastest lap: Brown 1m01.31s (75.14mph). Starters: 27.



John Marshall (6) attacks

Final Andrew MacDonald nipped into the lead while second placed Murray Ford spun out at the hairpin on lap 1 then the red flags were out as another car was in the gravel by the chicane. So we had a restart. Andrew MacDonald led for 2 laps from Colin Atkinson. On lap 1 John Marshall took 3rd and he was on a charge. As lap 3 began he led going up the hill and gradually eased out a 3 second lead. Three cars disputed second place Andrew Donald held it briefly then Colin Atkinson took over for a few laps before Ross Mickel was 2nd on lap 7. He had started 10th and put it a good drive on his return to Legends following several years away from racing. Gerard McCosh was up with the leading bunch but he and Atkinson collided with Gerard sinking miles down the order. Carol Brown moved up from 16th to 6th by the end.

Results

Final: 1 John Marshall 8 laps in 8m23.22s (73.25mph); 2 Ross Mickel +3.51s; 3 Andrew Donald; 4 Colin Atkinson; 5 Chris Hynds; 6 Carol Brown; Pole Position: Murray Ford. Fastest lap: Marshall 1m00.61s (76.020mph). Starters: 25.

Scottish MRC Saloon and Sportscar Championship



Tony Galloway's Mitsubishi leads Ian Donaldson's Lamborghini

Race 1 Andrew Gallagher had his Focus at warp speed during the race winning it as he pleased and setting a new lap record. He cruised a little over the closing laps and the gap reduced by over 8 seconds to just 2.5s at the flag. Behind him was a terrific battle for 2nd which three cars took part in. Tony Galloway held it in his Mitsubishi EVO until lap 7 then Warren Dunbar got his Caterham CSR past on the inside at the hairpin having seen Ian Donaldson do the same to him 2 laps earlier in the big Lamborghini only for the

Caterham to just hold on up the hill. This time the EVO kept 2nd going up the hill. Lap 8 and Dunbar and Donaldson swapped places a couple of times from hairpin to Duffus, but the Lambo was into 2nd on lap 9 with Dunbar glued to its rear. Galloway dropped to 4th but he had fought well. Behind these three the 2 Porsche's scrapped as Tommy Dreelan held off Bob Lyons who retired late on after a spin. Stewart Whyte's Honda Accord slipped back from the Porsches from lap 5 onwards.

Results

Race one: 1 Andrew Gallacher (Ford Focus) 10 laps in 9m 11.79s (83.50mph); 2 Ian Donaldson (Lamborghini Gallara) +2.15s; 3 Warren Dunbar (Caterham CSR); 4 Tony Galloway (Mitsubishi Evo 1X); 5 Tommy Dreelan (Porsche 997); 6 Stewart Whyte (Honda Accord); Pole Position: Gallacher 57.70s (79.85mph). Fastest lap: Gallacher 50.10s (91.96mph) record class A. Class winners: Watson; Allen. Starters: 16.

Race 2 Andrew Gallagher blasted off into the sunshine and pulled a few seconds lead over Tony Galloway then red flags on lap 3 as a couple of cars were stranded on circuit and Warren Dunbar had electrical problems and couldn't start. The restart saw Gallagher again leave the field behind and built a good

lead by lap 3 before easing off to take another win. Galloway was 2nd until lap 4 when Donaldson was through but these two continued dicing and were side by side next lap into the hairpin, but Donaldson kept the place. Tommy Dreelan came through in 4th well clear of Graham Wait out in his trusty Sierra Cosworth which he races down south. Dreelan had passed Charlie Shaw's Focus on lap 2 at the hairpin then the Focus retired.

Results

Race two: 1 Gallacher 6 laps in 5m 31.74s (83.34mph); 2 Donaldson +1.77s; 3 Galloway; 4 Dreelan; 5 Wait (Sierra); 6 Cameron Purdie (Westfield); finishers. Pole Position: Gallacher. Fastest lap: Gallacher 50.11s (91.94mph). Class winners: Arrenberg; Allen. Starters: 10 (14 at initial start).

DDMC Northern Saloon and Sportscar Championship

1 Tommy Dreelan (Porsche 997) 18 laps in 16m 36.52s (83.23mph); 2 Richard Wareing (Lotus Europa) +2.05s; 3 Stewart Whyte (Honda Accord); 4 Phil Morris (Caterham 7);

Kevin Pick

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Hello

Brian Beverley resurfaced in September in Classics after several years away with a Lotus Cortina. The former Ingleston regular used to pedal a fast modified Hillman Avenger. Alan Keith 4 times XR2 Champion was lurking in the paddock in September looking after Jim and Gemma Geddes cars and raced Gemma's Mini Cooper in October his first race at Knockhill since season 1 of Minis 5 years ago. Tim Jacobson returned in a nice Lotus Elite in September but it was a little underpowered though finished the Classics races. An MGZR trio from MGCC Championship appeared in Saloons and Sportscars in October led by former XR2 front runner Colin Robertson with Paul Luti and Graham Ross bringing their cars. There were interesting reports in the press of a proposed new 2.8 mile circuit in Dumfries and Galloway, plans include a hotel, museum and retail workshops in a state of the art facility.

Lost and Found

Kenny Allen had his race winning Classic Lotus Elan stolen from outside his home after the September meeting. It was inside a new Brian James Shuttle trailer. Kenny has owned the car for 30 years and was understandably upset. The car was returned a few days late. Lock up your cars!

Racers

Allan McNish, Dindo Capello and Emanuele Pirro went on to win the Road Atlanta, USA 1,000 mile race 2/4 October in an Audi R10TDI. After crashing in the pre race warm up McNish's



The McNish Team with the Road Atlanta Trophy

car started 2 laps behind the field, and the drivers put in a terrific fight back drive, to take the lead against the fast Peugeot with just over 30 laps left to run. Several safety car periods and good tactics helped the Audi claw back the deficit, and Autosport described Allan's drive as 'stunning'. He beat the lead Peugeot by 4 seconds after nearly 10 hours racing in this round of the Petit Le Mans series.

Jonathan Adam has been confirmed as the 2008 SEAT Cupra champion, and in doing so the 23-year driver from Kirkcaldy becomes the only back-to-back champion in the six-year history of the series. Adam is the most successful SEAT Cupra Championship driver of all time, and along with two titles can boast an unequalled 20 race wins and 39 podium finishes from 58 starts. He finished third on his first appearance in the series in 2006. This year he recovered from a slow start to win nine races, score 14 podiums and set seven fastest lap times.

New Scottish MRC FF champion Graham Carroll came an excellent third in the final of the FF Festival in October. He also won a heat and was placed fifth in his semi final. Rory Butcher also competed at Brands and took a very creditable 5th in his semi final.

SMRC Club President Allan McNish shared the winning Le Mans Audi R10 Diesel at the International 1,000 km Sportscar race at Silverstone on September 14th with Dindo Capello. The Le Mans Series race saw Peugeot lead in front of an excellent crowd of around 40,000. Both of their cars crashed, the 2nd with Capello who survived a spin and brush with the barrier. Allan McNish took the lead with an hour to go after the 3rd pace car session. He took the flag 2 laps ahead of the Lola Aston Martin of Mucke and Charouz.

Paul Di Resta has been fighting for the DTM Saloon car Championship and has been testing F1 cars for McLaren. He finished a close second in the title race in his Mercedes saloon.

Congratulations to Lewis Hamilton on his first F1 Championship title. Grabbing the 5th place he needed with 2 corners to go in Brazil clinched the title for Hamilton by one point.

Vice Chairman

Following an election in the committee, Michael Gascoigne will be the new SMRC Vice Chairman from March 2009, taking over from Sandy Denham who becomes chairman at the AGM. This will be his second term in senior office and Mike is currently a clerk of the course having been senior observer for many seasons.

Letters... Letters... Letters... Letters...

Formula Ford memories

Kevin,

The answer (to the competition) is Tom Brown, multi-Scottish FF1600 Champion in his Crossle 50F, bonus point; the other car is Sandy McEwen in his Van Dieman RF80; additional bonus point, Caravan Corner, Ingliston.

I used to be Tom Brown Racing's polisher, cleaner, tea maker, general dogs body and go-for during this time. I then hired a car from Tom (Toms multi championship winning Van Dieman RF80) and the following year ran my own car, finishing second in the Junior Championship to Angus? who ran with Toms team in the Crossle 50F.

My son Chris is now winning in the Scottish Mini Cooper Cup in his first season of circuit racing as a novice, with four wins to his name so far and several podiums. I only ever managed one win and it was a televised race on STV many years ago.

Used to race for fun, in Scotland, in Formula E, and did the Festival at Brands a couple of times. Great times and what an atmosphere at Brands. We used to go down on the Thursday night and sneak into the paddock and sleep in the car over the weekend when supposedly helping Tom's team. When I raced and even after I stopped racing, we all used to go down to the festival as a family, then eventually just Chris and I would go down. We stopped going when they changed to Zetec engines, it was never the same. Now the Walter Hayes is the new festival, but will never be as atmospheric as the Brands Indy circuit, and Brian Jones "high, wide and handsome" commentary. Pound coins, they were a novelty and as I only ever ventured to England once a year, we used to end up with all these bloody coins at the end of the weekend. They were mainly used to buy petrol on the way home. Some real funny stories from the festival days; queuing up reeking of drink in the marshals breakfast queue, an eminent Glasgow lawyer serving behind the bar and also trying to remove a

large plant to take back to Glasgow from the Kentagon Bar. The Rising Sun in Fawkham Green, and the local bobby giving us all a lift back to the circuit with four guys hanging out of the back of the police Ford Escort estate car. Also, sitting on the Fawkham Green village square waiting on the pub opening. Some guys used to sleep in the drivers changing rooms, it had heating and a slatted wooden floor etc. The tell tail sign was the wooden slatted pattern on your face from sleeping on the slates the next day. Sugar donuts, and rummaging in the old Autosport magazine box in the shops under the main grandstand. Great, great days. Tom took the Crossle to the European finals that year at Zandvort, I co drove the truck over with Tom. The tail section (on the FF) was modified by grafting on an RF80 tail section to the Crossle part as Tom thought that the tail would give hugh taws at Zandvort, the old circuit had a 1.5 mile straight in those days. I still have some the pictures from the Tom Brown Racing team trip to Amsterdam along with Eddie Irvine and his family, Eddie was driving for Mondiale in FF1600 as well. What a night, the funniest part was the train journey back to Zandvort, young Mr Irvine was completely out of his face and was racing the following afternoon. He still qualified further up the grid than Tom and I think he finished sixth overall! Coming back from the ferry was a sight to behold, Tom absolutely flat out in dense fog, in the Scottish Road Services truck that he had borrowed for the trip and me screaming with fear as he flung the lorry around on some of the B roads from the ferry to the motorway, can't quite remember where, but do have a mental picture of the headlights in the fog and Tom crouched over the steering wheel not even blinking.

Yes, very, very happy days and the racing was second to none.
Regards

Alex Knox

COMPETITION

Last month I asked who was driving the Formula Ford at Ingliston and what make of car was it. The top answer was from Sandy McEwen who said: "The No: 48 Car in the foreground is a Crossle 55F driven by Tom Brown. The reason I know this is that I am following him in a Van Dieman RF80." This month it's Ingliston July 1976 who is driving this car and what is it? Entries to your editor e mail kevin.pick@smrc-uk.com or by telephone ansaphone 0131 332 8287 by December 15th. The editors decision is final in choosing a winner.



SMRC on TV

The broadcasts on Motors TV have been extended with Scottish classes getting more airtime, check our web site for transmission times and remember they get repeated over the following weeks. The programmes are also broadcast across Europe including to Spain, France, Holland etc.

There will be a 1-hour Christmas Special for Mini Coopers and five 1-hour compilation specials for the other classes on Motors TV. The audience will grow as Motors TV is now available on the full Virgin platform as well as Sky.

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