

RACE MEETING ONE APRIL - KNOCKHILL

RACING REVIEW

MINI

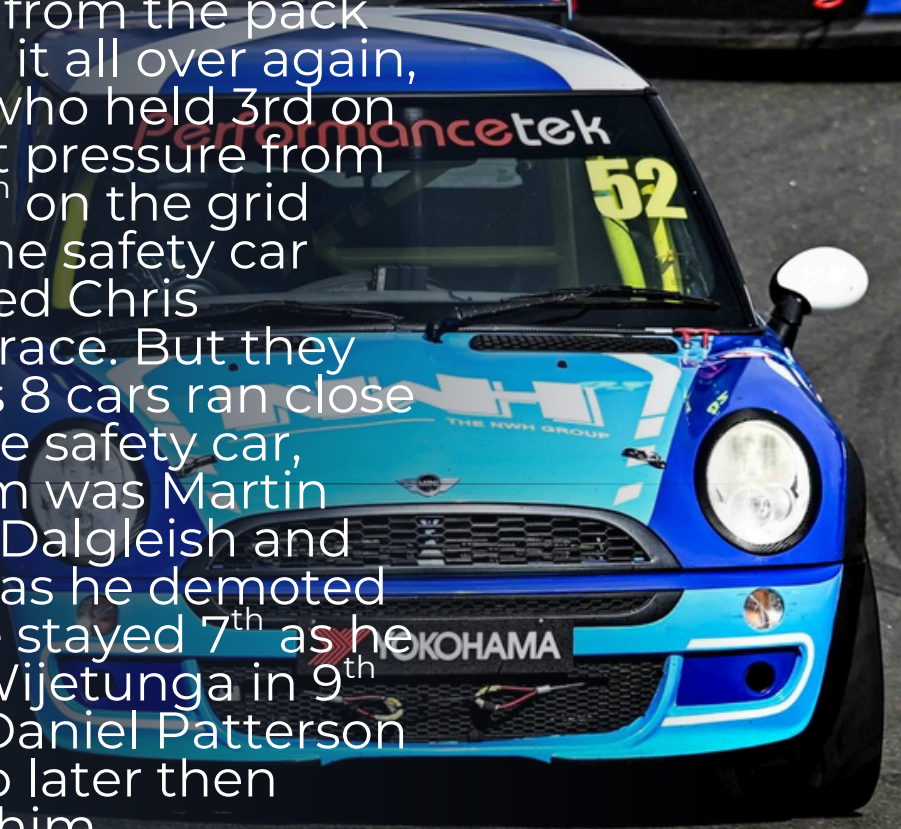
EDITED BY KEVIN PICK



April Meeting: Race 1

Scottish MINI Cooper Cup

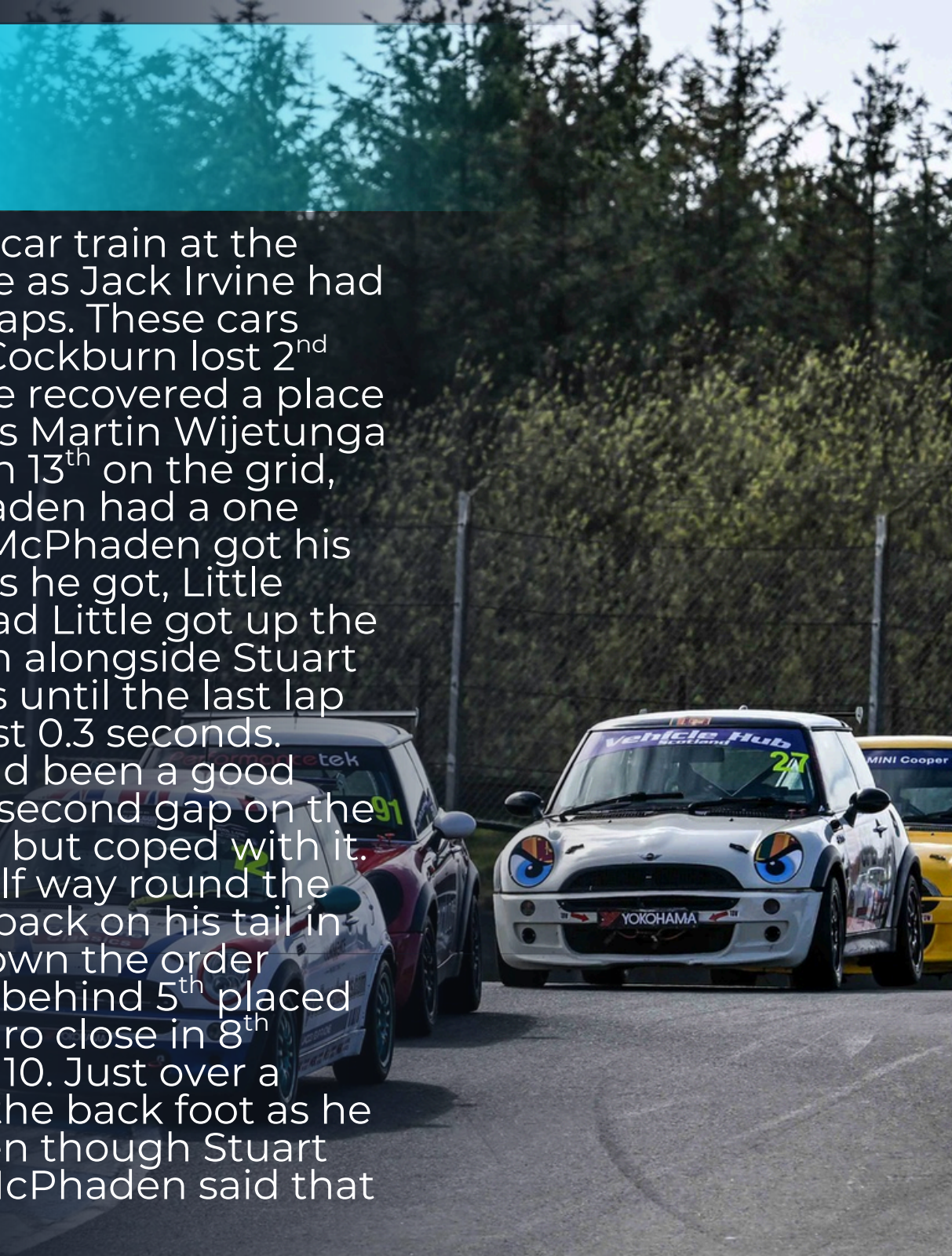
We had 17 cars on the grid for the grid walk by spectators. Whilst only one Cooper S started. Ross Wilkinson led the field away down the hill into the hairpin in his S and slowly pulled clear on this anticlockwise layout. That was before a safety car appeared, and bunched up the field, as there were cars off at Butchers and Clarks. Then Wilkinson shot away once racing restarted as Cooper S power told. But sometimes there's a twist in the tail. On lap 11 when over 20 seconds ahead he surprisingly he went off the road at the hairpin exit, and into the barrier. This brought out a red flag and the race was stopped, and a result declared, with Cooper cars filling all the race places. However, the Cooper Cup was energetically scrapped over. Newcomer Stuart McPhaden won the Cup class and the eventually the race. He drove really well, easing away from the pack from lap 2 as he led the Cup and was 2nd on the road. Then he had to do it all over again, after the safety car. But now he was chased closely by Chris Cockburn, who held 3rd on the road and his 2nd in the Cup class for the entire race. He had constant pressure from Jack Irvine, who was 3rd in the Cup class at the flag. Irvine had started 7th on the grid and had taken 5th on the road before the safety car came out. Then as the safety car went in, he was up to 4th on the road passing Chad Little. He then tracked Chris Cockburn all race. These two were only a couple of car lengths apart all race. But they pulled clear of a large scrap over 4th place. Behind them 7 or sometimes 8 cars ran close and scrapped merrily. Chad Little held 4th in the Cup all the way after the safety car, despite Michael Williams sitting on his bumper in 5th. Right behind them was Martin Wijetunga for a lap, then he dropped a few places. This allowed Robbie Dalglish and Jacob Heap to join in and form a 4 car train disputing 4th. Heap took 6th as he demoted Dalglish late on, with Robbie saying his car felt down on power. But he stayed 7th as he held off a late attack by Ian Munro in 8th. Less than a second back was Wijetunga in 9th with Jonathan Wild close to him, rounding out the top 10. We had lost Daniel Patterson on lap 2 after he had run 4th on the opening lap, but dropped to 8th a lap later then stopped, after being in a skirmish with Jensen Bell, who had been with him.



April Meeting: Race 2

Scottish MINI Cooper Cup

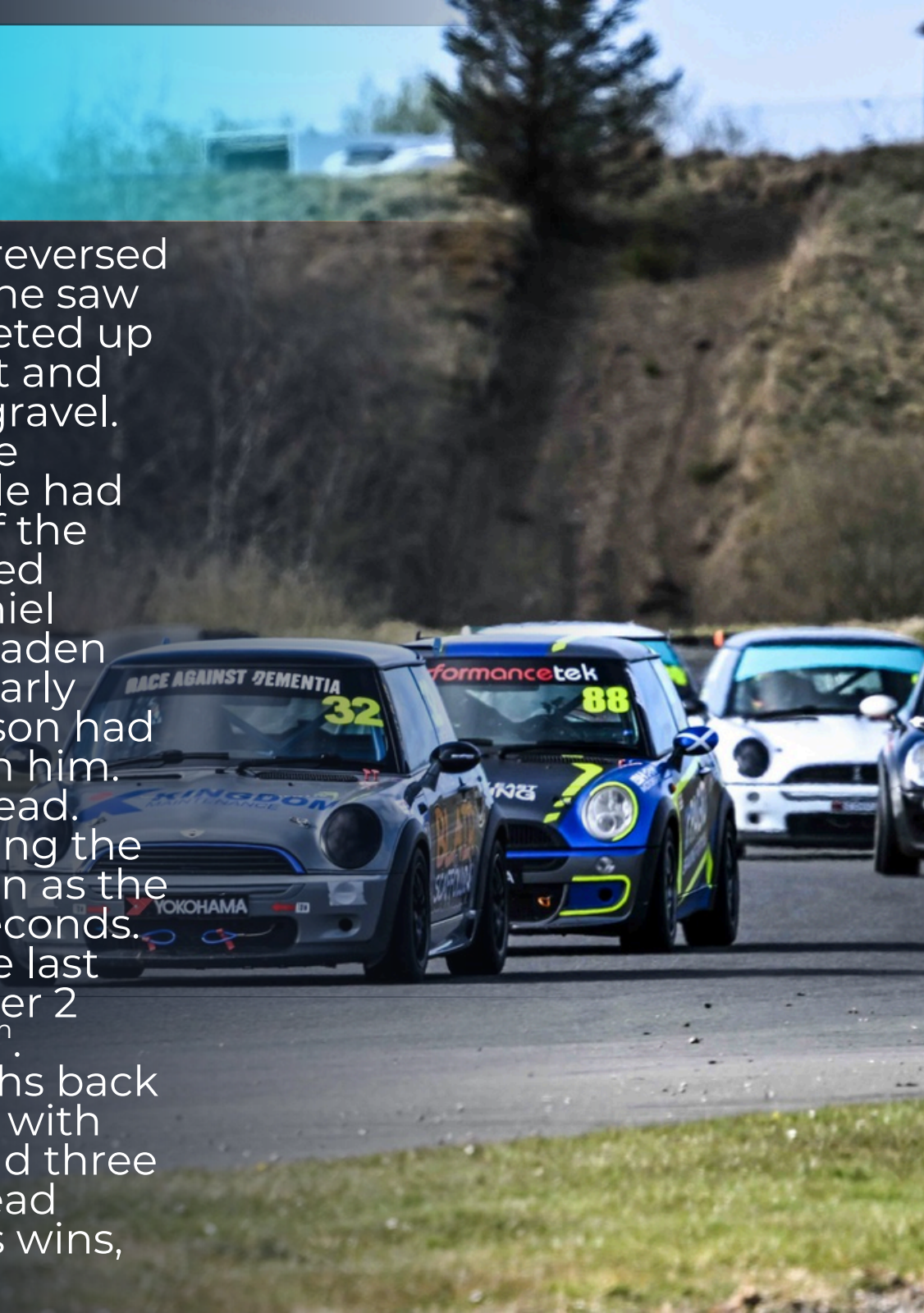
Stuart McPhaden led the 16 cars (S a DNS) downhill, and headed a 5 car train at the front on lap 1. He was chased hard by Chris Cockburn and Chad Little as Jack Irvine had slipped back a place to 4th. Michael Williams ran 5th on the opening laps. These cars opened up a second gap on their pursuers, led by Jacob Heap. But Cockburn lost 2nd on lap 3 at Clark corner, then got tapped and dropped back to 7th. He recovered a place as he moved up to 6th on lap 7 followed closely by Daniel Paterson, as Martin Wijetunga lost two places in a lap. Paterson had been driving hard, as he'd been 13th on the grid, and had got to 7th by lap 3, then dropped back to 8th. By lap 4 McPhaden had a one second lead, but next time round Chad Little had halved this. Then McPhaden got his head down and by lap 6 he was 1.5 seconds ahead, but that's as far as he got, Little reeled him back in. Until by lap 9 they were nose to tail. On lap 11 Chad Little got up the inside at the hairpin as they braked down the hill into it, having been alongside Stuart McPhaden on the start/finish straight. But they didn't change places until the last lap at Clarks. Chad Little led the field over the finishing line, ahead by just 0.3 seconds. Stuart McPhaden was 2nd nearly 5 seconds ahead of Jack Irvine. It had been a good drive from Irvine, who had been safe in 3rd from lap 7 when he got a second gap on the 4 cars chasing him in formation. He'd been under plenty of pressure but coped with it. Michael Williams held 4th from lap 6 when he passed Jacob Heap half way round the lap. He had Chris Coburn holding 5th on lap 9, then Jacob Heap was back on his tail in 6th from lap 11. These two had changed places when Coburn went down the order running 9th from lap 11. This left Daniel Patterson 6th just 0.2 seconds behind 5th placed Heap. Then around 6 seconds back was Jensen Bell 7th with Ian Munro close in 8th followed by Chris Cockburn in 9th as Wijetunga rounded out the top 10. Just over a second covered 7th to 10th. Post race Chad Little said that he was on the back foot as he started 4th. But he managed to get into McPhaden's slipstream. Even though Stuart had defended well, he managed to slip past at Clark to win. Stuart McPhaden said that his ABS failed on lap 2 or 3 so he was breaking earlier than normal.



April Meeting: Race 3

Scottish MINI Cooper Cup

This was the reverse grid race, and the top 6 finishers from race 2 were reversed on the grid. So Daniel Patterson sat on pole from Jacob Heap. But lap one saw some changes at the front. From 5th on the grid, Stuart McPhaden rocketed up the order. He was 2nd as they left the hairpin on this anticlockwise layout and led by Clark. But the safety car came out as a car was off in the hairpin gravel. Then a red flag, so the race was stopped allowing marshals to get on the tarmac and sweep up. While McPhaden had made up places, Chad Little had dropped way back, from 6th on the grid he was 14th on lap 2. While 3rd off the start Michael Williams was the driver in the gravel trap. The race restarted under the safety car, so Stuart McPhaden led from Jacob Heap and Daniel Patterson, with Jack Irvine 4th. The racing soon began with Stuart McPhaden holding off a group of cars that yoyoed from 2 right behind him in the early laps, until he had 4 cars nose to tail right behind on lap 8. Daniel Patterson had quickly moved into 2nd on the restart lap, and had Jacob Heap right with him. At Clark corner on lap 8 with two laps to go, Patterson nipped into the lead. Next time round McPhaden had dropped to 4th in the 5 car train disputing the lead. The last lap saw the cars hold station, though all close at the hairpin as the lap began. Daniel Patterson won the race, beating Jacob Heap by 0.2 seconds. Then there was a 1.5 second gap to Jack Irvine, which opened out on the last lap. Irvine held off McPhaden also by 0.2 seconds. Bell dropped back over 2 seconds as he held 5th but was over 2.5 seconds clear of Wijetunga in 6th. Coburn was close in 7th with Robbie Dalgleish only a couple of car lengths back in 8th having started 11th. Then Little had recovered to 9th a place he took with just over a lap to go. Ian Munro finished 1.5 seconds back in 10th. We'd had three different race winners, and new faces on the podium, so the season ahead looks good. Stuart McPhaden completed a hat trick of newcomers class wins, but other newcomers were competitive.



RACE MEETING ONE APRIL - KNOCKHILL

RACING REVIEW

C1

EDITED BY KEVIN PICK



April Meeting: Race 1

Scottish C1 Cup

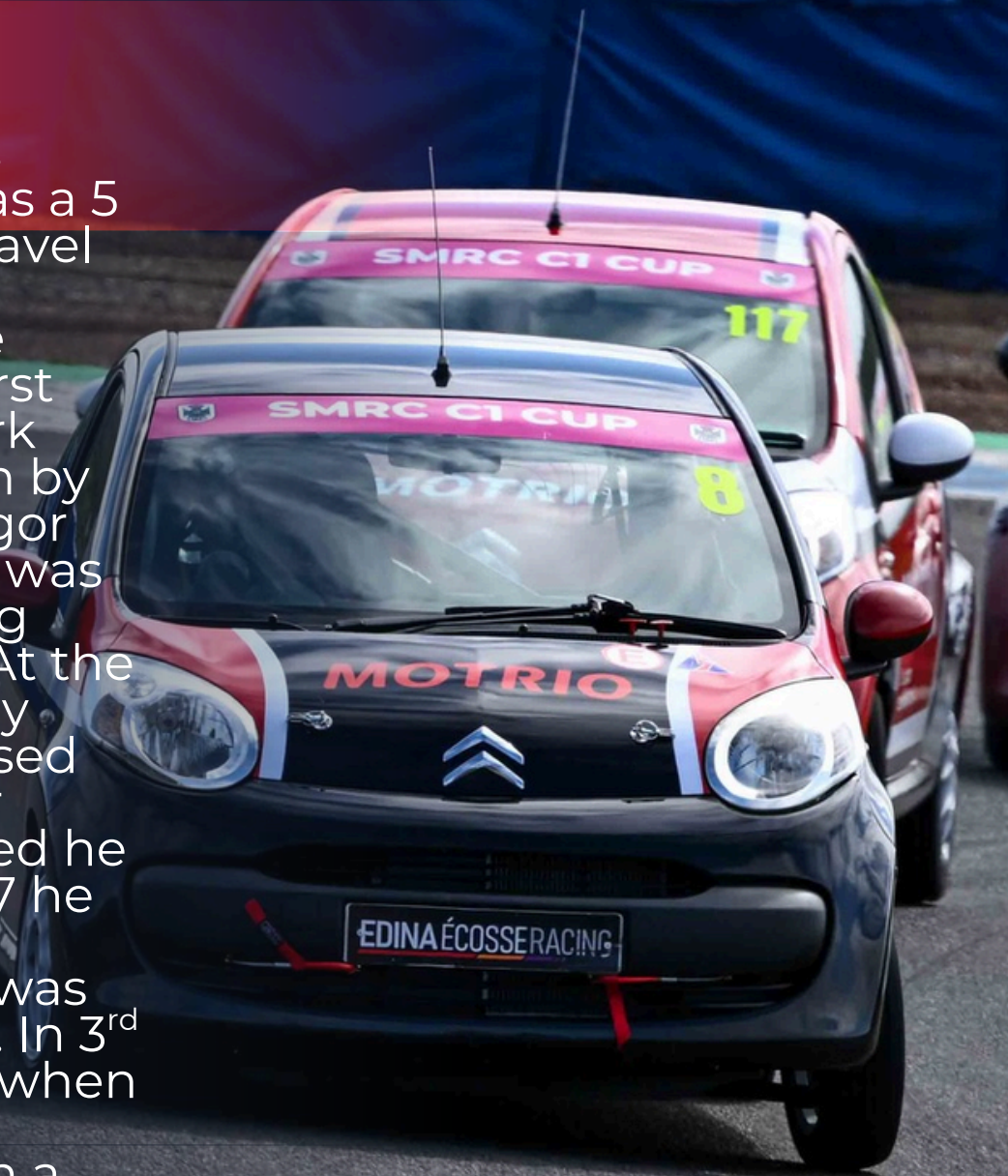
James Hitchen led from pole with Gregor McPhaden and Ayden Wilson right on his tail. It wasn't until lap 3 that James put some daylight between him and his pursuers. He eased a couple of car lengths clear. By Lap 5 he was nearly a second ahead as Ayden tried to pass Gregor at the hairpin, He dived up the inside as they raced down hill into the corner, but then ran wide on the exit, allowing Gregor to retake 2nd before they set off down railway straight towards Clark. Ayden tried again a lap later again at the hairpin, but with exactly the same result. So if at first you don't succeed try again, Ayden did this on lap 7 and again at the hairpin, but this time didn't run wide and grabbed 2nd . Now Gregor sat on his bootlid, while up front James was over 2 seconds clear, and drove away to win by over 4 seconds. Ayden Wilson took 2nd by over 2 seconds, after holding off Gregor McPhaden for a couple of laps then eased clear on the final lap. In 4th after a race of non-stop pressure on him came James McCracken. He'd snatched 4th on lap 3 from Henry Gillespie, after holding off Marc Nisbet. Then James and Henry ran close all race, finishing just 0.3 seconds apart. They dropped Marc Nisbet, who had a lonely run to 6th from mid race as he eased away from Sam Milne. The top 5 finishers from race 1 would be reversed for the race 2 grid. So Henry Gillespie's drive to 5th secured him pole on this anticlockwise layout.



April Meeting: Race 2

Scottish CI Cup

On the first run down hill to the hairpin on the anticlockwise layout, James McCracken grabbed the lead from his front row starting position. There was a 5 car train at the head of the field on lap 1. But Pete Edie went off into the gravel at Clark after cars had raced 2 and 3 abreast down Railway straight. This brought out the safety car on lap 2. Marshals soon heaved the CI out of the gravel and Pete went back to the pits. Racing soon resumed, and on the first lap after the safety car we had two cars pass race leader McCracken at Clark corner. Into the lead went Ayden Wilson from 2nd. He was followed through by Henry Gillespie. These three had around a second lead over 4th placed Gregor McPhaden, who had Marc Nisbet close behind. Meanwhile James Hitchen was down in 8th place, after being tagged on the opening lap of the race, having briefly been 3rd from a 5th place start. He was now driving it like he stole it. At the front Ayden Wilson was pulling away and was over 3 seconds clear of Henry Gillespie by mid race. But James Hitchen was up to 5th by lap 4 having passed Kenny Dock, Sam Milne and Marc Nisbet. James then closed down a 10 car length gap within a lap to be on Gregor McPhaden's bootlid. As lap 6 started he had passed Gregor, and was in 4th as they came round the hairpin. On lap 7 he nipped into 3rd at Clark corner demoting James McCracken. A lap later he caught Henry Gillespie and was through to 2nd at Clark. But Ayden Wilson was out of sight and took a good win. James Hitchen had to settle for a fine 2nd. In 3rd over 2 seconds back came Gregor McPhaden, who passed Henry Gillespie when he ran wide at Clark late in the race. The gap between them was only 0.2 seconds at the flag. In 5th was Marc Nisbet with James McCracken less than a second back in 6th. So CIs started with two different winners, and a brace of Newcomers Cup class wins for Gregor McPhaden. There was close racing and a tie at the front of the Championship after 2 rounds. James Hitchen set a new lap record while on his comeback drive, if he'd stolen it, it was going quick.



RACE MEETING ONE APRIL - KNOCKHILL

RACING REVIEW

FIESTA ST

EDITED BY KEVIN PICK



April Meeting: Race 1

Scottish Fiesta ST Cup

There was a smaller than usual grid, but some keen racing on Sundays clockwise ST race. Defending Champion Gerry Hendry was on pole, but he spun at Duffus and dropped down to 4th on lap 1 as former Champion Dave Colville led from the front row. Dave opened up a second lead on lap 1 from Michael Gordon, who had veteran Peter Cruickshank all over him. Gerry Hendry ran behind Peter. Another car had also spun off on the opening lap at Duffus, Calum Bruce and he restarted 7th. On lap 2 Gerry Hendry passed Peter at Duffus for 3rd. He tried to grab 2nd at Clark on that lap, but Michael Gordon successfully defended. But a lap later Gerry was 2nd on lap 3 and set fastest lap. Gerry started to close on race leader Dave Colville, who had around 3 seconds lead. He cut this to around 1.5 seconds on lap 5. But it took him until lap 8 to get onto Dave's bootlid. The two leaders then ran nose to tail for a couple of laps. Gerry Hendry managed to slip past on lap 11 at the bottom of Duffus. Dave was trying hard and kicked up the dust as he exited the Chicane chasing Gerry, and he stayed really close to the flag. Although Dave was 7 seconds clear of 3rd at the flag, in the results he had just a 2 seconds gap back to Michael Gordon, who was benefitting from Dave receiving a 5 second penalty for track limits. Michael had Peter Cruickshank close and within 2 car lengths from lap 7 onwards. But he hung on despite the pressure, though the gap was 0.1 seconds at the flag as Peter closed right up. These two pulled clear of Lucy Hales-Maver, who had a steady run to 5th, easing a few seconds clear of Angus Ross by mid race. Calum Bruce suffered from his lap 1 spin and had a lonely run home in 7th. After the race Gerry Hendry said that it was a bad start and he lost it, as he did in qualifying. But, 'as the race went on the car got faster and I managed to squeeze past at Duffus'. While Dave Colville bemoaned the fact that he was quicker when he tested in March, and would figure it out. It was a new face on the ST podium in 3rd, Michael Gordon said it felt really good to get 3rd. He thought he was going to lose the place on the last lap, and was neck and neck (with Peter Cruickshank) at the hairpin. He said he had a scream of joy as he passed the flag.



April Meeting: Race 2

Scottish Fiesta ST Cup

Gerry Hendry led away from pole again and this time there was no spins. He had Dave Colville close behind over the opening 3 laps. Dave in turn eased clear of 3rd placed Michael Gordon, who had Peter Cruickshank for company all race. Peter was always around 5 to 6 car lengths behind, though put on a spurt over the last 2 laps and was only a couple of lengths back on the final lap, and it was just 0.3 seconds at the flag. Up front ST race leader Gerry Hendry kept the gap around 1.5 seconds to Dave Colville in 2nd and that's how they finished. Michael Gordon was 3rd Peter Cruickshank was 4th clear of 5th placed Angus Ross. He had Lucy Hales-Maver in 6th and close for the opening 4 laps, before Angus eased out a few lengths. Then Lucy had a grassy moment exiting the chicane on lap 8 and dropped back, but still got home 6th. Calum Bruce was 7th again, though closer to Lucy over the opening few laps, before the gap opened up. Post race Gerry Hendry said that it went a bit better at the start though the track felt slower, (possibly warmer) and he hoped drivers would return. Dave Colville said it wasn't bad, and when asked what his strategy was from here on, Dave replied, win, its as simple as that. So a brace of wins for defending champion Gerry Hendry and two fastest laps, but he had to work for them. Surprisingly no ST Challenge class cars were entered, when we had 3 or 4 at most races last year. Angus Ross leads the Newcomers Cup.



RACE MEETING ONE APRIL - KNOCKHILL

RACING REVIEW

CLASSICS

EDITED BY KEVIN PICK



April Meeting: Race 1

Classic Sports & Saloons

Alasdair Coates MGB GT V8 was top Classic but he had a slow start and dropped to 4th by Duffus. Leading was former Champion Alastair Baptie in his MGB GT V8, 2 car lengths ahead of Ewan Anderson in another MGB GT V8, followed closely by Charlie Cope in his VW Golf, then Alasdair Coates. These 4 cars had Adam Kinmond racing as a guest in his Rover SD1 only 3 car lengths back. Baptie led the Classics class all race. Alasdair Coates had recovered from his start and moved up to chase Baptie, being within a couple of car lengths by lap 5, having passed Cope and Anderson. Alasdair Coates got close to leader Baptie, but spun off at the bottom of Duffus on lap 7. This left Alastair Baptie with a second lead over Ewan Anderson. They stayed close and the two MGB GT V8s crossed the line just 0.5 seconds apart, with Alastair driving well to win the Classics race. Charlie Cope was the top Classic saloon and held a fine 3rd overall from lap 7. Colin Calder came through for 4th with his Ginetta G4, and set a new class lap record on the clockwise track. He demoted the big Rover SD1 of Adam Kinmond on lap 4, and closed on Charlie Cope late on. He was under pressure from Craig Houston's Lotus Eclat which finished 5th. These two ran close from lap 6, after Craig had passed Jimmy Crow's Scimitar and Adam Kinmond's Rover. Jimmy ran a few seconds behind Adam, then closed up late on finishing 7th. Alasdair Coates recovered to 8th having restarted 14th after he spun off. In class A John Kinmond took the class win with his Mini in 11th and he beat the defending Champion Iain Mitchell's Nova, which was unbeatable in 2024 in this class. Third in the well supported class A was Paul Bowers in his Fiat 128 coupe, only a few tenths of a second behind the Nova. Post race Alastair Baptie said that he gave it what he could, and it was good fun, though he felt he needed to lie down in a darkened room after that. Charlie Cope said you spend a lot of time looking in your mirror, then woosh they're past you (leading modsports cars).



April Meeting: Race 2

Classic Sports & Saloons

A fast starting Alastair Baptie led the race early on in his MGB GT V8, behind Alastair was a keen race for 2nd. Ewan Anderson had his MGB GT V8 a second back behind Alastair but only a second clear of a fast starting Colin Calder who had his Ginetta G4 up from 7th on the grid to run 5th on the road and 3rd in classics on lap 1. He was hunted down by Alasdair Coates MGB GT V8 who went past the G4 and closed on Baptie. On lap 5 the two MGB GT V8s were having a tussle for the lead in Classics. Alasdair Coates passed Alastair Baptie going up the hill, only for Baptie to outbrake him at McIntyres, and retake the classics lead before the duo swapped positions again. Alasdair Coates won by over 8 seconds. Alastair Baptie took 2nd, just under 2 seconds ahead of Ewan Anderson, as MGB GT V8s took the top 3 places in the Classics class. Colin Calder had a quiet run to 4th in Classics from Lap 4 onwards. He was easing clear of Charlie Cope's VW Golf then this car stopped on lap 3. Adam Kinmond kept the big Rover in 5th, getting away from the Lotus Excel of Craig Houston early in the race and maintaining a 5-6 second gap from lap 5, as he finished 5th. Houston was 6th, maintaining a couple of seconds gap to the nice MK1 Escort of David Stirling, which wasn't troubled by Jimmy Crow in his Scimitar who followed him home. John Kinmond again won class A in his Mini, finishing 9th. Completing the top 10 in Classics was Iain Mitchell with the Nova, and he'd closed to just over a second behind John Kinmond at the flag. In the championship it's John Kinmond 5 points ahead of Alastair Baptie as their classes are well supported. But Colin Calder, Alasdair Coates and Iain Mitchell are not far behind. In fact 9 points covers the top 5.

