

RACE MEETING TWO MAY - KNOCKHILL

# RACING REVIEW

MINI

EDITED BY KEVIN PICK





# May Meeting: Race 1

## Scottish MINI Cooper Cup

There were 20 cars on the grid, with just one Cooper S ahead of 19 Cooper cars. Ross Wilkinson led and eased away from the less powerful Cooper Cup cars, led by Daniel Paterson. Ross went on to win the race by over 27 second, but there was no competition for him.

Top Cooper Cup car in 2nd overall, Daniel Patterson got a second gap on the field by lap 4, and he led a three car battle for 3rd overall and 2nd in the Cooper class, all race. The experienced Ian Munro held the 2nd Cooper place initially. But by lap 5 was running nose to tail with Chad Little and Kyle Reid (racing as a guest), who had been glued together from the start. These three then ran close until lap 9, when Chad Little got through at Macintyres to run 3rd overall. Ian Munro stayed close in 4th with Kyle Reid now all over him in 5th. That's how they took the flag. Daniel Patterson won the Cooper Cup class and was just over a second clear. In 6th overall at the flag was Jack Irvine, he had a steady race. Starting 9th he was up in 8th as lap 1 ended, behind Stuart McPhaden. He demoted both 6th place Stuart and 7th O/A placed Chris Cockburn on lap 2 to run 6th. Top Newcomer Stuart McPhaden was in 7th, a few seconds back. Chris Cockburn came home 8th O/A ahead of a 6 car train, led by Martin Wijetunga.

Post race the race winner Ross Wilkinson said it was a lot better than last time, when he finished up in the barrier. In the Cooper Class, top car was in 2nd overall. Its driver Daniel Patterson said that he managed to get a good start and keep the gap between him and Ian (Munro). He noted, 'I could see them battling behind me'.





# May Meeting: Race 2

## Scottish MINI Cooper Cup

This race was on Sunday morning. Only one Cooper S started, it was from pole in the 20 car grid. Ross Wilkinson disappeared off into the distance in the more powerful S car. Daniel Patterson's Cooper ran in 2nd overall, but was leading the 19 Cooper Cup cars. One lap he had nine cars running as a train behind him. They split into two groups on lap 2. In 3rd overall and 2nd in the Cooper Cup class was Chad Little, with two fast starters Kyle Reid and Stuart McPhaden right with him. They had Jack Irvine close, then a gap of 5 or 6 car lengths before Chris Cockburn led another 5 cars running nose to tail. Ian Munro was in this train having been slow away. Cars ran nose to tail in the early laps. The action increased on lap 6 as the top Cooper car of Daniel Patterson ran wide exiting Macintyre's and kicked up the dust, but stayed in the lead of the Cooper cars, Chad Little was close behind. On Lap 7 we were notified that a car was off at the exit of Clark corner. It was Curtis Paterson. The safety car was soon out, and circulated for several laps before the red flag was shown and the race was over. Kyle Reid was behind Chad and 3rd in the Cooper Cup.

Ross Wilkinson took the race win and Cooper S class. While Daniel Patterson drove well to hold onto the Cooper Cup class despite lots of pressure from Chad Little. Daniel Patterson said he got a good gap at the start, but he knew Chad (Little) was a good driver and would catch him. Chad Little said he felt a bit faster, and got a bit of a break from the cars behind. Kyle Reid remarked that his gearbox started to go as he came out of the pits jumping out of 3rd. He also said, 'the guys out there are quick, so I have to work hard'. Stuart McPhaden was top newcomer (5th overall, 4th in Cooper Cup) he noted that he got an amazing start.





# May Meeting: Race 3

## Scottish MINI Cooper Cup

The top 8 Cooper finishers from R2 were reversed. So on pole was 8th placed Ian Munro with Ralph Sturrock alongside him. Race 2 winner Daniel Patterson was 8th on the 17 car grid, as we had two non-starters. Ian Munro was slow away so Ralph Sturrock led the field chased by Jack Irvine who was up from the 2nd row of the grid. Jack took the lead late on lap 1. Ralph stuck close to him on lap 2 as they were pursued by 5 cars running close. Stuart McPhaden was 3rd with Daniel Paterson on his bumper. These two had moved up on lap 1. Ian Munro was running 5th on lap 2. It wasn't until lap 4 that places changed near the front. Though Jack Irvine still led, but Ralph Sturrock was now 4th after Stuart McPhaden had snatched 2nd followed by Daniel Patterson, who took 3rd.

Chad Little was also on the move. He'd started 7th and was in 6th on lap 2. Then he pressed Ian Munro before getting past on lap 4 to run 5th. He demoted Ralph Sturrock on lap 5, so he was now 4th. But up front Jack Irvine was getting clear. By lap 5 he had just over half a second gap, which became around a second by lap 7, as the three cars behind him scrapped. Chad Little took 3rd on lap 6 from Daniel Patterson, then Chad was 2nd on lap 7 demoting Stuart McPhaden. He then spent the last two laps closing on Jack, but just ran out of laps. The two leaders were side by side out of the hairpin, but Jack won by a tiny margin of 0.003 seconds in a drag race to the line. Stuart McPhaden the leading Newcomer was just over a second back in 3rd, but over 2 seconds clear of Daniel Patterson, who got 4th. Ian Munro took 5th around a second back, and half a second up on Ralph Sturrock in 6th. Martin Wijetunga took 7th late on from Blair Dryburgh, and finished close behind Ralph Sturrock. Race winner Jack Irvine said that his tyres were going off on the last lap. Jack then remarked, 'I knew it was tight at the end, and I didn't know if I'd won until I got in here (paddock)'.





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# RACING REVIEW

C1

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# May Meeting: Race 1

## Scottish C1 Cup

James Hitchen led from pole with his main rival for the title Ayden Wilson looking up his exhaust pipe for 6 laps, though on lap 5 they were side by side at Butchers, with James just holding on. Then the safety car came out and the field slowed and closed up. The two leaders had been a few seconds clear of the scrap for 3rd, as Gregor McPhaden held off Henry Gillespie. Racing soon resumed, James Hitchen was under severe pressure from Ayden Wilson, who nipped past 2 laps later at Butchers, and squeaked through by the chicane. He opened up a couple of car lengths, but James stuck with him. They finished just over half a second apart at the flag. Gregor McPhaden had stayed close to the top 2 for 3 laps, but drifted back on the final tour. He was clear of the battle for 4th. There were 5 cars running nose to tail with 3.5 laps to go. Headed by Henry Gillespie, but he dropped a place to 5th as 4th was taken by James McCracken on lap 8. These two stayed close, and eased away from the rest. Liam Kelso was next up in 6th a couple of seconds back, after he had passed Marc Nesbit, also on lap 8. Marc got home a close 7th with Kenny Dock not far behind in 8th.

Ayden Wilson set a new lap record for C1s on the final lap which was 0.001 seconds faster than James Hitchen on that lap. Post race, Ayden Wilson felt that it was going to be close between him and James Hitchen all season. He also said it was a nice clean race. Gregor McPhaden won the newcomers class, Liam Kelso was 2nd in the newcomers class.





# May Meeting: Race 2

## Scottish C1 Cup

The top 6 finishers from race 1 were reversed on the grid. So Ayden Wilson started 6th and Liam Kelso was on pole. Lap 1 saw Henry Gillespie lead from the front row. But with a rapid start James Hitchen started 5th on the grid and was soon in 2nd. James McCracken held his start place of 3rd just two car lengths back. By lap 2 the two leading cars were a second ahead of a 4 car train, now led by Ayden Wilson. He caught the leaders on lap 4, but now James Hitchen had taken over at the front. It took Ayden two laps to grab 2nd, which he did at MacIntyres. James Hitchen was a second clear and Ayden drifted back as James extended his lead for a good win, just over 2 seconds clear at the chequered flag. Ayden was 2nd a couple of seconds clear of 3rd placed Henry. In 4th was Gregor McPhaden. He had taken the place from James McCracken on lap 7. McCracken finished 5th well clear of Liam Kelso, who grabbed 6th late in the race on lap 10 from Marc Nisbet. Kenny Dock chased these two home in 8th. McPhaden was top newcomer again.

James Hitchen said, that neither of us (he and Ayden) can do anything to really break away. 'Its close, but its Cadwell Park next and I got my first and second ever race wins there'.





RACE MEETING TWO MAY - KNOCKHILL

# RACING REVIEW

FIESTA ST

EDITED BY KEVIN PICK





# May Meeting: Race 1

## Scottish Fiesta ST Cup

Defending Champion Gerry Hendry was on pole again, and he was put under pressure by former champion Dave Colville from the start. Gerry slowly opened up a few lengths lead, and Dave began to be caught by 3rd placed driver Jamie Dickie, who had got past Arran Ward at Butchers on lap 4. Jamie Dickie slowly closed the gap and was right on Dave's bumper on lap 10, with Arran still hanging on and quite close in 4th. These three closed right up over the last 2 laps. Dave is an experienced driver and knows how to defend, and he came home in 2nd just 0.6 seconds ahead of Arran, who passed Jamie on the last lap to regain 3rd. Gerry Hendry won with a good drive and headed the pack by 2.7 seconds. Peter Cruickshank retired when he lost a wheel mid race at the chicane and then limped to Clark.

Post-race Gerry Hendry said he'd had a good start and settled in, managing both the car and the race pace. Dave Colville noted that his abs had packed up after 2 laps and he was driving on his mirrors. The commentator asked him what went through his mind, and Dave replied, 'stay in front, its as simple as that'. Angus Ross in 6th also won the Newcomers class. He said it was, 'a fantastic way to spend my birthday, in the sunshine at Knockhill'.





# May Meeting: Race 2

## Scottish Fiesta ST Cup

Gerry Hendry led away from pole. He had Dave Colville close behind over the opening 3 laps. But Dave in turn was under non-stop pressure. He had Jamie Dickie on his bootlid. Jamie had grabbed 3rd on lap 1 from Arran Ward, but Arran was glued to Jamie's bumper for much of the race. Gerry eased away out front, benefitting from the race long scrap for 2nd. Dave Colville gave a fine demonstration of how to resist pressure for 12 laps, to keep 2nd from Jamie Dickie. Gerry Hendry won by 2.3 seconds. Dave in 2nd was around 0.4 seconds clear of Jamie at the line, with Arran in 4th another 0.4 seconds back. Angus Ross came home 5th after he had grabbed the place early in the race. Peter Cruickshank started 8th and last. But Peter was 6th on lap 4 and closed on Angus Ross. These two ran close from Lap 5 until the chequered flag. They had pulled away from Lucy Hales-Maver, who spent the race under pressure from Michael Gordon, with him on her bumper from lap 4.

Race winner Gerry Hendry said he had to pick up the pace, and that Dave kept him honest all race. He also thanked all the marshals for being at the circuit.





RACE MEETING TWO MAY - KNOCKHILL

# RACING REVIEW

CLASSICS

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# May Meeting: Race 1

## Scottish Classic Sports & Saloons

Classic grid of 18 was topped by V8 powered cars, all the MGB GT V8 model, which had three cars in the top 4 grid spots. Alasdair Coates MGB GT V8 was on pole, but from the start he was out dragged by front row man Alastair Baptie in his wide arched MG. These two were pursued by Ewan Anderson in his MG. In 4th was top saloon, the Golf GTi of Charlie Cope, holding off the 3rd place qualifier Colin Calder in the Ginetta G4. Lap 1 saw a big train of cars jostling for places. But on lap 2, the MG in 3rd place driven by Ewan Anderson spun at the hairpin. He'd been around 5 car lengths back on the top 2, who were running close. But he restarted in 5th. Alastair Baptie continued to lead with only a few car lengths gap until lap 9, when he stretched out his advantage over the MG of Coates. This was despite tyre smoke coming from his car as he exited the chicane. But on the last lap Alasdair Coates went on a charge. Halfway round the lap he was only 5 car lengths back. Then at the hairpin, the final corner, he went for it. But he spun his car. Alastair Baptie kept the lead and won by over 10 seconds after a fine drive. Alasdair Coates restarted to take 2nd. He was still 8 second ahead of the 3rd placed driver Colin Calder in the G4. Colin Calder had run 3rd from lap 2, and had Charlie Cope stick close to him, until lap 8 when he started to increase the gap to over a second. He also set a new lap record for his class (G) on lap 10. On lap 11 Charlie Cope was finally caught by his two pursuers. On lap 11 Ewan Anderson passed Charlie Cope for 4th, then Craig Houston took 5th from Cope late on the last lap. Houston being Cope's class B rival. Adam Kinmond was 7th in the big Rover SD1 saloon running in class I for invitees. But Adam was around 13 seconds behind Charlie Cope at the flag. He had started 5th but was 9th on lap 1, and moved up to 8th on lap 3 demoting Keiron Baillie in the Lotus 7 sportscar. Adam chased Jimmy Crow in the Scimitar taking 7th place on lap 7. He pulled out a few seconds gap on Jimmy, who came home 8th, followed by the Peugeot 205 Gti of Stephen Sadler. The 205GTi was close to Andrew Kinmond's TVR Vixen sportscar for a few laps, before passing it on Lap 4. The TVR would retire a couple of laps later. Sadler took another place on lap 10 demoting Kieron Baillie's Lotus 7. As he went on to finish 9th and Baillie got home 10th. In 11th was top class A car of championship leader John Kinmond, in his Mini Cooper. Defending Classics champion Iain Mitchell was further back finishing 12th in his class A Nova.





# May Meeting: Race 2

## Scottish Classic Sports & Saloons

There were 17 cars on the grid as 5 cars were dns. Alasdair Coates led the field away in his MGB GT V8. Followed closely by Ewan Anderson, with Alastair Baptie 3rd. Then Baptie tried to take 2nd at Macintyres on the first lap, but Ewan held on. Right with the 3 MGs was Colin Calder in his G4 holding 4th. By lap 2 Alasdair Coates had over half a second lead, but it was Alastair Baptie in 2nd, he'd demoted Ewan Anderson. While Colin Calder then grabbed 3rd off Ewan, later on lap 2. The top 3 stretched away, but with a second or more between each car. Calder fell back a few more seconds by mid race, as the 2 leading MGs pace was hot. Coates stretched the lead to around 3 seconds by Lap 10. Then Baptie started to reel him in. On the last lap there was around a second between them, and that's how it finished. A fine win for Alasdair Coates. but Alastair Baptie took a good 2nd, and was 13 seconds ahead of Colin Calder who set another class G lap record chasing the MGs.

Ewan Anderson brought his MGB GTV8 into 4th. He had pulled clear of the battle over 5th. This place was held by Craig Houston in the 1980s Lotus Excel sportscar. He had grabbed the place on lap 2 demoting Jimmy Crow. On lap 3 Charlie Cope in his Golf had also got past Jimmy's Scimitar and was 6th half a second behind Craig. These class rivals ran close until lap 7, when Charlie took over 5th and Craig dropped back a few seconds on that lap. Adam Kinmond closed on him with the Rover SD1. Then Craig retired the Lotus on lap 8. Charlie was over 5 seconds ahead of Adam, but the big Rover SD1 saloon was under pressure, from Kieron Baillie in his little Lotus 7 sportscar.





# May Meeting: Race 2 Continued

## Scottish Classic Sports & Saloons

Kieron got past Adam for 6th on lap 9. He pulled out a couple of seconds gap, and left Adam Kinmond to more pressure. This time it was Jimmy Crow with the Scimitar, with Stephen Sadler tied to his boot, in the Peugeot 205 Gti. These two pounced late on the last lap, both passing Adam's Rover. Just over a second covered these three at the flag.

Championship leader John Kinmond was 10th in his Mini, running in class A. He was 10 seconds back but winning class A. He was well clear of his class rival Iain Mitchell in the Nova, whilst Paul Bowers took 12th in another class A car, the Fiat 128 coupe. In the XR2 Championship we had two cars at this meeting. They ran close, but Arron Hunter who won the class once in April, was 2nd in both races to Sonny Gray in May.

In early June, Harry Simpson, a former Scottish classics racer passed away. He had been a long time Ingliston circuit and Hillclimb regular. Well known, especially for racing his Davrian sportscar at Ingliston, and latterly a Ginetta G4 in Classics at Knockhill. The Edinburgh butcher was a club member for many years, and was a talented and respected racer. He was also an instructor at Knockhill for several years. Harry was a winner and will be sadly missed by his family and many friends.

