

RACE MEETING SIX SEPTEMBER - KNOCKHILL

# RACING REVIEW

MINI

EDITED BY KEVIN PICK





# September Meeting: Race 1

## Scottish MINI Cooper Cup

There were 12 cars on the grid, with just one Cooper S ahead of 11 Cooper cars. The track was damp though drying a little. Oliver Mortimer the multiple SMRC saloon champion, and winner of several Mini titles had returned, filling in for Martin Wijetunga. He lined up 2nd on the grid and top Cooper. But he was a guest so not scoring points, having stopped regular racing at the end of last season. While championship leader Chad Little qualified 2nd in the Cooper Cup ahead of Jack Irvine.

Ross Wilkinson in the Cooper S led the field away, but he was under pressure and not sprinting clear. Post race he said his tyres were full wets, and the car was not performing. This meant we had a 5 car train at the front. Mortimer in 2nd was chased by Irvine, as Chad Little had dropped to 4th in the Cooper class at the first corner. Oly was pressing race leader Ross Wilkinson. On lap 2 Oly passed Ross at Clark on the inside, only for Ross to use Cooper S power down Railway straight to retake the lead. On lap 3 Oly was off the road at the bottom of the Duffus, spinning at Leslie's onto the infield grass. He restarted last, saying post race that it was his fault as he got on a damp patch. This gave Ross a 15 car length gap over the Cooper pack. Heading them was Irvine with Stuart McPhaden now on his bootlid, as he'd passed Chris Cockburn. But Little also moved up past Chris on that lap, and was right behind him. Up front Ross in the Cooper S was caught again and Jack was beside him at Clark on lap 4. But Ross held on, the straights being his friend as the pack chased him. Then there was a car off at Leslie's on lap 5. It was Jonathan Wild who had been chasing David Robb while 11th. This brought out the Safety Car.

When the Safety Car pulled in after a couple of lap, we had an unusual sight. Ross Wilkinson was a few hundred meters ahead of the Cooper pack. Jack Irvine held the Cooper cars back, to let Ross get away, and not get involved in their separate race. Ross then kept the gap to around 10 seconds and won on the road.





# September Meeting: Race 1 (Continued)

## Scottish MINI Cooper Cup

Irvine then led the Cooper Cup all the way to the flag. But he was under non-stop pressure. McPhaden was with him for 2 laps, as 7 cars ran in a close train at the front of the Cooper Cup cars. Then Little took 2nd in the Cup at Duffus. But Stuart fought back, passing him a few hundred meters later at Clark, before Little retook 2nd at the hairpin on that same lap to keep 2nd. There were 4 laps to go, Irvine was barely half a second ahead of Little, but Chad now had a second gap to new 3rd placed Cup car of Chris Cockburn. He had Stuart McPhaden on his bumper. Then there was a half second gap to Daniel Patterson who had a recovering Oly Mortimer on his bootlid. Oly had benefitted from the Safety Car which closed the field up. Oly had passed three cars before it came out, and was running 7th in the Cup by then. By lap 10 Jack still held off Chad with them now running quite close. But at the hairpin on lap 10, into 3rd came Oly Mortimer. He'd eased past a couple of cars, then outbraked McPhaden to take 3rd in the Cup. He was a couple of seconds behind the two Cup leaders, and halved that gap by the flag, Irvine took a fine win, with Little helping his championship bid with a good result in 2nd. Oly was top guest in 3rd, with McPhaden top newcomer and less than a second back in 4th. Chris Cockburn was close in 5th with Daniel Patterson only 0.2 seconds behind him in 6th. Michael Williams was 2nd in the newcomer class in 7th holding off Blair Dryburgh at the line.

Post race Ross Wilkinson said they were struggling with the car. Cooper Cup winner Jack Irvine said Chad gave him a good race. He remarked that he'd held back on the safety car laps, so Ross could get clear, as he was holding us up (and in a different class race). Chad Little said it didn't go to plan at the start on the damp track, then he sat behind Jack and tried to get a cut back at the hairpin, but Jack held on. Oly Mortimer 3rd in the Cup said it was his fault when he went off, saying he was a bit rusty just clipped the damp and went off. He then said, that when the Safety Car came out it made it exciting, and good fun.





# September Meeting: Race 2

## Scottish MINI Cooper Cup

This race was on Sunday morning, the track had a few damp patches, though the commentator said it was 85% dry. The second race again only had one Cooper S starting from pole in the 12 car grid. Ross Wilkinson disappeared off into the distance in the more powerful car, and won his class and race by over 20 seconds.

The Cooper Cup cars were led by a quick starting Chad Little. He beat Jack Irvine in to Duffus, with Oliver Mortimer 3rd and Daniel Patterson 4th after a good start. We had 8 cars in a train at the front over the opening 2 laps. On lap 4 Daniel passed Oly at Butchers for 3rd in the Cup. So then Stuart McPhaden sat on Oly's bumper. On this lap the top two Cup cars broke a few car lengths clear of the pack, as Chad Little led Jack Irvine. But by lap 6 the top 4 were running nose to tail as Daniel had closed the gap with Oly right with him. But Stuart McPhaden had dropped back a little and had Chris Cockburn close behind. Then a lap later Stuart closed up, to make it 5 cars line astern at the front of the Cup. While Chris Cockburn in 6th in the Cup was under pressure from Blair Dryburgh and Michael Williams.

On lap 8 Chad Little got a few car lengths ahead of the pack. But they all stayed in order as Jack was ahead of Daniel, Oly and Stuart. Though they were now over a second clear of their pursuers. These were led by Chris Cockburn, who had got clear of Michael Williams, after he'd passed Blair Dryburgh. Then Blair dropped a further place to guest David Robb on that lap. At the front Jack Irvine in 2nd managed to get a little daylight between him and Daniel Patterson. He closed up a few car lengths on Cooper Cup leader Chad Little, but they all stayed in order and close until the flag. Winning the Cup class was Chad Little, after a good final lap he was nearly a second clear. Jack Irvine took 2nd only 3 tenths up on Daniel Patterson, while close behind was Oly Mortimer in 4th.





# September Meeting: Race 2 (Continued)

## Scottish MINI Cooper Cup

Then just over half a second back in 5th came top newcomer Stuart McPhaden. In 6th was Chris Cockburn having dropped 2 seconds back late on. But he was a few seconds clear of 2nd guest David Robb. Next up were 2 cars with a time penalty for track limits, but it didn't affect their places. In 8th Blair Dryburgh and he was followed by Michael Williams. Then Barry Holmes in 10th who had a battle with Jonathan Wild for much of the race, but held on to 10th.

Post race, overall winner Ross Wilkinson said the car was now sorted, and it was performing as it should. While in the Cooper Cup, Chad Little the class winner, and said he'd had a good start but that Jack (Irvine) kept the pressure on all the way. While Jack Irvine thought he and Chad were going to get away at the start, but it was a good result. Daniel Patterson said it would have been nice to have someone other than Oly Mortimer chasing him, but he couldn't complain about the race. Top newcomer Stuart McPhaden was pleased to have held onto the leading cars.





# September Meeting: Race 3

## Scottish MINI Cooper Cup

The top 5 Cooper finishers from R2 were reversed. So on pole was 5th placed Stuart McPhaden, with Oly Mortimer alongside him. Race 2 winner Chad Little was 5th on the 11 car grid.

Oly Mortimer showed he's still sharp and led from the start of lap 1. He had half a second gap to the fast starting Jack Irvine, who was up from 4th on the grid. Then Stuart McPhaden ran 3rd right with Jack. A couple of lengths back were 3 cars tied together led by Daniel Patterson, then Chad Little and Chris Cockburn. Next up was guest Davis Robb, keeping close to this train. Oly led until lap late on lap 3 when Jack Irvine nipped past. But Jack was only leading for a lap before he, Oly and Stuart McPhaden raced side by side up the start finish hill. Oly passed Stuart at Duffus to keep 2nd, then passed Jack late on the lap to lead. On lap 4 Oly led from Daniel Patterson who had demoted Jack Irvine. Stuart McPhaden dropped to 6th and was at the end of the leading bunch, in a 6 car train. Oly was pressed hard by Daniel for several laps, before these two eased slowly clear of the pack. The gap was around a second by lap 8. Oly held on for a fine comeback win defending well at the hairpin on the final lap. Daniel drove very well for 2nd on the road and maximum Cup points, as Oly was a guest.

While third place swapped. Jack Irvine ran 3rd until lap 7 when Chad Little dived past at the hairpin. Chad had been in 5th until lap 4 when he passed Stuart McPhaden for 4th. Chad held onto 3rd and pulled clear of Jack late on. On the 9th and final lap, Stuart passed Jack to claim 4th which he held on to, by a very narrow margin at the flag.





# September Meeting: Race 3 (Continued)

## Scottish MINI Cooper Cup

Into 6th came Blair Dryburgh. He'd started 8th and was still in that place by mid distance. Then he moved up two places in a lap. He went past David Robb who was 7th and Chris Cockburn who had held 6th on lap 5. David Robb then dropped to the rear of the field by lap 7. Chris Cockburn held on in 7th and pressed Blair Dryburgh. But Blair held on to 6th and was less than half a second ahead of him at the flag. Barry Holmes came in 8th having chased Michael Williams in the early part of the race, he moved up on lap 6, past Williams, taking Jonathan Wild with him, as these two raced close together all race. Michael Williams finished behind them in 10th.

Race winner Oly Mortimer said that it was really hard, and that he didn't have massive pace. But he'd had some good side by side racing. His final race report words were, 'But it was brilliant'. He noted he had no plans for next year, other than helping his son Jude with his karting. Daniel Patterson said he made a good start then just got his head down and went with Oly. 'I tried to pass him, but its maximum points' (Oly was racing as a guest). In 3rd Chad Little said, I think I got fastest lap (he did), and that's a 1st, 2nd and 3rd this weekend. Top newcomer Stuart McPhaden in 4th said he had the pace in the car, but had a bit of a kerfuffle at the start, though that was 3 newcomers class wins this weekend.

We had three different race winners over this weekend. A former champion returned, and was on the podium twice. It's the final meeting in early October at Knockhill, and the Cooper Cup has yet to be won, though it appears to be a two driver race, between Chad Little and Daniel Patterson.





RACE MEETING FIVE SEPTEMBER - KNOCKHILL

# RACING REVIEW

C1

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# September Meeting: Race 1

## Scottish C1 Cup

There were 13 cars on the grid, the track was virtually dry. Top newcomer Gregor McPhaden was on pole, but it was the 2nd place qualifier Ayden Wilson who led the race. Behind him a 6 car train disputed 2nd. Gregor McPhaden was 2nd, but 3rd place changed hands at the right hand corner MacIntyres. James Hitchen was 3rd as he passed Marc Nisbet. On lap 2 small gaps had started to appear in the train at the front of the race. Ayden Wilson led by a couple of car lengths, chased by McPhaden and Hitchen who were running nose to tail. Then a few car lengths back was Marc Nisbet with James McCracken close. These five cars slowly moved clear of the pack. Henry Gillespie was leading the next group with Mathew Baldie close to him. On lap 4 James Hitchen took 2nd early in the lap, but Gregor McPhaden regained the place at the last corner, by diving past James at the hairpin. By now the race leader was a second clear and Ayden Wilson slowly extended his lead. He was over 2 seconds clear by lap 7. Then Gregor McPhaden closed the gap to just under a second at the flag. Gregor McPhaden had James Hitchen tied to his bumper from the hairpin on lap 4, after they'd swapped places. James stayed close and locked his brakes up at Macintyres on lap 8 as smoke came off the tyres. Though over the last two laps, a small gap opened between these two. James was just over a second back, at the flag.

In 4th came James McCracken. He had run 5th from lap 1 after starting 6th. He sat close to Marc Nisbet. Then they swapped the place a couple of times on lap 6, before James made it stick on lap 7 and he was 4th. Henry Gilliespie had kept within a second of these two, and caught them on lap 7, then stayed close to Marc who held 5th until the end of the race, as Henry finished 6th. Mathew Baldie got home 7th and was top guest...





# September Meeting: Race 1 (Continued)

## Scottish C1 Cup

...He was 6th on lap 1 then Henry Gillespie got past him. But he tracked Henry and only dropped back over the closing laps.

Behind him in 8th was Liam Kelso. He had made up a place on lap 2 passing Kenny Dock. Then stayed around a second behind Matthew Baldie for half the race, finishing a couple of seconds back. Newcomer Liam Kelso was a few seconds clear of guest Joshua Gilding who was 9th. Joshua had held off a mid race challenge from Kenny Dock. Though they were side by side at Clark on lap 5. Kenny finished a few seconds back in 10th. Sam Milne was next up in 11th and was 3rd in the newcomers class. Peter Edie and returnee Glen Alcock completed the field.

Henry Gillespie set a new C1 lap record, on the last lap of the race. Post race, race winner Ayden Wilson said he was delighted with the result, though not happy with his driving, as he felt a bit slow. But he was helped by the two behind him fighting. In 2nd Gregor McPhaden thought it was really good fun, saying 'Ayden just got away then James and I had a battle. But I'll take 2nd and the newcomers.' James Hitchen in 3rd said that he'd had brake problems and was locking his rear brakes so he couldn't really do anything.





# September Meeting: Race 2

## Scottish C1 Cup

This race was eventually red flagged late on, and results were declared after 7 laps.

The top 5 finishers from race 1 were reversed on the grid. So Ayden Wilson started 5th and Marc Nisbet as on pole, with 13 cars on the grid. Marc Nisbet led on lap 1 while James Hitchen took 2nd as the cars exited MacIntyres passing James McCracken. He was close to race leader Nisbet, and passed him before the cars went over the start finish line. New leader James Hitchen didn't get clear, he was under non stop pressure. He was chased by Marc Nisbet who was really close from lap 5 onwards. These two had a couple of car lengths gap to a 4 car train led by James McCracken, with Henry Gillespie on his bootlid in 4th. Then came top newcomer Gregor McPhaden, he was in 5th and Ayden Wilson in 6th both having got past Liam Kelso, on lap 1. Liam ran 7th but came under pressure from guest racer Matthew Baldie and they swapped places on lap 4. Cars stayed close as the top 6 circulated together, with only a few car lengths between them. Ayden Wilson moved up to 5th on lap 7. While at the front, James Hitchen led Marc Nisbet with James McCracken and Henry Gillespie close behind. But a red flag came out on lap 9 after cars had completed 8 laps. Marc Nisbet had gone off at Leslie's and had a half roll on the grass. Officials declared the results as at lap 7, but omitting Marc as he was out of the race. This gave the win to James Hitchen, just under a second up on James McCracken who was declared 2nd. Henry Gillespie was 3rd a few tenths back, with Ayden Wilson now 4th. They were followed by Gregor McPhaden who took the newcomers class in 5th, and guest Matthew Baldie in 6th. In 7th came Liam Kelso and then guest Joshua Gilding.





# September Meeting: Race 2 (Continued)

## Scottish C1 Cup

Post race James Hitchen said he couldn't believe how a tow changes the cars' pace. He also remarked how he couldn't break away from Marc (Nisbet). He noted it was a good result for him, despite his ongoing brake issues. James McCracken said it had been a tough battle all race, and cars were 3 wide going into Duffus on one lap. He thought it was quite intense, and that he had to defend against Henry (Gillespie) for most of the race, who set the fastest lap in both races of the day.

This leaves Ayden Wilson still leading the championship, with James Hitchen 22 points behind, as they head to the final meeting at Knockhill in October. While Gregor McPhaden took his 10th straight newcomers class win, with this race mathematically making him uncatchable in the points table for the Newcomers Cup.





RACE MEETING FIVE SEPTEMBER - KNOCKHILL

# RACING REVIEW

FIESTA ST

EDITED BY KEVIN PICK



JOHN CLARK BMW  
TAYSIDE / ABERDEEN

Audi Sport

Audi  
Dundee &  
Aberdeen Audi



# September Meeting: Race 1

## Scottish Fiesta ST Cup

On Sunday morning on a mainly dry track, defending Champion Gerry Hendry was on pole in a 9 car grid. But Jamie Dickie led the race from his front row start. Having gone past Gerry Hendry at Duffus. In 3rd a few car lengths back was Dave Colville leading a 6 car train on lap 1. On lap 2 Jamie Dickie got sideways at Leslie's but held onto the lead still chased by Gerry Hendry. Dave Colville was just 2 car lengths ahead of the pack, which still had Andrew Mackie in 4th from Angus Ross, who had Michael Gordon on his bumper. Late on this lap Michael took 5th place from Angus. It was still a little damp off line so the cars followed closely, then began to spread out a little. On lap 4 Jamie Mackie led by a few tenths from Gerry Hendry, but there was a second gap back to Dave Colville, he had Andrew Mackie close. But these 4 had pulled clear of Michael Gordon and the rest of the field.

Lap 5 saw some passing action. Gerry closed right up on the leader at Duffus, then he slid wide at the exit of the chicane, but kept going still 2nd. Dave Colville was right with him and took 2nd at the hairpin. But Andrew Mackie stayed 4th though close to Gerry Hendry. The cars raced up the hill and at Duffus on lap 6, Gerry regained 2nd demoting Dave back to 3rd. At this point race leader Jamie Dickie was about 1.5 seconds clear. While fighting over 2nd, Gerry, Dave and Andrew ran nose to tail behind him. These 3 were a couple of seconds ahead of Michael Gordon. On lap 8 the leader slid out of the chicane in a power slide, but kept it on the tarmac. By lap 9 the front four were spreading out. Jamie Dickie was a couple of seconds clear of Gerry Hendry, who had Dave Colville still close behind.





# September Meeting: Race 1 (Continued)

## Scottish Fiesta ST Cup

In 4th a second back came Andrew Mackie, he was around 3 seconds clear of Michael Gordon, who had a second gap back to Angus Ross in 6th. Over the last couple of laps a few of the cars closed up, but no places were changed. Jamie Dickie took a good win under a second clear of Gerry Hendry. Dave Colville was less than a second behind in 3rd. In 4<sup>th</sup> was Andrew Mackie, but he was now down 6 seconds, but well clear of Michael Gordon. Though Michael had Angus Ross closing on him over the last few laps, so only 6 tenths of a second separated them at the end of the race. Lachlan MacLachlan was 7th after a steady drive, and he'd passed Lucy Hales-Maver on lap 7 for the place. Lucy was 8th a few seconds back, but over 2 seconds ahead of Calum Bruce.

Post race, Jamie Dickie thought he'd had an advantage at the start, as pole (for Gerry) was on the slippery stuff, and he was 2nd on the grid. He just said he had a good start and held on to it. Gerry Hendry said his winning run (he'd won every round) had to come to an end. He then noted he'd made a mistake at the chicane, but he'd closed up (on the leader) at the end. Dave Colville said, I got him (Gerry Hendry) going into the hairpin (for 2nd place), but he got the cut back. So I tried to stay close'. Angus Ross won the newcomers class and said it was really good, and his best ever start.





# September Meeting: Race 2

## Scottish Fiesta ST Cup

It was cloudy but the track was dry. Race 2 started straight after lunch. Jamie Dickie led away from pole. He had Gerry Hendry close behind on lap 1. The two leading cars were side by side at the hairpin, but Jamie held on to the lead. Andrew Mackie was 3rd after passing Dave Colville by the time they got to Duffus on lap 1. Dave was right on his bumper in 4th, but on lap 2 Dave raced down Duffus and went off at Leslies while pressing Andrew. He restarted last and was on the come back trail. On lap 3 Gerry Hendry had the lead by the time they got to Duffus. He was a few car lengths up as Andrew Mackie pressed Jamie Dickie. These two were side by side at Butchers just before they went up to the chicane, but Jamie held on to 2nd. Gerry Hendry took advantage of the battle over 2nd and opened out a couple of seconds lead on lap 4. Jamie and Andrew were side by side down Duffus on that lap, but again Jamie kept 2nd place. Behind them in 4th came Angus Ross about half a second back, and he had a similar gap on Lucy Hales-Maver, who had moved up from 7th on lap 1 to run 5th from lap 2. While going slower was Michael Gordon who dropped to the back, moving Dave Colville up to 8th on lap 2. Michael retired on Lap 5.

Up front Gerry Hendry led by a couple of seconds from lap 4 to 8 then Jamie Dickie started to reduce the gap. Jamie got free from Andrew Mackie around lap 6, and edged away before getting a few seconds gap by lap 8. He reduced Gerry's lead to just over a second by the flag. But Gerry had a good win and led from lap 3. Jamie had another fine drive, with a well earned 2nd. Andrew Mackie dropped back a little over the closing laps, but it was still a good competitive 3rd.





# September Meeting: Race 2 (Continued)

## Scottish Fiesta ST Cup

In 4th was Angus Ross he'd tracked Andrew all race, and was 3 seconds back, as he took the newcomers class again. But his class rival Lachlan MacLachlan took 5th in a late sort out at the hairpin. Lucy Hales-Maver had been 5th from lap 2, and was going well. Then she dropped two places at the final corner of the race. Both Lachlan and a rapidly closing Dave Colville went past. Lachlan had 5th by a few metres with Dave right on him in 6th, at the flag. Lucy was around half a second back. Dave had also passed Calum Bruce on lap 8 for 7th. So Calum finished 8th a few seconds down the road.

Race winner Gerry Hendry won the Championship, retaining his title. He said it was great, and what a year. Then said his car had been brilliant and he'd finished every race. He remarked that Jamie (Dickie) had the pace all weekend, and he was catching him at the end. So he was glad to see the flag. Second place Jamie Dickie thought it was all a bit of a blur, but he remembered bailing out at the chicane. He said Gerry got ahead, but it was a good race. In 3rd Andrew Mackie said he was happy with that, and it had been a hard fight.





RACE MEETING FIVE SEPTEMBER - KNOCKHILL

# RACING REVIEW

CLASSICS

EDITED BY KEVIN PICK





# September Meeting: Race 1

## Scottish Classic Sports & Saloons

We had a grid of 16 cars out to race on a dry track, just after lunch. On the front row was poleman Alasdair Coates with next to him Alastair Baptie, both in MGB GT V8 sportscars. Coates was slow away while Baptie rocketed off the line. He was a few car lengths clear on lap 1 as 4 cars chased him in a train. They were led by Ewan Anderson in his quick starting MGB GT V8 up from 4th on the grid. But Alasdair Coates grabbed 2nd off him on the run to the start finish line, so was 2nd as lap 1 ended. Alastair Baptie was now over a second clear. He kept up a rapid pace all race long and eased away to win by 11 seconds. It had been a fine drive.

Alasdair Coates held 2nd all race and also got clear of his pursuers, nearly 2 seconds down the road by lap 3. He finished over 8 seconds ahead of Ewan Anderson. So MGB GT V8s took the top 3 places. Anderson had been pressed early on by returnee Shonny Paterson with his Triumph TR8 sportscar. Shonny dropped back a few car lengths over the first few laps, then his car sounded a little rough from lap 4 onwards. But he kept going though soon over 5 seconds back on the MG. He had Craig Houston close up on him in the Lotus Excel. They were only a few car lengths apart during laps 5 and 6, before Shonny eased out a few extra car lengths. They got closer over the final lap and Craig was just under a second back in 5th and won class B. In 6th was Andrew Kinmond in a TVR Vixen sportscar. He was over 7 seconds back, but held the spot all race despite early pressure from Jimmy Crow in the Scimitar. Jimmy stayed around a second behind for much of the race, then dropped back late on. The rest of the field were lapped, but in 8th came class A winner John Kinmond in his Mini. He beat returnee Jim Grant with his white Lotus Elan, who was running as a guest. Jim had defending champion Iain Mitchell for company all race, with the class A Vauxhall Nova close behind, and they were around 2 seconds apart at the flag.





# September Meeting: Race 1 (Continued)

## Scottish Classic Sports & Saloons

Michael Longstaffe brought his MG Midget home next in 11th, having started at the back of the 16 car grid. He made up places and finished a few tenths ahead of the VW Gold of Tony Leese. Sonny Gray won the XR2 class. His Fiesta was 13th while his rival Arron Hunter retired his XR2 after 4 laps, having been just ahead of Sonny on laps 2 and 3. Paul Bowers was unusually down the field with his Fiat 128 Coupe in 14th, having dropped a few places mid race. Richard Cooper in a Ginetta G15 was the final finisher just under 2 seconds behind Paul.

Race winner Alastair Baptie said post race, he liked a bit of domination, after the interviewer fed him the line commenting he'd dominated the race. Alastair also thought it was tyres on the day, and felt it would rain later on, but then said he liked the rain. Class A winner John Kinmond said he didn't help himself at the beginning as he hadn't got it in gear. But then he soon got going. Class B winner Craig Houston said he was really happy, and that he'd done some major work over the last few months on the car. Sonny Gray XR2 class winner said he was happy with that, and it was a great little car. Then said it was unfortunate Arron Hunter had gone off in the other XR2.





# September Meeting: Race 2

## Scottish Classic Sports & Saloons

There were 16 cars on the grid, but dark clouds overhead and light rain, as the cars started after 4pm. The track was now damp. Alastair Baptie shot away in his MGB GT V8 to lead, as behind him cars jockeyed for positions. On lap 1 Ewan Anderson had his MG in 2nd, while Alasdair Coates ran close in 3rd. But 4th was scrapped over. Shonny Paterson got his TR8 up to 4th past a fast starting Andrew Kinmond at Butchers and went for 3rd at the hairpin. But Alasdair Coates repassed him on the exit and powered clear up the hill. The front 3 changed on lap 3 as Alasdair Coates took 2nd from Ewan Anderson, so MGB GT V8s were the top 3 cars. But Shonny Paterson had the TR8 running better. While leader Alastair Baptie pulled out over 4 seconds lead Shonny closed on Ewan. As the rain came down, Shonny moved into 3rd on lap 4. But he didn't close on Alasdair Coates who held 2nd. In fact the gap between them slowly increased, and would be over 18 seconds at the flag. Coates held onto 2nd and closed on Baptie over the final 2 laps, but Alastair Baptie won by nearly 2.5 seconds, after another good drive. Shonny Paterson was 3rd in his TR8, and was just over 4 seconds clear of Ewan Anderson's MG at the end of the race.

Craig Houston won class B in his Lotus Excel. He finished 5th having been 6th for the first 3 laps, before passing Andrew Kinmond's TVR Vixen. They had run close from the start. It took him a few laps to ease out a gap from the TVR, but they were just under 2 seconds apart at the finish. John Kinmond finished 7th in his class A winning Mini. He made up a place at the start and stayed 7th all race, easing away from 8th placed Jimmy Crow. In 9th was Iain Mitchell with the Nova. He'd got past Jim Grant in his Lotus Elan on the opening lap, and chased Jimmy Crow in the Scimitar. He drifted back a few seconds, then closed up by lap 8 finishing a few seconds back on Crow.





# September Meeting: Race 2 (Continued)

## Scottish Classic Sports & Saloons

The top 10 was completed by Tony Leese in his VW Golf, which swapped places with Paul Bowers Fiat 128 Coupe a couple of times, and they both passed Jim Grant in his Lotus Elan. Paul finished 11th with Jim Grant 12th. Sonny Gray won the XR2 class again in 13th with Richard Cooper the final finisher, as 2 cars were DNFs.

The Championship is class based, drivers score points in their class against class rivals. It is class E Alastair Baptie, leading from class A Iain Mitchell going into the final meeting at Knockhill in October. Early season leader John Kinmond has slipped back to 6th overall in the second half of the season.

