

Race Reports

Silverstone GP - Round 1

Scottish Classic Sports & Saloons

Historic ModSports & Special Saloons

*Superformance Ferrari Club Classic
featuring Scottish Classic Sports & Saloon
Championship and Historic Modsports &
Special Saloons Series*



Race Meeting One, Race One

By Ross McGregor



The Historic Modsports & Special Saloons Series made its SMRC bow around the home of the British Grand Prix, with Silverstone presenting the ideal opportunity for these big retro cars to stretch their legs. The Historic Modsports were joined by the Scottish Classic Sports & Saloon Championship, with both sharing the bill with the Superformance Ferrari Club Classic series.

To help split the enormous 47-car grid, the SMRC cars would start their race 20 seconds after the Ferraris, although Race 1 would unfortunately start minus the Fiat 128 Coupe of Paul Bowers and the Aston Martin DB4 Lightweight of Peter Baker.

Myles Castaldini, substituting for Steve Barnard in his Ford Escort, claimed pole position in Modsports, with Robert Bremner joining him on the front row of the combined SMRC grid in his Classics-leading TVR Tuscan V8 (Class I). Castaldini's qualifying lap was 3.6s quicker than the pole-sitting Ferrari, but damp conditions stymied his start off the line, dropping him behind Bremner and John Marshall's sweet-sounding BMW M3 E30 (Class E). Given his undoubted pace advantage on a gradually drying track, Castaldini made short work of Marshall before setting after Bremner, with the trio negotiating the trailing Ferraris in the opening tours.

Chaos ensued on lap two, however, when Bremner spun at Village and was collected by Chris Compton-Goddard's Ferrari F355 Challenge, who had nowhere to go. Marshall spun in avoidance, allowing Castaldini into a lead he would not relinquish. Thanks to severe rear-end damage, Bremner's promising weekend was already over.

John Kinmond's Rover 3500 V8 (Class E) was promoted to first in Classics as a result, with his brother Adam slotting into second in his similar Vitesse. And that's how they remained until the chequered flag, with Dean Clayton's Volkswagen Golf GTI Mk2 (Class I) securing third ahead of the recovering Marshall and Richard Merrell's Alfa Romeo Giulia (Class I) in fifth. Colin Calder claimed Class G honours, with the Class B-winning Ford Escort RS2000 of Alasdair Coates following close behind. Class A was taken by Ian Morton in his Austin A40.

Castaldini cruised home to an expected Modsports victory and seventh position overall, with Joe Ward's crowd-pleasing Vauxhall Firenza - Baby Bertha claiming second in class. Third was the Davrian Mk8 of Iain McBay, with David Brewis' similar Mk7 example the last of the Modsport finishers in fourth.

Race Meeting One, Race Two

By Ross McGregor



The grid for Race 2 was decided by the finishing positions of Race 1, so Modsports racers Castaldini and Ward shared the front row, with the Kinmond brothers locking out row two in what was now a severely depleted field.

Ward got off the line sluggishly in Baby Bertha, with deteriorating conditions prompting him to retire his iconic Super Saloon. Castaldini, on the other hand, soared into the lead, using his Escort's eminently capable chassis to its full potential. He made short work of most of the Ferraris, climbing to second overall by the end of the 20-minute race, finishing first of the Modsports by a considerable margin.

Not too far behind was the 2.3-litre-engined BMW M3 of John Marshall, who was eager to make up for a disappointing Race 1. Marshall had scythed through a herd of Prancing Horses to end the race on the overall podium and just four seconds behind the dominant Castaldini, taking the Class E laurels in the Classics championship.

John Kinmond (Class E) impressively secured fourth overall on the final lap and ended second in Classics, while Dean Clayton again took Class I honours in his Golf GTI and an incredible sixth-place overall. Alsadair Coates, Colin Calder and Ian Morton took their second Class B, G and A wins of the day, respectively, with Iain McBay the only other finisher in Modsports.



Race Reports

Cadwell Park - Round 1

Scottish MINI Cooper Cup

*War of The Wolds BARC April Meeting
featuring SMRC MINI Cooper Cup*



Race Meeting One, Race One

By Ross McGregor



The 2026 Scottish Mini Cooper Cup got underway in the Spring sunshine of Cadwell Park, with 11 drivers making the trip south for this 'War of the Wolds' meeting.

Chad Little started the defence of his 2025 title in fine fashion, claiming pole position for the first of two 15-minute races. However, former champion Robbie Dalgleish sat alongside him on the front row, the pair separated by just under two tenths of a second.

Little converted pole into the lead for Turn 1, with Dalgleish usurped by the fast-starting Jack Irvine. However, into Park the positions were reversed as Irvine was baulked by the defensive Little, allowing Dalgleish to sweep around the outside of both on the run towards Gooseneck. The Peebles driver, visibly more confident on cold tyres in the early stages of the race, swept through into the lead, with Little sensibly providing ample racing room through the cambered chicane.

Further behind, Michael Williams came to strife after going three-wide through Chris Curve with Martin Wijetunga and Chris Cockburn, brushing the tyre barriers in the process. Thankfully, the damage was minimal, and he was able to rejoin. By lap two, Little had settled and launched an audacious move down the inside of Dalgleish at Hairpin, exchanging paint in the process. All this did was delay the leading pair, allowing Irvine to jump ahead of both. A superior run through The Mountain put Dalgleish ahead of Little once again, with the duo's continued squabbling allowing Irvine to extend his lead further.

The battle for fourth was just as intense, with the impressive Wijetunga, who started 11th, leading the charge from James Hitchen and Cockburn. Clearly struggling for grip in the latter stages of the race, Wijetunga only just held on as Hitchen and Cockburn had their own entertaining contretemps through The Mountain, with Cockburn eventually snatching fifth.

Irvine was unperturbed out front, winning the first race of the season with a comfortable (in MINI terms, at least) 1.4s gap. The last lap drama wasn't over, however, as Dalgleish ran deep into Hairpin, gifting Little second position at the death.

The three MINI Cooper Newcomers Cup competitors finished line astern in ninth, 10th and 11th, as Presley Barrett took top honours from Campbell Scott and Liam Kelso, respectively.

Race Meeting One, Race Two

By Ross McGregor



The top seven finishers from Race 1 were reversed for Race 2's grid (except Wijetunga, who was hit with a three-place grid drop for gaining an unfair advantage during Race 1, lining up seventh as a result), with Michael Williams starting on pole on a now sodden track.

Williams led into Coppice, but a bout of water-induced oversteer through Charlies saw him drop behind Cockburn and Hitchen into Park, with the latter leading the way. Dalgleish also moved up to third, but found himself under attack from Irvine at Hairpin, with the latter clumsily sliding into his right-rear quarter while overtaking Williams. Dalgleish, clearly fired up, was quickly on terms with the leading gaggle of cars just in time to see Irvine slide straight on at Mansfield, and was promoted back on to the podium after Hitchen had an excursion at Charlies.

Conditions were clearly having a catastrophic effect on proceedings, with three cars immediately flying off the track at Mansfield due to standing water. This was emphasised soon after when Cockburn ran wide at Hairpin and oversteered off the grass and into the path of the unfortunate Dalgleish. Thanks to major front-right suspension damage, Dalgleish retired on the spot, with Little negotiating the carnage to take the lead. Despite his off, Hitchen retained third and closed on second-placed Cockburn.

Heading into the penultimate lap, Hitchen launched a brave move down the inside of Coppice and immediately set after P1 as the rain began to ease. Despite leading comfortably for most of the race, Little was now under severe pressure from Hitchen's prodigious wet-weather abilities. However, the Cumbrian did just enough to hold on for the win, finishing just one second ahead at the flag. Cockburn took third, with Irvine and Williams coming home fourth and fifth, respectively.

Campbell Scott pirouetted out of the lead of the Newcomers' two-thirds of the way through the race, narrowly avoiding being T-boned by Martin Wijetunga in the process. This allowed Presley Barrett to head the newbies, which he duly converted into his second class victory of the day.

The results see defending champion Little leave Cadwell Park with the points lead from Irvine, with Dalgleish hoping for better fortune to match his pace in the next round at Croft.

Race Reports

Knockhill A/C - Round 1

Scottish C1 Cup

*Scottish Championship Race Meeting
- Anti-Clockwise*



Race Meeting One, Race One

By Caitlyn Gordon



Ayden Wilson edged out Mark Nisbet and Henry Gillespie after a tight scrap for pole position at Knockhill.

Following an intense fight for pole, the C1's lined up to race around the 1.3-mile circuit. As the lights went out, Wilson had a strong getaway off the line, keeping Nisbet at bay in second.

However, the No.117 began chasing down the reigning champion, as the pair headed into the hairpin, they went wheel to wheel, with Nisbet succeeding at taking the lead. Wilson kept attacking Nisbet's C1, as he tucked into the slipstream ahead. The fight between the pair opened up the opportunity for McPhaden to join in the scrap.

The following time round, Nisbet was slow out of the hairpin, providing Wilson with a golden opportunity to overtake, which he grabbed. McPhaden also capitalised on Nisbet's mistake, snatching second.

Wilson wasn't able to retain his lead for long, as a mistake at Clarke's Corner, dropped the No.1 driver down to fourth. Ahead of him was now James McCracken.

McCracken and Wilson went bumper to bumper down the straight and through the chicane with McCracken winning the scrap, and beginning his chase of Nisbet on the final lap.

An error from Nisbet at the hairpin meant he went wide, hoping to sweep by but unable to, McCracken attempted the same move a few corners later, but was also unable to complete it. Wilson ramped the pressure up and at Butcher's chicane, he overtook McCracken to seal third. After perseverance and quick timed defending, 21-year-old McPhaden took the first victory of the season, three tenths of a second ahead of Nisbet.



Race Meeting One, Race Two

By Caitlyn Gordon



Scott Charles started on pole position for Race 2 with Matthew Baldie and Henry Gillespie in second and third, respectively. As the lights went out Baldie had an excellent getaway from the line, while Gillespie in third faltered, Charles remained in the lead. Despite making up positions, McCracken dropped to fourth after a failed attempt at an ambitious overtake.

A scrummage for position ensued at Clarke's Corner as five cars were locked together in a battle for the lead. The No.77 grabbed the top of the pack, as Race 1's victor dropped to fourth after a tough fight. Wilson moved through the pecking order and joined in on the scrap as the CI's headed into the hairpin for the second time, where he moved into second. Just behind, Baldie waited for the right moment to pounce on Wilson, but was unable to complete the overtake, providing Wilson an opportunity to build a gap.

With all the chaos behind him, McCracken remained in the lead, but the reigning champion was beginning to catch him as only a mere two tenths of a second separated the pair. As the third lap approached, McCracken was struggling to keep his position, as the pair made their way to the hairpin. Wilson attempted to make an ambitious overtake, diving into the inside, and momentarily went on two-wheels, but was unable to pull the move off.

With five laps to go, the fight for victory wasn't over, with an enthralling battle unfolding on the track. Wilson wasn't letting McCracken escape, as the pair had their bumpers touching approaching the start/finish line. The tussle continued around the circuit, but McCracken lost grip on his car at Clarke's Corner, providing Wilson a gap to glide past. This put further pressure on the No.77 driver, as McPhaden joined in on the fight heading into Butcher's chicane. The leader began pulling away from the pack, leaving the fight for the final two podiums.

Both McCracken and McPhaden had their races ended prematurely, with the former suffering a tyre failure after contact with a kerb, forcing him to retire his car. McPhaden ran wide into the gravel trap, ultimately bringing his race to an end, a disappointing end to a promising comeback. The retirements promoted Baldie into podium contention, which he firmly held onto as he crossed the line, claiming his first podium. Out at the front, Wilson cruised to victory 3.166 seconds ahead of Nisbet and Baldie, respectively.

Late last lap drama at the rear of the field saw Kenny Dock, after an early pitstop for an open tailgate, complete an overtake on Ian Cochrane to finish in seventh. Peter Edie claimed his best ever finish in sixth.

Race Reports

Knockhill A/C - Round 1

Scottish Fiesta ST Cup

*Scottish Championship Race Meeting
- Anti-Clockwise*



Race Meeting One, Race One

By Caitlyn Gordon



Kieran Preedy sealed pole position with a time of 1:01.166, with just six tenths of a second separating himself, James Dickie and reigning champion Gerry Hendry.

The deceptive sun shone down on the track, the ten cars lined up and pole-man Preedy had an excellent getaway into the hairpin. Hendry dropped a position as Dickie and Andrew Mackie ran side by side, the latter was able to get ahead for a split second before having to back off, paving the way for Hendry to slip back into third. By the end of the first lap, Preedy had already built a steady advantage of 1.8 seconds.

On the third lap, Mackie began his hunt on Hendry where he ran on his bumper. The scrap was stopped the following lap as Michael Gordon was caught out by the sausage kerb at Black Circle's chicane, his Fiesta flipped and caused the race to be red-flagged. After Gordon and his vehicle were safely escorted off the track, the field prepared to start the race again. As the five lights went out, Preedy wasn't able to get the dream start like previously, as Dickie was close on his bumper. The No.99 remained in Preedy's mirrors for the rest of the lap, often running side to side together.

While Mackie ramped the pressure up in the early stages of the race, Hendry steered clear of this pressure as he began his own chase on Dickie entering the final lap.

A slight mistake from Dickie at the penultimate corner, provided Hendry the opportunity he hoped for. The pair ran side by side on the run up to the chequered flag, with Hendry grabbing an incredible second place podium, just a mere eighty-five hundredths of a second separating the pair. At the front Preedy sealed his first victory of the season on his return.



Race Meeting One, Race Two

By Caitlyn Gordon



Forbes started on the reverse grid pole in the afternoon. As the race went underway, a scrummage for position ensued at the first corner. MacLachlan was able to move up into second place, where he ran on the tail of the leader. However, a late lunge from Dickie saw him sweep past the newcomer at the hairpin. Hendry in sixth, got off the line well, where he moved up into third, and he began a scrap with Dickie for second.

As the cars made their way round the track on the first lap, Mackie took the lead where he began to build a gap of 0.716 seconds. But, hungry for victory, Hendry began closing in on the No.83 driver on the fourth lap.

Dickie was running in third, but was dropping behind, paving the way for Kieran Preedy to join in on the action for third place.

A tight fight for position in the final laps ramps up as Hendry picked up a slipstream as the cars headed into Clarke's Corner, providing extra speed in his quest for first. The reigning champion went around the inside, where he grabbed the position from Mackie.

Behind, Dickie was hanging on tightly to third place from a prying Preedy. However, an unfortunate mistake from Race 1's victor had the No.21 caught out by the narrowing of the corner, spinning him through the gravel; he was able to return to the track but had dropped down significantly into sixth.

Hendry was able to retain the lead, crossing the line to grab his first victory of the season. The win adds onto the reigning champion's achievement of never finishing below second in a race since 2024.

Further down, Hales-Maver had to defend against Preedy who was eager to recover, but he was unable to overtake, finishing the race sixth.

