

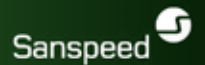
2016 BRSCC MAZDA MX-5 SUPERCUP

RACE REPORT

June 4 & 5, 2016 | **Rounds 6 & 7**

ZOLDER

Words and pictures by **JON ELSEY**



James Blake-Baldwin came out on top in a super-tight qualifying.



Qualifying: Blake-Baldwin takes pole following generosity of other drivers

Paddock rally round and lend parts to Surrey racer after he suffers a driveshaft drama during morning practice session

As the United Kingdom was faced with the question of whether to stay or go in the EU referendum, Mazda racers had a somewhat similar dilemma as the BRSCC planned its own motorsport Brexit.

But it was horsepower not political power which drove them into Europe, as the MX-5 SuperCup dipped its toe into international waters for the first time.

Zolder, the 2.5mile former host circuit of the Belgian Grand Prix, was the setting for a crucial chapter in what is shaping up to be a fantastic battle for the title.

Prior to Zolder, reigning champion Alan Henderson had led the class of 2016 since day one and held a slim six-point advantage over his closest adversary James Blake-Baldwin.

Henderson however, was a notable absentee in Belgium. Having just secured his place in the prestigious Mazda MX-5 European Cup Final, the County Durham racer decided to sit

TOP TEN

1. J. BLAKE-BALDWIN
2. T. ROCHE
3. J. GODDARD
4. J. HARDING
5. L. MURPHY
6. J. GREENSMITH
7. C. GARNETT
8. S. GODDARD
9. S. FLEET
10. N. DOUGILL

MASTERS TROPHY

1. S. GODDARD
2. S. FLEET
3. N. DOUGILL

"In order to race here, I did a day of marshalling at Brands Hatch, which was good fun. It really makes me appreciate what the marshals do now, and I think every driver should do it."

out the double-header, giving a window for his rivals to gain the upper hand before his return at Oulton Park.

So the weekend presented a great opportunity for several other drivers, including three former MX-5 Mk1 champions Blake-Baldwin, Tom Roche and Jon Greensmith to steal a march.

The vast majority of competitors had no experience of this historic circuit so Friday's testing and Saturday morning's free practice were of vital importance.

For rounds six and seven of the championship, the BRSCC also laid on an optional 45-minute test session early on

Saturday morning - and the big pre-qualifying news centred around Blake-Baldwin as five minutes in, a driveshaft let go in spectacular fashion. Without the help of a typically supportive SuperCup paddock this could have spelled the end of his race weekend before it even started.

He explained: "I think the damage was done in yesterday's [Friday] testing, I suspect from trying to hop the kerbs a little too much. I'm guessing the bracket on top of the diff cracked and it was obviously about to go. Then in the free practice, I went around two bends and it just went. I hadn't even touched a kerb. It snapped and then smashed the CV joint of the



ZOLDER: The inside line with James Blake-Baldwin

driveshaft and just bent everything."

The Surrey driver added: "I'd like to say a big thank you to Chris and Graeme Dawkins of Kent MX-5 Services for getting me back out and especially Garry Townsend for the left driveshaft and to Ray Worley who lent me both the diff bracket and a hand putting things back together. They are spares that we just don't carry and are not the sort of components you'd expect to fail."

"It's really nice that once again everyone's come together. I wouldn't be racing this weekend if it wasn't for them - I owe them a few beers."

When the cars hit the historic tarmac in anger to qualify on Saturday afternoon, low cloud and a gloomy haze blanketed the circuit. The sun though wasn't too far away as could be felt by the incredible humidity.

Amazingly, Blake-Baldwin's cobbled together racer topped the time sheets, recording a personal best of 1:54.998 on his second of nine laps to snatch the top spot by the narrowest of margins from Roche and rookie racer Jamie Goddard.

Blake Baldwin said: "I'm really happy with

"It's really nice that once again everyone's come together I wouldn't be racing this weekend if it wasn't for them - I owe them a few beers."

that. The car felt great considering it's the first time I've been on circuit today. It's going to be mega, mega close - there's definitely a tow around this circuit. Even if the guy behind is a tenth or two slower, he can catch up into the braking zones at the chicanes. So you just have to try and brake that little bit later and keep it clean and tidy. I'm sure it'll all be about managing the tyres and trying not to over drive."

Blake-Baldwin's brother Simon joked: "Don't believe a word of it, it's all down to the turbo I've fitted. Don't tell anyone, it's so tiny no one can find it but it gives an extra 25 horsepower. Shhhh."

James agreed: "Yeah, obviously that's helped too!"

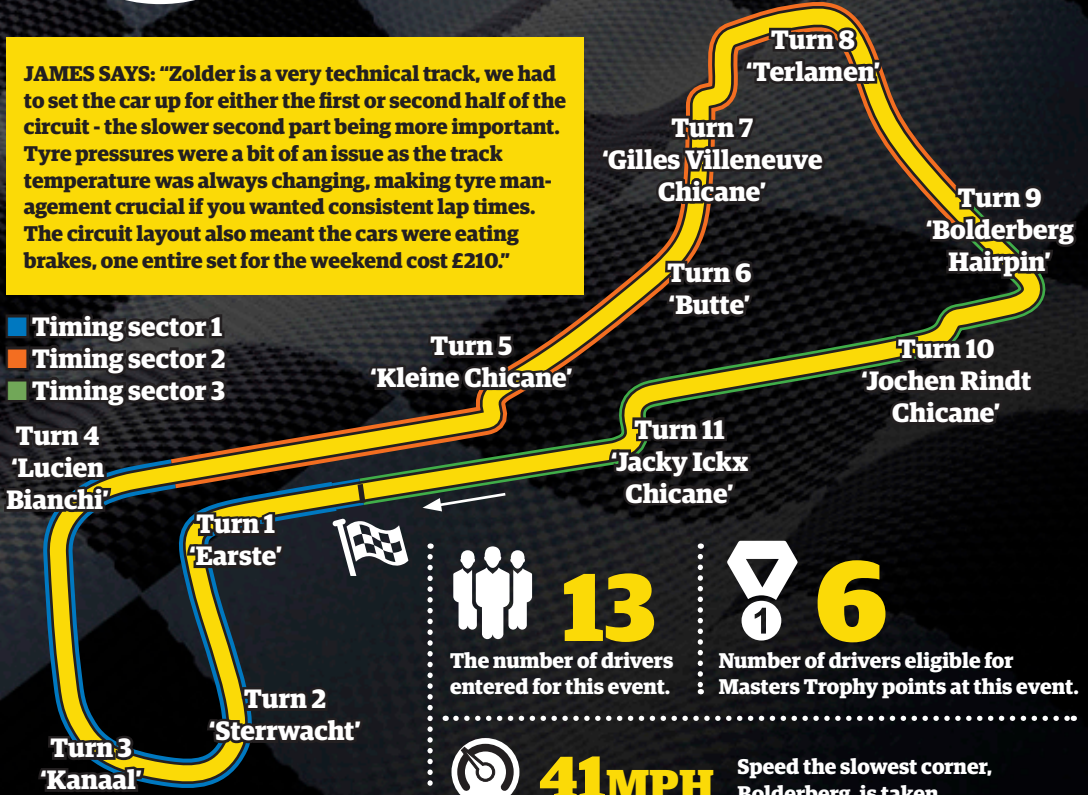
Looking forward to the race he said: "There are a lot of overtaking opportunities here, all the chicanes and into turn one where it's so wide, it's going to be a good race."

"One thing I've now learnt is the more you ride the kerbs, the more it just doesn't work. If you go in smooth and avoid them all together the car goes straight through - it's a bizarre feeling."

"Jamie [Goddard] is quite fast and will be a threat. He's got the car dialled in and he's driving it really well. He's only six tenths off and I'm sure he'll do something to try and squeeze out a little bit more. If he looks at his data and his car I'm sure he'll find it."

JAMES SAYS: "Zolder is a very technical track, we had to set the car up for either the first or second half of the circuit - the slower second part being more important. Tyre pressures were a bit of an issue as the track temperature was always changing, making tyre management crucial if you wanted consistent lap times. The circuit layout also meant the cars were eating brakes, one entire set for the weekend cost £210."

- Timing sector 1
- Timing sector 2
- Timing sector 3



13

The number of drivers entered for this event.



6

Number of drivers eligible for Masters Trophy points at this event.



41MPH

Speed the slowest corner, Bolderberg, is taken.



11

The number of corners in one lap of the circuit.



2.5 MILES

The length of one lap of the former Belgian GP circuit.



59MPH

The speed retardation in the heaviest braking zone. Slowing from 100mph to 41mph on the approach to the Bolderberg Hairpin.



96MPH

The speed at which the circuit's fastest corner, Butte is taken.



18

The number of gear changes on a flying lap.



1.1G

The highest lateral 'g-force' recorded turning through Turn 4 'Lucien Bianchi'.



1.1G

The highest longitudinal 'g-force' is recorded when braking for the Bolderberg Hairpin.



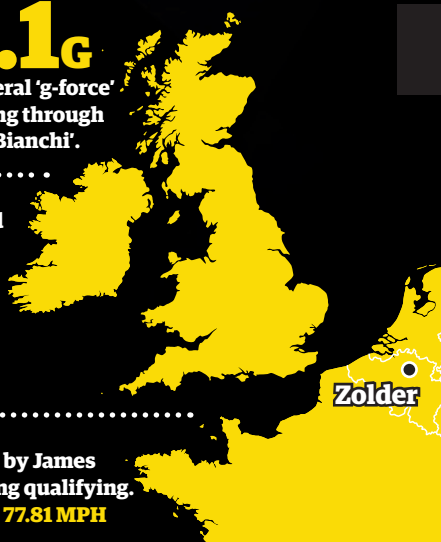
106MPH

The highest speed achieved on a flying lap. Just before the braking zone for Turn 1.



1:54.998

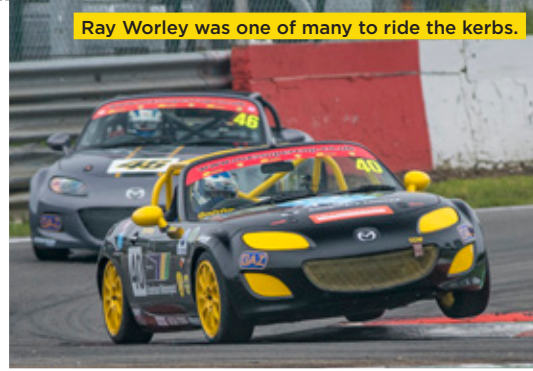
The quickest lap set by James Blake-Baldwin during qualifying. An average speed of 77.81 MPH



Jack Harding admitted qualifying was tough.



Ray Worley was one of many to ride the kerbs.



Carl Garnett put in a solid performance to set the seventh fastest time.



Jamie Goddard surprised many with his pace.



Jon Greensmith was disappointed with qualifying.



Nick Dougill tries the touring car line through the Kleine Chicane.



Talking about visiting a new circuit, he said: "It's made it a level playing field as hardly anyone has raced here and has no data to look back on. Everyone did the Friday afternoon test so has had the exact same track time."

"I've already got two favourite sections of the track, the Turn Four right-hander, which is really, really fast, just a dab of the brakes, grit your teeth and turn in. The other nice bit is coming through the first chicane and you go up the hill, under the bridge and down the other side. You get a real sensation of speed through there and it's just about flat out."

He gave his opinion on the championship's first overseas foray: "The circuit's great, but without being too controversial, I think the BRSCC have made a mistake in getting us over here and only doing two rounds. Why

"So far the whole event has been brilliant – it's like a mini holiday. Those that haven't come are really missing out."

couldn't we have done three rounds and dropped the free practice?

"It's just a shame that not many drivers managed to get here because it's an amazing place. I'm particularly sorry that Alan [Henderson] isn't here, you've got the guy who's leading the championship saying it's too much money and it's not worth it. I tried to persuade him to come earlier in the week but at the end of the day I guess we're not professionals we're family people doing it for fun and the mortgage comes first."

Tom Roche posted the second fastest time on his fifth lap of the session, a mere three hundredths of a second off pole. He said: "That was close and ultimately came down to the tyres. The cars are always best in the first lap or so, but then you've normally got people in the way, and I was too lazy to get down to the assembly area early to get a clear run. So I had other drivers to get past in the first three or four laps and that spoilt it for me really."

"It's going to be so close again - I caught James towards the end of the session so I think overall I was probably quicker - but it's always faster when you're chasing."

"I really like the track, it's very tricky to get right, all the chicanes are difficult, there's really fast stuff with little run off - it's great! Much better than I thought it would be."

"The whole atmosphere around the paddock has been fantastic - a lot of people have stayed at the circuit and have had a laugh and a drink together."

Looking forward he puffed out his cheeks and said: "It'll be interesting, there's a little bit of a gap back to third but not much so I'm sure they'll stay with us plus I think overtaking will be easier here - there are loads of potential places compared to Snetterton and Anglesey where it was relatively easy to defend."



Tom Roche missed out on pole position by the narrowest of margins.

He explained: "Into a chicane is the hardest place to defend because if you go in tight you get a terrible exit - and there's quite a few of them around here. Turn One is also a possibility if someone defends into the last chicane and you get a good exit."

"I'm really surprised Alan's not here, I thought he's bound to change his mind last minute. I know people say it's more expensive - but it's not really, it's only the cost of a ferry. I know I had to spend £80 on some fireproof clothing but I've got it now and it lasts ten years or so."

"I hope the BRSCC have an away round every year - because it's just something different - it's like a mini holiday."

The big shock of qualifying was the pace of Jamie Goddard, the Hertfordshire driver who is in his first year of racing. He qualified third and said: "I'm a bit surprised, it's the first time I've done testing prior to an event. At Snetterton and Anglesey it was just a case of get in the car and drive. But here, we made some changes over the course of the test sessions and all of a sudden it just clicked. But because there was no timing available we

"It's all down to the turbo I've fitted, it's so tiny no one can find it but it gives an extra 25 horsepower."

didn't really know how our pace compared. It wasn't until the free practice this morning that we realised just how quick we were."

"I'm going to try for a podium. I think that James and Tom will drive off into the sunset, but I'll give it a good go."

The 24-year-old revealed: "As it's my first season of racing I needed to get some extra 'signatures' on my licence in order to race here."

"I did a day of marshalling at Brands Hatch, which was good fun - really hard work, and I got a lot of sunburn. It really makes me appreciate what the marshals do now, and I think every driver should do it."

"I also did a couple of nothing races with MSVR where it was me verses a Radical - obviously I didn't win that one!"

He added: "I really like this place - it's awesome. It has a great history but the track itself is really quick and even the slower sections aren't exactly 'bus stops' and really flow."

The fourth fastest time was set by Jack Harding who said: "The aim was to get on the first two rows so I'm happy with that. I love the track it's really good. It's been one of the toughest qualifying sessions we've ever had, the weather's so hot and humid it's made things really difficult."

"I think the front two are a little further ahead but there's not much in it after that. It's



Garry Townsend hits the brakes before turning into the Jacky Ickx Chicane.

going to be tough and I wouldn't be surprised to see a six-car train."

Like his rivals the Yorkshire driver had already earmarked some potential overtaking spots saying: "The hairpin out the back and the final chicane look like good places, as well as Turn One and Turn Two if you get a good run - I've done a few overtakes there already."

"AK Automotive offered to come but none of their other drivers were going to do it so I've Liam's dad Andy and my dad Andrew on the spanners this weekend."

"It's been a bit of a pain getting here but we've had a right good time since we arrived. The atmosphere around the paddock has been great and I've been very impressed with the facilities."

"I'd be quite happy if they did this again next year. Once you've got the stuff you need to race abroad you've got it. I'd prefer it to be a triple header though as it's a long way to come for just two races."

Harding's temporary teammate for the meeting, Liam Murphy, was fifth fastest and said: "I'm hoping that me and Jack can stick with Tom, James and Jamie, and then make up a few places and get onto the podium."

"It's a brilliant circuit with ups and downs, fast bits and tight chicanes. I love the first chicane I've been getting quite a bit of 'air' through there."

"So far the whole event has been brilliant - it's like a mini holiday. Those that haven't come are really missing out."

A disappointed Jon Greensmith said of his sixth place qualifying performance: "It's all down to set-up and probably a little bit of me. I've got to go stiffer - that's where I've gone wrong, it's too soft."

"Practice this morning went a bit 'Pete Tong' as well with wrong tyre pressures. I think we're still in holiday mode!"

"It's a lot of hassle to come out here, but it's a beautiful circuit. It's a lot of money for just two races. I think we might just be making the numbers up for another certain championship."



"However, I think if we'd gone to Knockhill which for some is further, we'd have had a full grid."

The MX-5 City backed driver sagely quipped: "I remember when I was doing the Porsches I didn't do the overseas round and I ended up winning the championship so maybe Henderson is on to something!"

"Hopefully I won't be dropping these results though but if my times had been closer to James and Tom then I'd be happier."

"The weather hasn't done what's been forecast at all so far. We've been lucky, we're supposed to have had constant rain and we haven't really had any wet running."

"I'll see what tomorrow brings, that's where it counts. I've never qualified well - I've always been rubbish at it."

"I really like the track, it's very tricky to get right, all the chicanes are difficult, there's really fast stuff with little run off - it's great! Much better than I thought it would be."

Simon Goddard was surprised to hear that he was the fastest of the Masters Trophy drivers: "I'm delighted to hear that I'm the fastest of the geriatrics - it's made my day," he laughed.

"I was hoping for something a little bit faster, but I've been away travelling for six months - enjoying myself and it's been hard enough to remember which side of the road to drive on, let alone how to drive a race car!"

He added: "I can't say I'm happy but it could have been worse. There's an element with us old blokes where we need a bit of time in the car. I'm a bit of a slow learner, and the fact I've not been in the car since September makes more of a difference to someone like me compared to Tom. I'm just praying for some of the forecast rain to arrive tomorrow"

QUALIFYING LAP ANALYSIS

SEE CIRCUIT GRAPHIC ON PAGE 3 FOR TIMING SECTORS

SECTOR ONE			
POS.	DRIVER	TIME	LAP
1	Tom ROCHE	36.486	5
2	Jamie GODDARD	36.664	7
3	James BLAKE-BALDWIN	36.682	2
4	Jack HARDING	36.747	9
5	Liam MURPHY	36.895	10
6	Jonathan GREENSMITH	37.096	7
7	Carl GARNETT	37.101	3
8	Simon GODDARD	37.198	2
9	Nick DOUGILL	37.333	1
10	Garry TOWNSEND	37.656	7
11	Raymond WORLEY	37.689	5
12	Simon FLEET	37.835	10
13	David WILLOUGHBY	38.254	5

SECTOR TWO			
POS.	DRIVER	TIME	LAP
1	James BLAKE-BALDWIN	42.290	5
2	Tom ROCHE	42.294	4
3	Jack HARDING	42.520	9
4	Liam MURPHY	42.577	10
5	Jamie GODDARD	42.595	6
6	Jonathan GREENSMITH	42.730	8
7	Simon FLEET	43.214	3
8	Garry TOWNSEND	43.260	8
9	Carl GARNETT	43.278	10
10	Simon GODDARD	43.334	3
11	Nick DOUGILL	43.467	5
12	Raymond WORLEY	43.734	4
13	David WILLOUGHBY	44.235	4

SECTOR THREE			
POS.	DRIVER	TIME	LAP
1	James BLAKE-BALDWIN	35.902	2
2	Tom ROCHE	36.072	2
3	Jamie GODDARD	36.080	3
4	Jack HARDING	36.136	8
5	Carl GARNETT	36.315	3
6	Liam MURPHY	36.323	5
7	Jonathan GREENSMITH	36.334	5
8	Simon GODDARD	36.518	1
9	Garry TOWNSEND	36.682	1
10	Simon FLEET	36.776	4
11	Raymond WORLEY	36.862	4
12	Nick DOUGILL	36.900	3
13	David WILLOUGHBY	37.060	1

THEORETICAL BEST LAP		
POS.	DRIVER	TIME
1	Tom ROCHE	1:54.874
2	James BLAKE-BALDWIN	1:54.852
2	Jamie GODDARD	1:55.339
4	Jack HARDING	1:55.403
5	Liam MURPHY	1:55.795
6	Jonathan GREENSMITH	1:56.160
7	Carl GARNETT	1:56.694
8	Simon GODDARD	1:57.050
9	Garry TOWNSEND	1:57.825
10	Nick DOUGILL	1:57.700
11	Simon FLEET	1:57.598
12	Raymond WORLEY	1:58.285
13	David WILLOUGHBY	1:59.549

Simon Fleet.



David Willoughby.



Simon Goddard was fastest Masters runner.



Liam Murphy showed real commitment jumping the kerbs during qualifying.



QUALIFYING RESULT

POLE POSITION

DRIVER: JAMES BLAKE-BALDWIN LAP 2 TIME: 1:54.998 SPEED: 77.81

POSITION	NUMBER	DRIVER	CAR	BEST TIME	BEST LAP	TOTAL LAPS	GAP	DIFF	MPH
1	2	James BLAKE-BALDWIN	Mazda MX-5 Mk3	1:54.998	2	9			77.81
2	25	Tom ROCHE	Mazda MX-5 Mk3	1:55.030	5	10	0.032	0.032	77.78
3	91	Jamie GODDARD	Mazda MX-5 Mk3	1:55.617	6	10	0.619	0.587	77.39
4	43	Jack HARDING	Mazda MX-5 Mk3	1:55.786	10	10	0.788	0.169	77.28
5	3	Liam MURPHY	Mazda MX-5 Mk3	1:56.124	6	10	1.126	0.338	77.06
6	5	Jonathan GREENSMITH	Mazda MX-5 Mk3	1:56.314	5	10	1.316	0.190	76.92
7	19	Carl GARNETT	Mazda MX-5 Mk3	1:56.694	3	9	1.696	0.380	76.68
8	46	Simon GODDARD	Mazda MX-5 Mk3	1:57.409	2	8	2.411	0.715	76.21
9	21	Simon FLEET	Mazda MX-5 Mk3	1:57.940	10	10	2.942	0.531	75.87
10	11	Nick DOUGILL	Mazda MX-5 Mk3	1:58.076	3	10	3.078	0.136	75.78
11	223	Garry TOWNSEND	Mazda MX-5 Mk3	1:58.277	1	9	3.279	0.201	75.65
12	40	Raymond WORLEY	Mazda MX-5 Mk3	1:58.407	4	10	3.409	0.130	75.56
13	41	David WILLOUGHBY	Mazda MX-5 Mk3	1:59.940	2	10	4.942	1.533	74.60

■ Drivers in red eligible for BRSCC Masters Trophy

POLE POSITION

- | | |
|---|---|
| 1
James
BLAKE-BALDWIN | 2
Tom
ROCHE |
| 3
Jamie
GODDARD | 4
Jack
HARDING |
| 5
Liam
MURPHY | 6
Jonathan
GREENSMITH |
| 7
Carl
GARNETT | 8
Simon
GODDARD |
| 9
Simon
FLEET | 10
Nick
DOUGILL |
| 11
Garry
TOWNSEND | 12
Ray
WORLEY |
| 13
David
WILLOUGHBY | |

● Grid slots show in red indicate drivers eligible for Masters Trophy

Despite the best efforts of six of his rivals, James Blake-Baldwin hung on to win the first ever MX-5 SuperCup race outside the UK.

YOKOHAMA



Race 1: It's the joy of six in opening Belgian exchange

Blake-Baldwin fends off five fierce rivals to become SuperCup's first overseas winner

FOLLOWING the murky, misty gloom of qualifying, bright, sunny, hot and humid conditions greeted the drivers for the first of the weekend's double header races.

But the talk among the front-running drivers in the holding area was concern as to how the Avon tyres would hold up against the highest track temperatures the SuperCup racers had faced all season. The unanimous verdict, was that whatever the outcome it would add a dash of uncertainty and in turn make for an interesting contest.

Not for the first time in their racing careers James Blake-Baldwin and Tom Roche lined up on the front row, and as the lights went out it was Blake-Baldwin who gained the advantage over his old sparring partner to lead into the first corner.

Roche and Jamie Goddard duked it out door-to-door disputing second until Turn Two when an inside advantage paid off for Roche.

Behind, Jon Greensmith made up for his qualifying disappointment by immediately passing Liam Murphy into Turn One and

OVERALL PODIUM

1. J. BLAKE-BALDWIN
2. J. GODDARD
3. J. GREENSMITH

MASTERS TROPHY

1. S. GODDARD
2. G. TOWNSEND
3. D. WILLOUGHBY

demoted Harding to fourth two corners later.

But it was Masters Trophy competitor Garry Townsend who set the timing screens alight setting the fastest opening sector of all. The RMA Trackdays supported driver capitalised on his pace and really made it pay in the opening mile by storming past Nick Dougill and Simon Fleet off the line before picking off Carl Garnett at the first chicane.

Jack Harding takes the touring car approach to the kerbs.



As the cars screamed across the line for the first time Blake-Baldwin headed the field from Roche, Jamie Goddard and Greensmith. Murphy followed in their wheeltracks, chased by Jack Harding and Simon Goddard with the side-by-side pairing of Townsend and Garnett disputing ninth, shadowed by Ray Worley who rounded out the top ten.

Dougill, who'd borrowed his car from Paul Sheard for the event, was the big loser on the opening lap dropping from a grid slot of tenth to dicing with Simon Fleet at the rear of the field. His progress was further thwarted when a huge lock-up into the Kleine Chicane resulted in the self-proclaimed 'Tyre Guy' cut adrift with a mountain to climb.

Meanwhile Garnett had swapped positions

"My brakes are really working well here and it's giving me real confidence, so a couple of laps later I tried a massive (and quite scary) lunge on him."

with Townsend and the pair were trying to reel in Simon Goddard. David Willoughby followed in tenth having overtaken fellow Masters racer Worley, who in turn found himself hounded by Fleet.

Blake-Baldwin dug deep to desperately try to break the tow back to Roche, but despite his best efforts he couldn't shake the lime green Blendini machine.

In their wake, Greensmith looked up for the challenge and was looming large in Jamie Goddard's mirrors. His persistence paid off on lap three when the ex-Porsche champion pulled off a well-timed move on the brakes entering the Villeneuve Chicane.

A lap later and the status quo was returned as Goddard repaid the compliment with a copycat move, throwing his car up the inside at the same corner.

Roche too fancied his chance on the brakes and made a bid for the lead at the Bolderberg Hairpin but the Blendini boss couldn't get his car to stop in time to make the apex. He ran wide and Blake-Baldwin didn't require a second invitation to retake the lead.

With the leaders falling over themselves Goddard seized the opportunity to put Roche under pressure and enticed Greensmith, Murphy and Harding to join the party. The latter recorded the fastest lap of the race and with a handful of laps remaining the top six were running nose-to-tail. In fact the whole field was covered by not much more than 20 seconds.

This was shaping up to be one of the most fiercely fought SuperCup races of recent times and Roche's constant harrying kept the gap to Blake-Baldwin to barely a car length.

But rookie racer Goddard was growing impatient and fancied a tilt at victory and lined up a move into the Kleine Chicane.

Tom Roche sacrificed a second place to try for the win.



Rookie racer Jamie Goddard backed up his qualifying pace by taking his first ever podium.



Nick Dougill in action at the Kleine Chicane.



Roche spotted his lunge and moved to cover only to run into the back of the leader sending Blake-Baldwin scurrying across the kerbing - short-cutting the corner. Evidence of contact was plain for all to see in the shape of a huge dent in front bumper of Roche's racer.

Fortunately for the leader, he survived the Welshman's assault and by the time the six-car lead group had reached the Villeneuve Chicane it was 'as you were'.

By now Fleet had got the better of Worley and had set his sights on Willoughby two seconds up the road. Dougill too had homed in on Worley and was a similar distance behind the Boreham Motorsport driver.

As the laps counted down the top six had divided into two groups of three with Blake-Baldwin, Roche and Jamie Goddard occupying the podium positions. Greensmith, Murphy and Harding followed just a second later. Although by the end of the lap seven Harding had passed his teammate for the weekend, Murphy, to take fifth.

With two laps to go Roche spied another

"It's surprisingly hard to overtake - we all thought there would be loads of overtaking places but there just aren't because it's so quick, and it's stop-start so you've got to be brave when you do it."

chance to wrest the lead and lined up a move into Turn One only to misjudge his braking once again and drift wide which opened the door to both Jamie Goddard and Greensmith.

Up front, Blake-Baldwin soaked up the pressure like a sponge and just held on from Goddard to take the maiden overseas SuperCup victory by a mere tenth of a second. The duo were chased home by Greensmith, Roche, Harding and Murphy - the whole top six blanketed by less than two seconds.

Such was their dominance that it was a further 15 seconds before Simon Goddard took the flag. Hounded across the line by Garnett who lost out to the Blendini driver by four hundredths of a second. With his seventh placed finish, Goddard secured the Masters Trophy win.

Townsend was next highest Masters driver in ninth, with Willoughby and Fleet fighting all the way to the flag over tenth while Dougill just pipped Worley for 12th.

A exhausted James Blake-Baldwin said: "Thank God for that, I managed to keep them all behind me. Tom was right with me and every time I'd build a gap he'd just close it down - it was mega!

"I remember defending into one of the





Liam Murphy jumps over the kerbs at the Kleine Chicane.



Carl Garnett narrowly missed out on seventh by three hundredths of a second.



Garry Townsend on his way to ninth.



Jon Greensmith turns through the super-fast Butte corner hounded by Liam Murphy and Jack Harding.

chicanes and I could see Jamie trying to sneak up the inside of Tom, so I tried to back them all up, but Tom was too busy looking in his mirrors and ran into the back of me!"

The Kent MX-5 services supported driver explained: "It's so hot and humid that it's making it difficult to look after the tyres, so much so that if you pushed for just two or three corners you'd get punished a bend later. It's having a big effect on the lap times too, they are two seconds slower than we managed in qualifying.

"The braking zones in particular appeared to be changing all the time... whenever someone put a bit of rubber down the next time you came across it there'd be no grip at all. It was bizarre."

He added: "It's good for my championship to see Jamie right up there fighting with Tom and Jon Greensmith."

Second place went to an amazed Jamie Goddard who said: "It's all a bit of a blur really. I got a really good start and had the inside line for Turn One, but that meant I was on the outside for the next right-hander and I was worried that Jon Greensmith would poke it up the inside. But I just managed to get the run on him through Turn Four which sort of cemented my place.

"Then I didn't really know whether to

manage my place or try and move up a bit and decided to try and hook onto the back of the lead cars and stay with them, hoping to pull away from everyone else. I thought that would be the best way to try and secure a podium. I kind of expected the leaders to break away but that didn't happen at all."

The Royston racer showed great pace and said: "The front two held me up in the quick chicane which gave Jon a run on me and he got me up the inside.

"It was a good race but I'm a bit disappointed with the result. I'd rather try and win it and come fourth than sit back in second."

"My brakes are really working well here and it's giving me real confidence, so a couple of laps later I tried a massive (and quite scary) lunge on him. Luckily I didn't catch the back of Tom, although later he ran wide into Turn One which allowed me through and I stayed with James all the way to the end.

"I could see Jonny catching but I just managed the gap all the way to the flag."



The final step of the podium went the way of Jon Greensmith who said: "That was the hardest race I've done this year.

"It's surprisingly hard to overtake - we all thought there would be loads of overtaking places but there just aren't because it's so quick, and it's stop-start so you've got to be brave when you do it."

The Sheffield driver added: "We made a few changes this morning because the car felt so lousy yesterday. It's obviously worked because we've gone faster but it doesn't feel nice.

"It was just hard work out there, It was so close you daren't make a mistake or you'd lose three places. I know Liam was catching me a couple of times and then he went off. My tyres went off about four laps from the end and then Jamie did a big lunge on me down into one corner and I thought 'Nah, I'm not getting involved with that one' and kept out of his way as he came through.

"Jamie had a really good race and just had a little bit more than me but hopefully next time out we should be alright. I'm actually really pleased with third, I wasn't going to get involved with Jamie to be honest, because he's a bit further behind in the championship so I thought he could have that second. I wasn't about to risk a stupid lunge."

A downbeat Tom Roche said: "It was a good race but I'm a bit disappointed with the result. I'd rather try and win it and come fourth than sit back in second.

"I did actually pass James a couple of times but he got me straight back because I just couldn't stop the car quick enough, meaning he had the better run out of the corner. I even tried crashing into the back of him and that didn't work!

"It felt like I was quite a bit quicker than James if only I could have got past, but he drove really well and put his car in the right places all the time. Slowed you up where you needed to be slowed up."

The multiple Mk1 MX-5 champion confessed: "I was a bit wary of Jamie - a few times he came flying towards me all locked up. His car seems to have a bit more pace than the rest of us, and it's really loud.

"I think I'll try for an aggressive start next time out - the one in this race was not too good. I had a lot of wheel-spin which I think was because it was so hot, and I was lucky to stay second into the first corner."

Fifth place went the way of Jack Harding who said: "It was a good race, first to sixth was insanely close. It's just frustrating - we're losing too much off the slow corners, we just haven't got the traction that the front four

"I find it a lot quicker to take the kerbs through the fast chicanes and if anything I gained on Liam and Jonny when I was a little bit back from them, carrying the speed through the chicane. Plus it's more fun and more spectacular and looks good which is the main thing."

have got. We gain it all back through the faster stuff, Liam's the same, but the overtaking places are all in the slower corners so we're struggling really.

"I find it a lot quicker to take the kerbs through the fast chicanes and if anything I gained on Liam and Jonny when I was a little bit back from them, carrying the speed through the chicane. Plus it's more fun and more spectacular and looks good which is the main thing. I don't think it's the chicanes which are the issue - just the other slower corners. Hopefully we can fix things before the next race. It would also help out if it cooled down a bit too."

Harding's teammate for the weekend Liam Murphy finished sixth and said: "I struggled out there. I got a bit of a rubbish start and lost out to Jonny and thought I'd come back at him, but the car was just awful around the tight bits, so there's a few changes to be made for the next one.

"The tyres went off really quickly in the heat. It was a brilliant race it's just a shame we haven't got quite enough pace to be able to make a move. I've just got to find that sweet spot."

Blendini Motorsport run Simon Goddard took seventh and the accolade of highest placed Masters Trophy runner. Despite

James Blake-Baldwin heads Jamie Goddard, Jon Greensmith, Tom Roche and Jack Harding on the penultimate lap.





Nick Dougill locks up at the Kleine Chicane battling with Simon Fleet during the opening laps.

this he said: "I'm not too happy with that performance, I know it's one place up from my grid position but I'm really struggling with grip.

"I think it's partly due to the heat but we've also uncovered a problem with the diff that's been grabbing and grinding.

"At the start I was in a group of about seven cars but as the car heated up the diff issue started to become more and more noticeable and we were losing around a second and a half per lap.

"I could see the car behind getting closer and closer and with two laps to go he was miles behind and I thought 'that'll be alright,

I can just drive round' but by the last lap he was right with me. It was extremely close at the flag - two hundredths? Still, I suppose finishing seventh I'm still in the hot seat for the Masters?"

Carl Garnett who was celebrating his birthday at the event secured eighth and said: "I didn't feel that much slower having turned 40. I was really pleased - I know there wasn't a big grid of cars but at least I kept it in the top ten.

I lost out to Garry on the first corner and quickly caught him back up then it took me all race to reel in Simon Goddard and I just missed out on the line by about a foot."

The top six were this close for virtually the whole race.



THERE WAS NO DATA AVAILABLE TO CREATE THE DRIVER TRACKER. BUT THE TIMING COMPANY DID PROVIDE A BREAKDOWN OF SECTORS.

RACE 1 LAP ANALYSIS

SEE CIRCUIT GRAPHIC ON PAGE 3 FOR TIMING SECTORS

SECTOR ONE				SECTOR TWO				SECTOR THREE				ACTUAL BEST LAP				THEORETICAL BEST LAP		
POS.	DRIVER	TIME	LAP	POS.	DRIVER	TIME	LAP	POS.	DRIVER	TIME	LAP	POS.	DRIVER	TIME	LAP	POS.	DRIVER	TIME
1	Tom ROCHE	36.891	8	1	Jack HARDING	42.860	1	1	Jamie GODDARD	36.209	3	1	James BLAKE-BALDWIN	1:56.768	8	1	Tom ROCHE	1:56.433
2	Jamie GODDARD	36.931	8	2	Liam MURPHY	42.908	7	2	James BLAKE-BALDWIN	36.311	1	2	Jamie GODDARD	1:56.426	7	2	Jamie GODDARD	1:56.227
3	Jonathan GREENSMITH	36.940	3	3	Jonathan GREENSMITH	42.918	10	3	Tom ROCHE	36.324	2	3	Jonathan GREENSMITH	1:56.537	2	2	Jonathan GREENSMITH	1:56.227
4	Liam MURPHY	37.001	11	4	Tom ROCHE	42.978	7	4	Jonathan GREENSMITH	36.369	8	4	Tom ROCHE	1:56.486	7	4	James BLAKE-BALDWIN	1:56.193
5	Jack HARDING	37.115	11	5	James BLAKE-BALDWIN	42.986	4	5	Jack HARDING	36.558	3	5	Jack HARDING	1:56.826	4	5	Liam MURPHY	1:56.533
6	James BLAKE-BALDWIN	37.136	8	6	Jamie GODDARD	43.087	7	6	Liam MURPHY	36.617	1	6	Liam MURPHY	1:56.753	7	6	Jack HARDING	1:56.526
7	Simon GODDARD	37.457	2	7	Simon GODDARD	43.113	3	7	Carl GARNETT	36.715	7	7	Simon GODDARD	1:57.709	3	7	Simon GODDARD	1:57.476
8	Nick DOUGILL	37.495	9	8	Carl GARNETT	43.560	2	8	Simon GODDARD	36.906	2	8	Carl GARNETT	1:58.346	11	8	Carl GARNETT	1:57.940
9	Simon FLEET	37.516	9	9	Garry TOWNSEND	43.717	3	9	Raymond WORLEY	37.138	8	9	Garry TOWNSEND	1:59.055	5	9	Garry TOWNSEND	1:58.463
10	Garry TOWNSEND	37.586	5	10	Nick DOUGILL	43.725	4	10	Garry TOWNSEND	37.160	1	10	David WILLOUGHBY	1:59.636	4	10	Simon FLEET	1:59.191
11	Carl GARNETT	37.665	4	11	Simon FLEET	43.769	6	11	David WILLOUGHBY	37.185	2	11	Simon FLEET	1:59.404	8	11	Nick DOUGILL	1:58.586
12	David WILLOUGHBY	38.043	4	12	David WILLOUGHBY	43.963	10	12	Simon FLEET	37.301	6	12	Nick DOUGILL	1:59.273	9	12	David WILLOUGHBY	1:58.628
13	Raymond WORLEY	38.132	11	13	Raymond WORLEY	44.204	4	13	Nick DOUGILL	37.408	6	13	Raymond WORLEY	1:59.688	10	13	Raymond WORLEY	1:59.474



Left to right: Jamie Goddard, James Blake-Baldwin and Jon Greensmith jump for joy.



David Willoughby.



Simon Goddard was disappointed with seventh.



Carl Garnett being chased by Garry Townsend.



Simon Fleet narrowly missed out on a top ten finish.

RACE 1 RESULT

FASTEST LAP

DRIVER: JAMIE GODDARD LAP 7 TIME: 1:56.426 SPEED: 76.70 MPH

POSITION	NUMBER	DRIVER	CAR	LAPS	RACE TIME	GAP	DIFFERENCE	AVERAGE MPH	BEST LAP TIME	BEST LAP
1	2	James BLAKE-BALDWIN	Mazda MX-5 Mk3	11	21:37.332			75.86	1:56.768	8
2	91	Jamie GODDARD	Mazda MX-5 Mk3	11	21:37.464	0.132	0.132	75.85	1:56.426	7
3	5	Jonathan GREENSMITH	Mazda MX-5 Mk3	11	21:37.990	0.658	0.526	75.83	1:56.537	2
4	25	Tom ROCHE	Mazda MX-5 Mk3	11	21:38.137	0.805	0.192	75.82	1:56.486	7
5	43	Jack HARDING	Mazda MX-5 Mk3	11	21:38.747	1.415	0.610	75.78	1:56.826	4
6	3	Liam MURPHY	Mazda MX-5 Mk3	11	21:39.304	1.972	0.557	75.75	1:56.753	7
7	46	Simon GODDARD	Mazda MX-5 Mk3	11	21:54.988	17.656	15.684	74.84	1:57.09	3
8	19	Carl GARNETT	Mazda MX-5 Mk3	11	21:55.020	17.688	0.032	74.84	1:58.346	11
9	223	Garry TOWNSEND	Mazda MX-5 Mk3	11	22:08.969	31.637	13.949	74.06	1:59.055	5
10	41	David WILLOUGHBY	Mazda MX-5 Mk3	11	22:13.658	36.326	4.689	73.80	1:59.636	4
11	21	Simon FLEET	Mazda MX-5 Mk3	11	22:14.066	36.734	0.408	73.77	1:59.404	8
12	11	Nick DOUGILL	Mazda MX-5 Mk3	11	22:18.096	40.764	4.030	73.55	1:59.273	9
13	40	Raymond WORLEY	Mazda MX-5 Mk3	11	22:18.255	40.923	0.159	73.54	1:59.688	10



Race 2: Close encounter was a turn off for Roche

Welshman hits the kill switch and allows Blake-Baldwin a comfortable second win

THE second SuperCup race of the weekend took place in blistering conditions with thermometers reaching into the high twenties with oppressive humidity.

James Blake-Baldwin and Jamie Goddard took their places on the front row with Jon Greensmith and Tom Roche poised to pounce behind.

In a carbon copy of Race 1 Blake-Baldwin once again headed the pack into Turn One with Goddard and Roche running side-by-side through Turns Two and Three. The dispute settled in favour of Roche when 'Mr MX-5' made the position his by the fourth bend.

Ever the opportunist, Greensmith eyed a chance to snatch third on the run to the first chicane, perhaps inspiring Jack Harding to mimic the manoeuvre passing Liam Murphy at the same corner.

At the end of a typically frenetic opening lap Blake-Baldwin crossed the line in front of Roche, Greensmith, Jamie Goddard, Harding and Murphy. The six lead cars had once again broken clear of the chasing pack headed by Carl Garnett in seventh with, Garry Townsend, David Willoughby and Nick

OVERALL PODIUM

1. J. BLAKE-BALDWIN
2. T. ROCHE
3. J. HARDING

MASTERS TROPHY

1. S. FLEET
2. G. TOWNSEND
3. N. DOUGILL

Dougill battling over eighth, ninth and tenth. With a similar three-car train of Fleet, Worley and Simon Goddard squabbling over the minor placings. Simon Goddard was the big loser on the first lap, a loose engine lead causing the highest placed Masters driver in Race 1 to drop to the tail of the field. His tenure of the wooden spoon position would be short lived however, as at Turn



POLE POSITION

1 James BLAKE-BALDWIN	2 Jamie GODDARD
3 Jonathan GREENSMITH	4 Tom ROCHE
5 Jack HARDING	6 Liam MURPHY
7 Simon GODDARD	8 Carl GARNETT
9 Garry TOWNSEND	10 David WILLOUGHBY
11 Simon FLEET	12 Nick DOUGILL
13 Ray WORLEY	

● Grid slots show in red indicate drivers eligible for Masters Trophy

One on the second lap Dougill ran wide and kicked up the dust as he took a detour through the Zolder kitty litter. His off-track exploits sent the SuperCup novice to the rear.

Dougill wasn't the only driver to suffer at the hands of the Belgian gravel as Jamie Goddard took a wayward trip exiting Turn Four later on the same lap. The Royston rookie lost three places before returning to the tarmac in seventh behind Garnett.

The race for Masters Trophy honours was headed by Willoughby who had overtaken Townsend on the second lap.

Despite the early lap evidence, this race proved to be less open than the first with the front pairing of Blake-Baldwin and Roche edging clear by half distance.

Not to be outdone Greensmith doggedly defended third place but eventually lost out to Harding on lap five which created a three-way battle for third.

Things were hotting up in the Masters battle too with Willoughby coming under increasing pressure from Townsend, who in turn had Fleet breathing right down his neck, as they crossed the line as one.

Next time around the trio had become a quartet as Simon Goddard found some performance in his ailing roadster and latched onto the rear of Townsend who had been usurped by Fleet.

Three laps later Jamie Goddard who had already dispatched Garnett, was carving his way back through the field and pulled off another late-braking lunge into the Villeneuve Chicane passing Murphy for fifth.

Willoughby's chance of Masters glory literally went up in smoke on lap eight when his engine let go in dramatic fashion.

Meanwhile up at the front, Blake-Baldwin had created some clean air between him and Roche by just over a second, with Harding



Jack Harding is chased hard by Jon Greensmith during the early stages.

a similar distance behind. Greensmith too was making waves responding to the call by putting in his fastest lap of the race to pull himself to within half a second of the final podium place. Murphy had now been cut adrift in fifth some 2.5 seconds behind.

As the final lap board was hung out Roche had come under extreme pressure from Harding, but the Welshman's experience paid off as he clung onto second place by the slenderest of margins.

Dougill was in inspired form following his second lap off and had been putting in a series of quick laps to catch the rest of the field, leap frogging first Worley and then by the final lap had hauled his way onto the back of the Goddard/Townsend battle. He passed

"The weekend's been brilliant, the social side's great, the track's great, the weather's great, it's been lovely I hope we come back."

Goddard with a brave move up the inside of the second chicane to secure a top ten finish and just missed out on passing Townsend at the line. At the end of the 11-lap race Blake-Baldwin took a comfortable win crossing the line four seconds ahead of the nose-to-tail Roche and Harding. The pair were separated by a mere two tenths of a second at the flag.

Greensmith followed a second later with Race 1 runner-up Jamie Goddard claiming fifth after a strong comeback drive.

Murphy took his second sixth place of the meeting ahead of Garnett, who'd had a pretty lonely drive to equal his best SuperCup result taking seventh. Simon Fleet came out on top in the Masters Trophy finishing eighth. Behind, Townsend just held on from Dougill



Following an off-track excursion on lap two, Jamie Goddard finds himself in seventh place chasing down Carl Garnett.

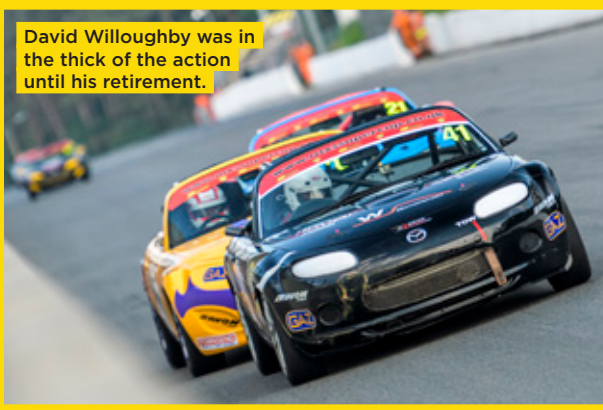
Nick Dougill returns to the tarmac after tasting the gravel on the second lap.



Liam Murphy and Jack Harding battle side-by-side.



David Willoughby was in the thick of the action until his retirement.



Tom Roche just held on to second place as Jack Harding closed during final laps.



and Simon Goddard, the trio covered by less than half a second.

Race winner James Blake-Baldwin said: "In the end, it was just a case of managing the tyres. It would have been nice to have had a bit more of a battle in that one, but it's good to be in a position where I can drive away from Tom, even if he did make a mistake and turn his car off!

"Both races have gone really well and I can't complain especially after what happened in free practice. The car's been amazing. Chris and Graeme [Dawkins] at Kent MX-5 Services have been tweaking the car and have managed to squeeze a little more out of it. I can't thank them enough. We've really had to work hard for it this weekend."

A relieved runner up Tom Roche said: "That was better, it felt pretty quick at the start and I thought I had a real chance to get past James, right up until the point I turned the car off, which wasn't the best idea."

He explained: "I went to change gear and hit the kill switch and turned the bloody thing off. I then had a bit of a panic looking down and I dropped off the back of James. I was kind of hanging on until then but I never caught him again - a stupid error!

Then the tyres went off towards the end and Jack was catching me. I was lucky to hang on to second really.

"The weekend's been brilliant, the social

side's great, the track's great, the weather's great, it's been lovely I hope we come back."

Jack Harding recorded his highest ever finish to claim third. He said: "That's my first podium, it was very hard work but I've made it at last, hopefully they'll come regularly now.

"When I got into third, I kind of 'bricked it' a bit, I had Jonny [Greensmith] right behind

"I'm getting sick of these third and fourths now, I need to get this monkey off my back and get some wins and seconds under my belt."

me and I dropped off the pace. Then either he missed a gear or I got a better exit out of a corner and I got a gap on him. I just forgot about him and got on with catching Tom.

"Maybe if I'd had another lap I could have had him, but he was defending well and passing him would have been a risk. But I'm over the moon with the result."

He revealed: "I'd like to thank AK [Automotive] for that - I rang Dan [Irving] and told him that the car was awful in the last race, and he told us what to do with the car even though he's not in the same country. I sent him the videos from the earlier race

Garry Townsend on his way to ninth overall and second in the Masters Trophy.



and he literally came back with the set-up I needed, which was brilliant - I couldn't ask for anything more."

A frustrated Jon Greensmith finished fourth and said: "The car felt better and it went quicker, but just not quite quick enough. I'm getting sick of these third and fourths now, I need to get this monkey off my back and get some wins and seconds under my belt."

He added: "But there are some very good drivers at the front now, it's a lot stronger than last year and it's only going to get tougher. I mean, Jamie has shocked everyone with his pace here and it will be interesting to see if he can maintain it at Oulton Park."

"We changed the settings following the first race and I think we went just a little bit too far. Even so, my pace was there, I just made a couple of little mistakes like missing third gear."

"I've enjoyed the weekend even the weather's been on our side. It's a shame we didn't come away with some more silverware though."

Fifth placed Jamie Goddard said: "That was quite hard work. I'd got a good start, and a really good launch. But I didn't defend enough into Turn Two and gave Tom too much room and he got the place."

"Then on the second lap I went wide at Turn Four and went through the gravel which dropped me right back and from there on it

was a case doing 'qualifying laps' to get back past people."

He added: "I didn't touch anything on the car after Race 1 because it felt so strong and even though I had similar pace to the first race, I think everyone else jumped up a notch. I'm a little bit disappointed but it's only my first year of racing so I suppose I'm allowed to make a few mistakes."

"Getting awarded driver of the event cheered me up a bit, so I'll be taking two trophies home, which can't be bad can it?"

First time MX-5 SuperCup racer Nick Dougill laughed: "I enjoyed it in the end, once I'd learnt how to not miss gears."

The Mazda on Track front man admitted: "I had a 'little off' early on which was my fault totally - I lost my head entering the first corner, backed off and the car ran wide through the gravel. I had to have a talk with myself to get re-focussed. Then I passed Ray Worley, Simon Goddard and I thought I'd get Garry Townsend at the line but I didn't. A game of two halves don't they say?"

"If I did this more often then I might be better at it. I'd like to have another go later in the year."

The BRSCC's competitions manager Dominic Ostrowski said: "The weekend's gone very well and I think everyone who's taken the time, trouble and expense to come out here has had a great time and really enjoyed it."

Simon Fleet took the Masters Trophy honours in Race 2.



"Hopefully the next time the Mazdas go on a foreign foray we'll get a lot more drivers coming out to support it. I would hope we will repeat this next year, although I can't say for certain, it depends on what circuits are available to us but we'll look in to it.

"The races have been brilliant and the driving standards were fantastic and everyone behaved themselves and everyone's going home with a smile on their face."

Clerk of the course Derek Stanley agreed saying: "The driving standards over the three meetings we've had so far this season have been superb. A big improvement over what I witnessed last year. For example, this weekend all we have had on the log is the race start time, race finish time, a few 'spun and continued' entries and one bit of contact which the drivers sorted out for themselves on the circuit."

Mazda coordinator Mandy Andrew summed it up saying: "It's been an excellent meeting all round with a few surprise results.

"I particularly like the fact that no one's really been here before, meaning everyone's been very equal and car set-ups have been very much trial and error. All the drivers I've spoken to have been very pleased to be here, very pleased with the circuit and the facilities.

"To cap it all, the weather's been brilliant, far better than forecast. Yes, we've had a few storms but they've been overnight and every time we've been on the circuit it's been dry."

With seven rounds completed and drop scores now being taken into account, the SuperCup circus heads to Oulton Park with just three points separating the lead trio of Blake-Baldwin, Roche and Henderson, with Greensmith in touching distance in fourth. To say it's close at the top of the table is an understatement.

No doubt the defending champion will be relishing the opportunity to return to the action, particularly as the AK Automotive driver won both races at the corresponding fixture last year.



Jon Greensmith being hounded by Jack Harding and Liam Murphy.



Simon Fleet, Ray Worley and Simon Goddard tussle over tenth.

RACE 2 LAP ANALYSIS

SEE CIRCUIT GRAPHIC ON PAGE 3 FOR TIMING SECTORS

SECTOR ONE				
POS.	DRIVER	TIME	LAP	
1	Liam MURPHY	36.554	6	
2	Jonathan GREENSMITH	36.652	7	
3	James BLAKE-BALDWIN	36.773	9	
4	Jamie GODDARD	36.809	11	
5	Tom ROCHE	36.825	6	
6	Jack HARDING	36.928	3	
7	Nick DOUGILL	37.311	5	
8	Simon FLEET	37.450	4	
9	Simon GODDARD	37.456	4	
10	Carl GARNETT	37.598	7	
11	Raymond WORLEY	37.609	4	
12	Garry TOWNSEND	37.612	8	
13	David WILLOUGHBY	37.891	3	

SECTOR TWO				
POS.	DRIVER	TIME	LAP	
1	Jamie GODDARD	42.499	5	
2	Jack HARDING	42.539	7	
3	Tom ROCHE	42.595	6	
4	James BLAKE-BALDWIN	42.610	3	
5	Jonathan GREENSMITH	42.698	8	
6	Liam MURPHY	42.745	3	
7	Carl GARNETT	43.335	2	
8	Simon FLEET	43.370	4	
9	Simon GODDARD	43.402	6	
10	Garry TOWNSEND	43.417	3	
11	David WILLOUGHBY	43.621	2	
12	Raymond WORLEY	43.713	2	
13	Nick DOUGILL	43.869	3	

SECTOR THREE				
POS.	DRIVER	TIME	LAP	
1	Jamie GODDARD	36.147	3	
2	James BLAKE-BALDWIN	36.176	5	
3	Jack HARDING	36.346	8	
4	Tom ROCHE	36.371	3	
5	Jonathan GREENSMITH	36.373	8	
6	Liam MURPHY	36.462	3	
7	Carl GARNETT	36.605	4	
8	David WILLOUGHBY	36.930	3	
9	Simon GODDARD	36.943	7	
10	Raymond WORLEY	36.971	3	
11	Simon FLEET	37.003	3	
12	Garry TOWNSEND	37.005	3	
13	Nick DOUGILL	37.206	10	

ACTUAL BEST LAP				
POS.	DRIVER	TIME	LAP	
1	James BLAKE-BALDWIN	1:55.670	5	
2	Jamie GODDARD	1:55.768	6	
3	Tom ROCHE	1:55.861	3	
4	Jonathan GREENSMITH	1:55.948	8	
5	Liam MURPHY	1:55.954	3	
6	Jack HARDING	1:56.029	5	
7	Simon FLEET	1:57.928	3	
8	Carl GARNETT	1:57.975	2	
9	Simon GODDARD	1:58.158	6	
10	Garry TOWNSEND	1:58.277	3	
11	Nick DOUGILL	1:58.768	3	
12	David WILLOUGHBY	1:58.689	3	
13	Raymond WORLEY	1:58.911	4	

THEORETICAL BEST LAP		
POS.	DRIVER	TIME
1	Jamie GODDARD	1:55.455
2	James BLAKE-BALDWIN	1:55.559
3	Jonathan GREENSMITH	1:55.723
4	Liam MURPHY	1:55.761
5	Tom ROCHE	1:55.791
6	Jack HARDING	1:55.813
7	Carl GARNETT	1:57.538
8	Simon GODDARD	1:57.801
9	Simon FLEET	1:57.823
10	Garry TOWNSEND	1:58.034
11	Raymond WORLEY	1:58.293
12	Nick DOUGILL	1:58.386
13	David WILLOUGHBY	1:58.442



Left to right, Tom Roche, James Blake-Baldwin and Jack Harding celebrate on the Zolder podium.

BRSCC Mazda MX-5 SuperCup2016

MastersTrophy

POINTS TABLE AFTER 7 ROUNDS



Despite being off the pace in Belgium, the ever-present Ray Worley now heads the BRSCC Masters Trophy standings.

POS.	NUMBER	DRIVER	TOTAL
1	40	Raymond Worley	191
2	41	David Willoughby	160
3	77	Jeremy Crook	144
4	52	Steve Dolman	128
5	27	Jim Hart	124
6	223	Garry Townsend	124
7	21	Simon Fleet	113
8	85	Ian McDonald	113
10	18	Paul Sheard	66
11	46	Simon Goddard	59
12	11	Nick Dougill	54
13	13	Gregg Catton	44

POINTS ALLOCATION: 1st - 30pts, 2nd - 29pts, 3rd - 28pts, 4th - 27pts etc.
Two bonus points awarded in each race to the highest placed 'Masters' competitor as well as two extra points given to the driver recording the fastest lap. **No drop rounds.**

RACE 2 RESULT

FASTEST LAP

DRIVER: JAMES BLAKE-BALDWIN LAP 5 TIME: 1:55.670 SPEED: 77.41 MPH

POSITION	NUMBER	DRIVER	CAR	LAPS	RACE TIME	GAP	DIFFERENCE	AVERAGE MPH	BEST LAP TIME	BEST LAP
1	2	James BLAKE-BALDWIN	Mazda MX-5 Mk3	11	21:25.039			76.59	1:55.670	5
2	25	Tom ROCHE	Mazda MX-5 Mk3	11	21:28.985	3.946	3.946	76.36	1:55.861	3
3	43	Jack HARDING	Mazda MX-5 Mk3	11	21:29.192	4.153	0.207	76.34	1:56.029	5
4	5	Jonathan GREENSMITH	Mazda MX-5 Mk3	11	21:30.154	5.115	0.962	76.29	1:55.948	8
5	91	Jamie GODDARD	Mazda MX-5 Mk3	11	21:32.179	7.140	2.025	76.17	1:55.768	6
6	3	Liam MURPHY	Mazda MX-5 Mk3	11	21:35.754	10.715	3.575	75.96	1:55.954	3
7	19	Carl GARNETT	Mazda MX-5 Mk3	11	21:51.353	26.314	15.599	75.05	1:57.975	2
8	21	Simon FLEET	Mazda MX-5 Mk3	11	22:04.491	39.452	13.138	74.30	1:57.928	3
9	223	Garry TOWNSEND	Mazda MX-5 Mk3	11	22:10.089	45.050	5.598	73.99	1:58.277	3
10	11	Nick DOUGILL	Mazda MX-5 Mk3	11	22:10.316	45.277	0.227	73.98	1:58.768	3
11	46	Simon GODDARD	Mazda MX-5 Mk3	11	22:10.663	45.624	0.347	73.96	1:58.158	6
12	40	Raymond WORLEY	Mazda MX-5 Mk3	11	22:18.914	53.875	8.251	73.34	1:58.911	4
NOT CLASSIFIED										
	41	David WILLOUGHBY	Mazda MX-5 Mk3	7	14:06.438	7 laps	7 laps	73.99	1:58.689	3

ZOLDER: Trophy winner's gallery

ROUND SIX



1st: James **BLAKE-BALDWIN**



2nd: Jamie **GODDARD**



3rd: Jon **GREENSMITH**

BRSCC Mazda MX-5 **SuperCup2016**

CHAMPIONSHIP STANDINGS

POS.	DRIVER	ACCRUED POINTS	ADJUSTED TOTAL
1	James Blake-Baldwin	690	400
2	Tom Roche	639	397
3	Alan Henderson	495	397
4	Jonathan Greensmith	664	382
5	Liam Murphy	634	366
6	Jack Harding	610	364
7	Jamie Goddard	501	353
8	Carl Garnett	552	342
9	Richard Wicklen	418	340
10	Alex Preston	416	340
11	Garry Townsend	324	324
12	Ray Worley	510	302
13	Jeremy Crook	370	300
14	Simon Fleet	298	298
15	David Willoughby	414	286
16	David Henderson	332	276
17	Anthony Nield	272	272
18	George Grant	266	266
19	Steve Dolman	318	258
20	Jim Hart	314	256
21	Charlie Charman	252	252
22	John Davies	248	248
23	Ian McDonald	286	234
24	Alex King	280	230
25	Will Chappell	180	180
26	Paul Sheard	168	168
27	Simon Goddard	168	168
28	Andrew Caird	164	164
29	Nick Dougill	160	160
30	Geoff Gouriet	146	146
31	Gregg Catton	114	114
32	Phillip Callow	82	82

ROUND SEVEN



1st: James **BLAKE-BALDWIN**



2nd: Tom **ROCHE**



3rd: Jack **HARDING**

NEXT MEETING: OULTON PARK, 25th June 2016

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