

2016 BRSCC MAZDA MX-5 SUPERCUP

RACE REPORT

May 7 & 8, 2016 | **Rounds 3, 4 & 5**

ANGLESEY

Words and pictures by **JON ELSEY**



AVON
TYRES

Eibach
LIFTING

Pipercross

TOWNSEND
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RACING
BEST EUROPE

GAZ SHOCKS

Sanspeed 

Alan Henderson claims pole position in a tight qualifying session.



Qualifying: Henderson lays down his marker in tense session

Super-close 20 minutes ends with top seven drivers separated by less than one second.

THE island of Anglesey in North Wales was the second stop on the eight-event SuperCup 2016 European tour. Rounds three, four and five would be played out at the Trac Mon facility, arguably the most spectacular on the Mazda calendar. Perched on rugged cliff tops overlooking the Irish Sea, the 2.1 mile circuit with its sudden elevation changes and distracting views, is a favourite with drivers and spectators alike.

Following an exciting opening two rounds at Snetterton, reigning champion Alan Henderson headed the standings by a single point from James Blake-Baldwin. But it's still early days in the 19-round championship and as every driver knows, fortunes can change quickly in this series.

The weekend's triple-header meeting fielded possibly the championship's most competitive line-up ever, featuring six previous SuperCup race winners and several one-make champions. With so many drivers

TOP TEN

1. A. HENDERSON
2. J. BLAKE-BALDWIN
3. J. HARDING
4. T. ROCHE
5. J. DAVIES
6. J. GREENSMITH
7. L. MURPHY
8. C. CHARMAN
9. C. GARNETT
10. A. NIELD

MASTERS TROPHY

1. P. SHEARD
2. S. DOLMAN
3. R. WORLEY

"When I tested yesterday, the car felt awful and by the end of the day, we'd changed everything we possibly could and it still felt 'just okay.'"

possessing the ability to stand on the top step of the podium, there was an exciting two days' racing in prospect.

Thanks to a tie-up between the BRSCC and Mazda Europe, the meeting had been given extra significance, as the driver heading the standings following the visit to Wales would be invited to compete in the prestigious Mazda MX-5 European Cup Final in Barcelona in July.

With 300 points on offer, technically any one of the two-dozen competitors could have been on the plane to Spain. Realistically however, the prize would almost certainly be claimed by either Henderson, Blake-Baldwin or Jon Greensmith.

Anglesey also saw the announcement of the

BRSCC MX-5 SuperCup 'Masters Trophy' - a new initiative for 2016 which celebrates the 'more experienced' racer. The season-long competition is open to any driver aged 45 and over and features its own points system with results from the opening two rounds held at Snetterton being taken into account.

But the first big test of the weekend would reveal who could cope best with the demands of the Anglesey International Circuit in qualifying.

At the end of a tense 20-minute session, the top seven drivers were split by less than nine tenths of a second with defending champion Alan Henderson topping the timing screens recording a time of 1:44.007.

He said: "That went surprisingly well. When

I tested yesterday and the car felt awful. By the end of the day we'd changed everything we possibly could and it still felt 'just okay'.
 "So I left it alone and went out for qualifying today and it was so much better. Looking back now, I think it must have been down to the weather as it was a bit cooler out there compared to yesterday."

He added: "At the start of the session I was following John Davies and he was quite quick. I went past him at the hairpin then had a couple of decent laps on my own, that's when I put the fast laps in and everything felt right on the car."

"I'd spoken to Jack [Harding] before qualifying and he said he wanted somebody to follow, so just as I was coming into the pits I thought I'd do another lap and he could follow and that was when he went quite well."

James Blake-Baldwin would line-up his Kent MX-5 Services sponsored machine alongside Henderson on the front row, missing out on pole by just nine hundredths of a second.

He said: "It'll all come down to whoever can keep it on the track for 20 minutes without

"I tested yesterday and we've taken the gamble to run on the Federals. So far, everywhere else the Avons have been the tyre to be on, but here everyone's been quicker in the past on Federals"

making any mistakes. It's so close, there's nothing in it.

"I was surprised at Jack Harding, he's improved dramatically. Tom was going well at the start. It's just so close isn't it? That makes it good fun and I'm looking forward to it."

Jack Harding was pleased with third fastest saying: "I struggled at the start when it began to rain a little and I messed up my first lap, and I thought I would go backwards. But it dried up pretty quickly, and I came into the pits and made a little change and managed to get behind Alan for one lap."

"It's a shame because had I not made a few mistakes on that lap I could have been first - we're so close, there's only about a tenth and a half in it."

The 22-year-old explained: "I missed a gear coming out of the last corner so lost a couple of tenths, then later on I got held up by another driver which would've been another quick lap. But third's a good starting point I suppose."

Unlike those around him, fourth fastest Tom Roche hadn't tested and admitted: "I got the tyre pressures wrong which was frustrating and it kind of got worse. It was my fault and I probably should have come into the pits earlier rather than stay out. I came in at the end of the session and made an adjustment which felt better. I just need to

ANGLESEY: The inside line with Alan Henderson



ALAN'S SECRET TO A QUICK LAP: "The first two turns are easy but getting a good drive out of Church is where the lap really begins. The slow technical stuff is where lap time comes from including two off-camber corners where you can gain or lose valuable tenths."



23

The number of drivers entered for this event.



8

Number of drivers eligible to enter the Masters Trophy at this event.



1598 MILES

The total number of race miles, based on the laps completed by the 23 competitors across all races.



34MPH

Speed the slowest corner, Rocket, is taken.



9

The number of corners in one lap of the circuit.



2.1 MILES

The length of one lap of the International GP layout of the circuit.



77MPH

The speed retardation in the heaviest braking zone. Slowing from 111mph to 34mph on the approach to the Rocket left-hander.



86MPH

The apex speed at which the fastest corner, Church is taken.



14

The number of gear changes on a flying lap.



1.3G

The highest lateral 'g-force' recorded turning through The Banking.



1.0G

The highest longitudinal 'g-force' is recorded when braking for Rocket.



111MPH

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



1:44.007

The quickest lap time set by Alan Henderson during qualifying. An average speed of 72.68 MPH



bolt the turbocharger on now."

The Car Chase Heroes backed driver added: "I'm sure the racing will be close. I aiming for no mistakes and will try to pull away with whoever's in the lead - I'm sure it will be won on the last lap."

John Davies' first run out of the season resulted in a promising third row start on the grid. He said: "I'm pleased with fifth but I feel like there's still some more time in the car. It's so close, especially the little pack that I'm in with Jonathan Greensmith and Liam Murphy. We had some great battles last year so hopefully we can continue that again."

"I'd like to think I can challenge for the podium, it's going to be tough to actually get on it but hopefully I can give them a run for their money."

A slightly disappointed Jon Greensmith finished the session sixth fastest. "It was so close out there but I just didn't get a tow. Which I'm sure is worth at least four seconds around here," he joked with James Blake-Baldwin.

"I'm sure it will all tell in the race. He'll have the 'Blue Peril' up behind him. We've got more experience and we'll be nice and relaxed."

The Yorkshire racer added: "It could've gone a little bit better but I can't grumble really. Looking at the times, I was more consistent than anyone else and I'm happy with that."

"After a full 20-minute quali the car felt magic. We can't get anything more out of it now apart from a good tow!"

Seventh placed Liam Murphy admitted: "I struggled a bit with set-up of the car and was eight tenths off, but we should be able to race from there."

"It's so close that there could easily be a ten-car train, it'll be good racing. I'm hoping for a top five in the first race and will try for a couple of podiums tomorrow."

Anglesey virgin Carl Garnett claimed ninth on the grid and said: "I am quite pleased with that. I wasn't quite sure where we'd qualify - I



Tom Roche's efforts were compromised by wrong tyre pressures.

mean, was Snetterton just a flash in the pan?

"But, we genuinely seem to have found some pace from last year which is good."

"I've never raced here before, so I tested yesterday to learn the track with Abbie Eaton."

"We only had four 20-minute sessions so once I'd got the hang of the track it was a case of trying to get some speed and build from there."

The Sheffield racer continued: "The first race at Snetterton in the wet, wasn't my best, but I managed to come through from 13th to seventh in Race 2 which was good fun. My first ever top ten. It looks like it might rain here as well, so it's going to be tough to get another top ten. There are some quick guys around me this weekend, particularly Paul Sheard and Anthony Nield, but if I can do it again I'll be really pleased."

"I've dropped a clanger really and gone with Anthony's advice to run the Federals and I'm going to have to live with that now unfortunately."

Anthony Nield, a front-runner in seasons gone by, rounded out the top ten on his 2016 debut.

He said: "Me and Paul [Sheard] were torn as to which tyres to run here."

"I tested yesterday and we've taken the gamble to run on the Federals. So far, everywhere else the Avons have been the tyre to be on, but here everyone's been quicker in the past on Federals."

"We're fortunate because we haven't raced so far this year, we've got the option to run either tyre."

He added: "I'm looking forward to the race, a slipstream should give me an extra half a second. I'm only going to be looking forwards not backwards. I've got Paul behind me so it's going to be tight, a top five is what I'm aiming for."

Commenting on how close the times at the front were, Nield said: "Last year there were maybe five or six at the top, now we've got nine or ten maybe, so it'll be a good watch."

"It's always close, a bit like Touring Cars. It's really good for the series and the racing will be as good as always, if not better."

Nield was followed by his boss Paul Sheard setting the 11th fastest time and he was the quickest of the eight BRSCC Masters Trophy competitors at Anglesey.

The MX-5 stalwart was more than a little frustrated ruining his tyre choice saying: "I've dropped a clanger really and gone with Anthony's advice to run the Federals and I'm going to have to live with that now unfortunately."

"I did my quickest time on lap three but it didn't gel for me and I'm sure I can improve on that - maybe a top five."

"I should have tested yesterday really, but there's three races so fingers crossed and hope for the best."

John Davies was pleased with fifth, but felt his car had more to give.



Anthony Nield had a strong return to the series.



Despite a tyre choice 'clanger' Paul Sheard headed the Masters Trophy runners.



James Blake-Baldwin narrowly missed pole.



Jack Harding surprised many by posting the third fastest time in qualifying.



QUALIFYING RESULT

POLE POSITION

DRIVER: ALAN HENDERSON LAP 7 TIME: 1:44.007 SPEED: 72.68

POSITION	NUMBER	DRIVER	CAR	BEST TIME	BEST LAP	TOTAL LAPS	GAP	DIFF	MPH
1	1	Alan HENDERSON	Mazda MX-5 Mk3	1:44.007	7	10			72.68
2	2	James BLAKE-BALDWIN	Mazda MX-5 Mk3	1:44.099	8	11	0.092	0.092	72.62
3	43	Jack HARDING	Mazda MX-5 Mk3	1:44.176	6	9	0.169	0.077	72.56
4	25	Tom ROCHE	Mazda MX-5 Mk3	1:44.283	1	10	0.276	0.107	72.49
5	33	John DAVIES	Mazda MX-5 Mk3	1:44.704	4	10	0.697	0.421	72.20
6	5	Jonathan GREENSMITH	Mazda MX-5 Mk3	1:44.732	7	11	0.725	0.028	72.18
7	3	Liam MURPHY	Mazda MX-5 Mk3	1:44.884	8	11	0.877	0.152	72.07
8*	42	Charlie CHARMAN	Mazda MX-5 Mk3	1:45.129	1	11	1.122	0.245	71.91
9	19	Carl GARNETT	Mazda MX-5 Mk3	1:45.364	1	11	1.357	0.235	71.75
10	29	Anthony NIELD	Mazda MX-5 Mk3	1:45.386	9	9	1.379	0.022	71.73
11	18	Paul SHEARD	Mazda MX-5 Mk3	1:45.431	3	10	1.424	0.045	71.70
12	76	Richard WICKLEN	Mazda MX-5 Mk3	1:45.760	6	11	1.753	0.329	71.48
13	32	Alex PRESTON	Mazda MX-5 Mk3	1:45.911	10	11	1.904	0.151	71.38
14	52	Steve DOLMAN	Mazda MX-5 Mk3	1:46.355	10	10	2.348	0.444	71.08
15	40	Raymond WORLEY	Mazda MX-5 Mk3	1:46.586	4	10	2.579	0.231	70.92
16	91	Jamie GODDARD	Mazda MX-5 Mk3	1:46.755	8	10	2.748	0.169	70.81
17	77	Jeremy CROOK	Mazda MX-5 Mk3	1:47.041	10	10	3.034	0.286	70.62
18	69	George GRANT	Mazda MX-5 Mk3	1:47.404	9	10	3.397	0.363	70.38
19	27	Jim HART	Mazda MX-5 Mk3	1:47.776	8	10	3.769	0.372	70.14
20	36	David HENDERSON	Mazda MX-5 Mk3	1:48.495	10	10	4.488	0.719	69.68
21	41	David WILLOUGHBY	Mazda MX-5 Mk3	1:48.636	10	10	4.629	0.141	69.59
22	152	Alex KING	Mazda MX-5 Mk3	1:50.377	3	10	6.370	1.741	68.49
23	85	Ian McDONALD	Mazda MX-5 Mk3	1:51.033	5	10	7.026	0.656	68.08

*Car 42 - Lap time disallowed for exceeding track limits ■ Drivers in red eligible for BRSCC Masters Trophy

POLE POSITION

1 Alan HENDERSON	2 James BLAKE-BALDWIN
3 Jack HARDING	4 Tom ROCHE
5 John DAVIES	6 Jonathan GREENSMITH
7 Liam MURPHY	8 Charlie CHARMAN
9 Carl GARNETT	10 Anthony NIELD
11 Paul SHEARD	12 Richard WICKLEN
13 Alex PRESTON	14 Steve DOLMAN
15 Ray WORLEY	16 Jeremy CROOK
17 George GRANT	18 Jim HART
19 David HENDERSON	20 David WILLOUGHBY
21 Jamie GODDARD	22 Alex KING
23 Ian MCDONALD	

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



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Tom Roche tames the tricky conditions to take a commanding victory in the first of three Anglesey MX-5 SuperCup races.

Race 1: Roche masterclass in tricky damp conditions

Welshman becomes the season's third different winner after peerless performance.

A change from the dry of qualifying to a damp track for the first of the weekend's three 20-minute races afforded the drivers two green flag laps to sample the contrast in conditions.

Alan Henderson and James Blake-Baldwin shared the front row and when the lights went out it was the reigning champion who made the best start to lead into Turn One.

Conversely, Blake-Baldwin had a tardy getaway and was promptly punished by Tom Roche, with Jack Harding slotting into fourth while Jon Greensmith leap-frogged John Davies to hold fifth through the first bend.

Roche took command of the race two corners later, overtaking Henderson at Church and immediately set about creating a gap and breaking the all-important tow back to the chasing pack. So successful was he that the Welshman had managed to build a 1.6 second lead by the time he'd crossed the line for the first time.

The fact that Henderson and Blake-Baldwin were squabbling over second, no doubt helped Roche in his quest while Greensmith had overhauled Harding to secure fourth.

OVERALL PODIUM

1. T. ROCHE
2. A. HENDERSON
3. J. BLAKE-BALDWIN

MASTERS TROPHY

1. P. SHEARD
2. R. WORLEY
3. J. CROOK

A stellar opening lap by Anthony Nield had rewarded the Paul Sheard driver with a four-place gain to climb up to sixth, followed by Charlie Charman, Liam Murphy, John Davies with Alex Preston rounding out the top ten.

Cybox Exhausts backed Davies lost four spots during the initial two-mile circuit and his woes were compounded at the beginning of the third lap when Richard Wicklen

Paul Sheard heads Ray Worley in their duel for Masters Trophy honours.



demoted him to tenth with a pass into Turn One.

Wicklen was very much a man on a mission and later on the same lap had passed Murphy into The Hairpin, and Charman into the final corner. His heroics had also inspired Murphy who dived up the inside of Charman into the Bus Stop.

Davies too fancied a piece of the BLINK Motorsport driver and took a look up the inside into the BookaTrack Banking on lap five, although he couldn't find enough grip on the slippery surface to make the move stick.

By the end of the lap Wicklen had continued his crusade up the order by picking off both Nield and Harding to claim fifth.

Just as close was the battle for Masters

"Tom's very proud of his Houdini Blendini wet set-up. It's just annoying that we can't find it, but we'll work it out eventually."

honours between Paul Sheard and Ray Worley, the pair locked in battle with Carl Garnett disputing 12th. Their task was made a little easier when Garnett locked up, slid onto the grass and found the tyre barrier at Seamans on lap six. The Yorkshireman eventually rejoined but lost nearly 30 seconds in the process, shattering his hopes of another top ten finish.

In a race reminiscent of Round One at Snetterton, the battle for the top spots had faded by the halfway point, with the leading four protagonists circulating in clean air.

But behind, there was close racing aplenty for the spectators to feast their eyes on. An intense middle-order scrap had developed featuring a seven-car train fighting over fifth to 11th.

Wicklen headed the pack chased by Nield, Harding, Murphy, Charman, Davies and Preston.

Murphy in particular was looking racy and homed in on Harding, taking sixth at The Hairpin. With Nield's mirrors now full of Murphy's 'wepaintanything.biz' sponsored Mazda, Wicklen took the opportunity to nose ahead.

Meanwhile as the clock ticked down, things were beginning to come alive back at the sharp end. The carrot of that trip to Spain was teasing Blake-Baldwin. And as a dry line began to emerge, the Surrey-based driver sensed a whiff of second and began to pump in a succession of quick laps. It culminated in him setting the race's best of 1:51.857 on lap nine, catapulting him back into contention.

Jack Harding heads Anthony Nield and Charlie Charman into Rocket.



Richard Wicklen puts in the drive of the race, picking off seven rivals to finish fifth.



A demonstration of synchronised drifting from Jamie Goddard and Jeremy Crook during their dice for 14th.



It was just as frantic towards the tail with a great fight being played out between George Grant, David Henderson, David Willoughby and Jim Hart. The quartet ran pretty much bumper-to-bumper for the final quarter of the race. Not only was this fascinating battle entertaining the spectators, but it had also caught the attention of race control, with Grant receiving a driving standards flag for his efforts.

The battle for sixth had also heated up by the final couple of laps, with Harding and Murphy dicing side by side desperate to claim the place. Thanks to their squabbling Nield split the pair and picked up seventh.

Towards the back of the field Steve Dolman and Alex King were having their own private race-within-a-race contesting 21st.

Thanks to Blake-Baldwin's new-found pace, he was in striking distance of Henderson, setting up a thrilling final lap showdown. The pair arrived door handle-to-door handle at first Rocket, and finally at the last corner, the Bus Stop. But it was to no avail for Blake-

"Fifth place was a total surprise, when we looked at the entry list we thought 12th or 13th, but we'll take it when it comes and accept when it doesn't."

Baldwin as Henderson just held on by the slenderest of margins to take the runner-up spot from his main championship rival.

There was no doubt about the winner though, as Roche romped clear to take a comfortable victory winning by 7.4 seconds from the nose-to-tail Henderson and Blake-Baldwin.

Greensmith, no doubt hoping for a calamity to befall those in front, followed them home to take fourth with Wicklen crossing the line ten seconds later in fifth.

Murphy, Nield, Harding and Charman claimed sixth to ninth covered by just one and three quarter seconds, while Preston completed the top ten.

The Masters Trophy battle was resolved in Sheard's favour, the Congleton driver coming home 12th, just heading Worley by a mere three tenths of a second. Jeremy Crook was the third Masters competitor home in 15th.

Closest finish of the race went to another Masters pairing - Jim Hart just pipping David Willoughby by 0.273 seconds at the flag.

Race winner Tom Roche said: "I wasn't expecting there to be a gap, the car was brilliant. It was difficult to know how wet it was going to be out there, I passed James off the start then got Alan coming out on the back straight when he got a slide on.



Tom Roche leads the pack into
Rocket for the first time on
his way to a comfortable victory.





Anthony Nield on his way to seventh.



Carl Garnett shortly before he made contact with the barrier at Seamans.



Jim Hart heads Alex King.



John Davies rounds Peel on his way to 11th.

"I just thought 'right pretend it's qualifying' and kept looking in my mirror. The track was drying all the time and every lap you could go a bit faster.

"I thought I should learn from my Cadwell disaster a couple of years ago and not try to be fastest on the last lap. It's about being consistent because you never know when other people are going to have problems.

"The cars are hardest to drive in the rain so I think the gaps and the mistakes come more often. Whereas in the dry it's quite easy to copy the person in front, it's much harder to follow somebody in the rain.

"Having said that, it's more fun to drive in the wet, as the cars have more power than grip for once, which is nice."

Second place went the way of Alan Henderson who said: "I was quite happy with the result. It wasn't as wet as I thought it would be out there. It rained heavily for quite a long time but when it stopped it was so warm it dried very quickly.

"We're still guessing at how to set the car up for the wet and I think we went a little too far towards the wet side. The tyres pressures especially, when we came in were 10psi higher than I would want them.

"I don't think anybody could have matched Tom at the start, and while we were all finding our feet, he just had more confidence and went. I thought 'just let him go', I was happy doing my own thing."

The AK Automotive driver added: "In the mid-part of the race the car felt good and I was matching Tom and pulling away from James, but towards the end I just couldn't stop.

"Every time I was hitting the brakes it was locking the fronts. I think for most of the circuit James and I were quite even, but it was the major braking areas where he'd reel me in.

"It was very close on the last lap into Rocket. We both braked at the same time, and I don't

"No disrespect, but I can't really be racing with Ray. If that happens in the next race, I'm just going to park the car up and walk into Rhosneigr and go to the nearest pub!!"

think we turned into the corner until the exit, we ran right over to the other side of the track - there was a little bit of rubbing but nothing excessive. Then he tried to dive up the inside on the last corner as well, he couldn't get it turned so I just managed to hang on but it's a lesson learned."

He concluded: "It was the result I was looking for because Tom was irrelevant really for the European Cup competition so I wasn't too fussed about hanging on to him. He was off and I didn't have it in me or the car to do



that speed so early on."

James Blake-Baldwin took the final podium position and said: "It was pretty scary out there for the first few laps, it was hard to pick where the dry lines were."

"Tom got a cracking start and clearly had a wet set-up so he just drove away from us."

"He's very proud of his Houdini Blendini wet set-up. It's just annoying that we can't find it, but we'll work it out eventually."

"Alan had a slight advantage over me in the early stages, but as the track dried my car started to get a bit better while Alan's stayed the same and that closed that gap between us."

"As always Alan drove really, really well, he just put his car in the right place at the right time. No matter what I tried, even a cheeky nose up the inside and rubbing a wheel - nothing phased him."

Recalling his start, he sighed: "I haven't had a bad start since 2014, but today...! I thought I'd dump the clutch five minutes after the lights went out, and then spin my wheels, look at the pretty scenery and then realise 'Oh we're racing!'"

Fourth-placed Jon Greensmith complained about a lack of pace saying: "I wish I'd been a bit closer when James and Alan were fighting but I just didn't have the speed, I was losing out on the straight a little bit. Whether it was my exit out of one of the corners I don't know."

"Hopefully it will be dry tomorrow. I'm getting sick of these damp starts to a race

meeting when no one's had any testing in the wet. Just like Snetterton, it just spreads the field out. We've got to tell everyone else to pull their finger out then we'll all be up there."

The MX-5 City backed driver added: "Tom played a right blinder but we were running a dry set-up and just upped the tyre pressures a bit. We need to do some testing in the wet to be honest, to find the proper set up - we're just guessing at the minute."

Richard Wicklen had perhaps the drive of the race, carving his way through from 12th on the grid to finish fifth. He said: "I hadn't really set the car up for the damp conditions, but it just seemed to be perfect for what we needed."

"Fifth place was a total surprise, when we looked at the entry list we thought 12th or 13th, but we'll take it when it comes and accept when it doesn't."

"Consistent top tens are the target, so we'll be happy with that if we can do it in the other two races as well."

"I got past Paul Sheard off the start and then had to pick the others off one by one. I was catching Alan Henderson and James Blake-Baldwin on the last few laps."

Seventh placed finisher Anthony Nield said:

"I really enjoyed that, I had a great race. After qualifying we decided to switch to the Avon tyre - which I think was the right decision."

"I didn't feel that me, Liam and Jack were too far off the pace of the front-running lads.

"We both braked at the same time, and I don't think we turned into the corner until the exit, we ran right over to the other side of the track - there was a little bit of rubbing but nothing excessive. Then he tried to dive up the inside on the last corner as well, he couldn't get it turned so I just managed to hang on."

We had a good scrap and everything was fair which was the main thing and the racing was good."

"More importantly I didn't lose any places, I gained some which puts me in the right place for tomorrow. Hopefully, it should be dry which will help me more. It wasn't that I didn't enjoy it today, I just didn't expect the conditions to be so challenging."

He continued: "I was quite looking forward to it because we did an endurance event here in November, and I did an hour and a half stint in the rain. So I thought the wet wouldn't bother me, but it was drying all the time and it was hard to string together a good lap."

Carl Garnett told of his brush with the tyre barrier on lap six: He said: "It was my fault. I don't know what the corner is called coming down the hill after Peel before the Tom Pryce straight."

"I was having quite a good battle with Paul Sheard and Ray Worley but I locked up my brakes coming down the hill. It's off-camber and I tried to stop the car but it wouldn't stop. I went over the grass and straight into the tyre barrier."

"Luckily I could continue and managed to get back on the track and bring the car home, but 20th isn't great. It's a shame because it was a good battle until that point, I was having quite good fun - but hey ho, these things happen, it's all experience and that's what drop scores are for."

James Blake-Baldwin and Alan Henderson arrive at Rocket side-by-side on the final lap.



Top Masters Trophy runner Paul Sheard was disappointed with his race and said: "I really wish I'd got a good bullet-proof excuse for my poor performance and I just haven't which makes it even worse!"

"In fairness to Ray he was monstering me in the slow corners but I could make up a bit of the difference in the fast stuff.

"But I'm a million miles from where I'd like to be."

He explained: "I got an awful start and Carl [Garnett] was defending well, I think Abbie's instruction has been to defend for your life!

"So that sort of ruined the early laps and cost me about six places and once I got past him I never really got into a rhythm, but my best lap isn't far off fifth/sixth area so there is a small light at the end of the tunnel so I need to work on that.

"No disrespect, but I can't really be racing with Ray. If that happens in the next race, I'm just going to park the car up and walk into Rhosneigr and go to the nearest pub!

"I love the wet ordinarily, but I don't know whether it's the car... the tyres... or, me... but there just seems to be a real on/off switch at the moment, either you've got grip or you haven't, there's no flow with it.

"I'll try another set of tyres maybe, but I'm not making excuses up. I'm just getting too old basically!"

Unicable sponsored Ray Worley was the other half of the race-long Masters Trophy battle and he said: "I am very pleased with that result, I didn't know I was battling with Paul, I thought it was Steve Dolman because it's Steve's old car! It makes it even better for me that it was Paul.



Above: Jon Greensmith defends from Jack Harding, Charlie Charman, Anthony Nield and Liam Murphy on the opening lap.
Right: George Grant tests out the track limit options during his battle with Jeremy Crook and David Henderson.



"Because I believed it was Steve I thought that if I went in deep every time I would eventually get past when he went wide, but he didn't, he was bang on the marks.

"I've done three races on those tyres and bought some more, that's how much we like the tyres. They're easier to use than the others and you can still get some grip."

DRIVER TRACKER

GRID POSITION	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	LAP 9	LAP 10	LAP 11	FINISHING POSITION
1 Alan HENDERSON												1 Tom ROCHE (+3)
2 James BLAKE-BALDWIN												2 Alan HENDERSON (-1)
3 Jack HARDING												3 James BLAKE-BALDWIN (-1)
4 Tom ROCHE												4 Jonathan GREENSMITH (+2)
5 John DAVIES												5 Richard WICKLEN (+7)
6 Jonathan GREENSMITH												6 Liam MURPHY (+1)
7 Liam MURPHY												7 Anthony NIELD (+3)
8 Charlie CHARMAN												8 Jack HARDING (-5)
9 Carl GARNETT												9 Charlie CHARMAN (-1)
10 Anthony NIELD												10 Alex PRESTON (+3)
11 Paul SHEARD												11 John DAVIES (-8)
12 Richard WICKLEN												12 Paul SHEARD (-1)
13 Alex PRESTON												13 Raymond WORLEY (+2)
14 Steve DOLMAN												14 Jamie GODDARD (-7)
15 Raymond WORLEY												15 Jeremy CROOK (+1)
16 Jeremy CROOK												16 David HENDERSON (+3)
17 George GRANT												17 George GRANT (-)
18 Jim HART												18 Jim HART (-)
19 David HENDERSON												19 David WILLOUGHBY (+1)
20 David WILLOUGHBY												20 Carl GARNETT (-10)
21 Jamie GODDARD												21 Steve DOLMAN (-7)
22 Alex KING												22 Alex KING (-)
23 Ian McDONALD												23 Ian McDONALD (-)

David Henderson leads Steve Dolman and Jamie Goddard at Rocket.



Steve Dolman hunts down Ian McDonald.



Charlie Charman chased by John Davies and Alex Preston.



Liam Murphy, Jack Harding and Anthony Nield turn through Peel as one.



RACE 1 RESULT

FASTEST LAP

DRIVER: JAMES BLAKE-BALDWIN LAP 9 TIME: 1:51.857 SPEED: 67.58 MPH

POSITION	NUMBER	DRIVER	CAR	LAPS	RACE TIME	GAP	DIFFERENCE	AVERAGE MPH	BEST LAP TIME	BEST LAP
1	25	Tom ROCHE	Mazda MX-5 Mk3	11	20:46.369			66.72	1:52.140	11
2	1	Alan HENDERSON	Mazda MX-5 Mk3	11	20:53.755	7.386	7.386	66.32	1:52.497	9
3	2	James BLAKE-BALDWIN	Mazda MX-5 Mk3	11	20:54.314	7.945	0.559	66.29	1:51.857	9
4	5	Jonathan GREENSMITH	Mazda MX-5 Mk3	11	20:56.098	9.729	1.784	66.20	1:52.449	10
5	76	Richard WICKLEN	Mazda MX-5 Mk3	11	21:06.175	19.806	10.077	65.67	1:53.301	6
6	3	Liam MURPHY	Mazda MX-5 Mk3	11	21:08.883	22.514	2.708	65.53	1:53.273	9
7	29	Anthony NIELD	Mazda MX-5 Mk3	11	21:09.688	23.319	0.805	65.49	1:53.353	9
8	43	Jack HARDING	Mazda MX-5 Mk3	11	21:09.936	23.567	0.248	65.48	1:53.341	9
9	42	Charlie CHARMAN	Mazda MX-5 Mk3	11	21:10.647	24.278	0.711	65.44	1:53.488	11
10	32	Alex PRESTON	Mazda MX-5 Mk3	11	21:13.160	26.791	2.513	65.31	1:53.512	11
11	33	John DAVIES	Mazda MX-5 Mk3	11	21:19.295	32.926	6.135	65.00	1:53.858	10
12	18	Paul SHEARD	Mazda MX-5 Mk3	11	21:25.941	39.572	6.646	64.66	1:53.881	10
13	40	Raymond WORLEY	Mazda MX-5 Mk3	11	21:26.282	39.913	0.341	64.65	1:54.141	10
14	91	Jamie GODDARD	Mazda MX-5 Mk3	11	21:42.950	56.581	16.668	63.82	1:54.851	10
15	77	Jeremy CROOK	Mazda MX-5 Mk3	11	21:43.916	57.547	0.966	63.77	1:56.052	9
16	36	David HENDERSON	Mazda MX-5 Mk3	11	21:55.444	1:09.075	11.528	63.21	1:56.253	10
17	69	George GRANT	Mazda MX-5 Mk3	11	21:57.076	1:10.707	1.632	63.13	1:56.597	11
18	27	Jim HART	Mazda MX-5 Mk3	11	21:58.769	1:12.400	1.693	63.05	1:56.496	10
19	41	David WILLOUGHBY	Mazda MX-5 Mk3	11	21:59.042	1:12.673	0.273	63.04	1:57.525	11
20	19	Carl GARNETT	Mazda MX-5 Mk3	11	22:15.168	1:28.799	16.126	62.28	1:56.299	3
21	52	Steve DOLMAN	Mazda MX-5 Mk3	11	22:18.872	1:32.503	3.704	62.11	1:56.800	9
22	152	Alex KING	Mazda MX-5 Mk3	11	22:20.805	1:34.436	1.933	62.02	1:58.864	5
23	85	Ian McDONALD	Mazda MX-5 Mk3	11	22:29.440	1:43.071	8.635	61.62	1:59.758	11

POLE POSITION

1 Tom ROCHE	2 Alan HENDERSON
3 James BLAKE-BALDWIN	4 Jonathan GREENSMITH
5 Richard WICKLEN	6 Liam MURPHY
7 Anthony NIELD	8 Jack HARDING
9 Charlie CHARMAN	10 Alex PRESTON
11 John DAVIES	12 Paul SHEARD
13 Ray WORLEY	14 Jamie GODDARD
15 Jeremy CROOK	16 David HENDERSON
17 George GRANT	18 Jim HART
19 David WILLOUGHBY	20 Carl GARNETT
21 Steve DOLMAN	22 Alex KING
23 Ian MCDONALD	

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



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Tom Roche was kept honest by Alan Henderson and James Blake-Baldwin.



Race 2: Roche pushed all the way to line by rivals

Win number two of the weekend was not so easy for Welsh wet weather specialist.

DESPITE forecasts predicting the contrary, heavy early morning rain again left competitors with yet another damp but potentially drying track scenario to ponder.

The rain had all but stopped by the time Tom Roche and Alan Henderson took their places on the front row. And it was Henderson who made the best of the slippery conditions and gained the advantage going into Turn One.

Jon Greensmith slotted into third while Richard Wicklen and James Blake-Baldwin duked it out door handle-to-door handle all the way to the Banking fighting over fourth.

The contest resolved in favour of Wicklen when Blake-Baldwin was edged wide, although it wasn't long before the former Mk1 MX-5 champion would reverse the position at Rocket then passing Greensmith for third at Peel.

As this was being played out, Dolman span on the exit of Church dropping him to the tail of the field.

When the leaders crossed the line at the end of the opening lap, Henderson led from Roche, followed by Blake-Baldwin,

OVERALL PODIUM

1. T. ROCHE
2. A. HENDERSON
3. J. BLAKE-BALDWIN

MASTERS TROPHY

1. P. SHEARD
2. J. CROOK
3. R. WORLEY

Greensmith, Wicklen, Anthony Nield, Liam Murphy, Charlie Charman and Paul Sheard with Jack Harding rounding out top ten.

Carl Garnett and Sheard were the big winners on lap one making four and three places respectively, with Jamie Goddard and Dolman going in the opposite direction.

Having passed Davies, Preston and Harding on the opening lap, Sheard underlined his

Ray Worley and Jeremy Crook dispute second place in the Masters Trophy.



credentials by taking Charman on lap two to sit eighth.

Towards the end of the third lap Henderson and Roche were in a league of their own and had broken clear to create a 2.5 second gap back to Blake-Baldwin.

Roche made a move into the braking zone for Rocket and ran side by side all the way to Peel. On the grippier outside line he took the lead by the exit.

Sheard too was on the move again picking off seventh placed Murphy.

Just behind a great scrap had developed contested by Charman, Preston, Davies and Harding – a fight which would continue right to the flag.

By the halfway point of the race, the circuit had began to dry out, bringing Blake-Baldwin back into play and making a three-way battle for the lead.

Two other equally close trios featured Masters' competitors Ray Worley and Jeremy Crook dicing with Jamie Goddard over 13th place. And Dolman, Jim Hart and Alex King fought for 19th.

Mirroring Race 1's podium, Roche took his second victory of the meeting with Henderson runner up and Blake-Baldwin third – the top three covered by less than one second

Once again Greensmith had a lonely race to fourth with Wicklen taking fifth despite Nield's best efforts at the line.

Sheard followed his teammate home three and a half seconds later, with Murphy, Charman and Preston completing the top ten.

Wicklen's joy at his second fifth place finish was short-lived as he was deemed to have jumped the start, resulting in a ten second penalty. The Staffordshire racer ultimately dropped down to 12th.

Murphy, Charman and Harding were also covered by less than a second at the flag.



Charlie Charman heads Jack Harding, John Davies and Alex Preston through Church corner.

Jon Greensmith en route to his second fourth place of the weekend.



"James was absolutely flying mid-way through the race and I remember thinking 'I'd better pull my finger out'."

Unlike Race 1, the Masters Trophy was dominated by Sheard, who finished seventh on the road, later upgraded to sixth thanks to Wicklen's penalty.

Crook was the second highest Masters competitor, finishing in 14th with Worley once again in a podium position.

Overall winner Tom Roche said: "That was much harder than the first race, but the car

felt great. It's strange because when I was behind Alan it felt like I was much quicker, but as soon as I got past he stayed right with me.

"I didn't feel that I got a particularly bad start, it was just that Alan got better drive off the line and was ahead by the time we got to the first corner.

"It's quite difficult to overtake here in the rain, so it helped me a bit trying to get past Alan because when I got into the lead I kind of knew where it was possible and where it wasn't.

"There wasn't really a dry line, it was damp everywhere. Some corners were drier than others which made it hard to know where to push when you're the first going round. It was different every lap and it was a case of 'how

Tom Roche and Alan Henderson race side-by-side towards Church ahead of the chasing pack on the first lap.



George Grant heads David Henderson in their battle over 17th.



Alex King.



David Willoughby.



Carl Garnett.



hard do you push before you risk going off?"

Alan Henderson pushed Roche all the way to the flag and said: "I enjoyed that one, the car was miles better than yesterday. We didn't really change that much but obviously it was enough.

"I got a really good start and I can't remember where Tom got past, but it felt inevitable at the time. He just seemed to have a little bit more pace early on.

"James was absolutely flying mid-way through the race and I remember thinking 'I'd better pull my finger out'.

"When we both caught Tom, I didn't know what to do, try to get past or defend. If I defended going into Rocket the only way for him was round the outside then you're on the inside on the next corner with zero grip.

"He was trying and that seemed to be the only place where he looked strong enough to have a go, but it was too easy to defend and he couldn't make it stick."

With regard to the European Cup prize he said: "Looking at the results, James got fastest lap again so it's still very tight, but I don't think I have to beat him in the last race, just finish behind him - which is easier said than done. It's funny, Anglesey's never been a track I've gone well at, so I'm happy with how it's going so far."

Third-placed James Blake-Baldwin said: "Whereas yesterday Tom obviously had an

advantage, in the wet, he probably knows the car better than we do. Alan and I managed to find that pace today.

"It was a huge leap forward, probably the tightest racing I think we've ever done. There was just nothing in it, anywhere on the circuit.

"Tom was defending going up the hill, and backing us up at the top, and we just couldn't

"We don't want to be up in front of the clerk of the course having to explain ourselves over contact. Yes we're going to rub, that's racing. But as soon as someone starts being deliberate and does a 'Jason Plato', then that's not right, it's not the way you want to race is it?"

get past. I tried to get past Alan and he was doing the same thing as Tom was doing to him.

"I'm just pleased Tom doesn't have that advantage in the wet, now.

"At the start I got run onto the grass by a blue car. We came round the banking and I was on the outside and he decided to shut the

John Davies, Jack Harding, Alex Preston
and Charlie Charman turn into Rocket.



door on me on the exit. I don't think it was deliberate but I then had two places to make up.

Talking about the closeness of the racing he added: "I think there's a lot of respect between me, Tom and Alan. We don't want to be up in front of the clerk of the course having to explain ourselves over contact. Yes we're going to rub, that's racing. But as soon as someone starts being deliberate and does a 'Jason Plato', then that's not right. It's not the way you want to race is it?"

"The last race is going to be very close. There will be four of us there, with Greensmith included, in a train. I'm starting from third so I've got some work to do if I'm to go to Barcelona."

Jon Greensmith said: "Another fourth place! It's getting a bit frustrating, I thought we had a good set-up and could have kept with Blake-Baldwin, but then someone ran into the side of me and that ruined any chance of a tow."

"It happened turning into the left-hander at Rocket, I went wide on the wet line, like everyone else and then 'laddo' decided to go for a dive thinking he could get past. But he lost control and slid into me."

"I've seen it all before and it just doesn't work when it's wet. I don't think you can set a car up for greasy conditions, it's either wet or dry. This year weather keeps throwing us a curved ball."

"I don't think I'll be going to Spain, unless the others knock each other off."

"It'd be nice to get on the podium for the last one."

Richard Wicklen crossed the line in fifth and was one again was in the thick of the action. He said: "I was happy to come fifth, but I've got to talk to the clerks about a ten second penalty for a jump start. I think it's a bit harsh, I didn't know I'd done it, but that's what the rules are for. It's gutting but the main thing for us is where we finished on track."

Following Wicklen home but later promoted to fifth was Anthony Nield who said: "I'm really pleased with that. It felt like everyone was pushing more and had cottoned on to the right lines, but because the lads at the front were fighting, the pace was nearly two seconds a lap slower than yesterday."

"I'd like to think I can get on the podium, that's what I'm aiming for. I'm hoping that the front guys will be fighting and then me, Paul [Sheard] and Liam [Murphy] can come through. I'm sure there will be different people in the mix if it's dry."

Looking at the grid for race three Nield laughed: "Wherever I am Liam's always next to us, front or back, or in the paddock - he's always there! It's good because I can confidently race with him, except for when he fired me off, but we'll forget about that!"

Paul Sheard put the disappointment of Race 1 behind him to battle through the pack to finish sixth.



"Paul seems a bit more positive today, he hasn't drowned himself in the Irish Sea!"

A visibly relieved Masters winner Paul Sheard said: "My daughter says she might not disown me now! It was just a bad set of tyres. "I'm going to sound like a typical motorsport person now, I had a misfire for four laps which seemed to cure itself although it didn't actually slow me up that much.

"The outside line worked and everybody was sensible, especially the likes of Liam. He'd seen I was catching him. Although I did cut his nose off a little bit but I was in position, he knew what to expect and he was hoping to follow me through, which he did for a while.

"Paul seems a bit more positive today, he hasn't drowned himself in the Irish Sea!"

"I feel like I'm getting back into it, a bit of a novice again really.

"The others are only going to be starting the next race a few yards in front and I'd like to think we could be teetering on a podium. I will give them a run for their money now we're on brand new tyres.

"It's going to be busy on track and I hate to say it but they so close that it won't always go as smoothly as it has done today. That's what makes motor racing interesting, the unexpected, so fingers crossed.

"This will be a one off for me, unless my little lad bullies me into more, or we have really low numbers of drivers. We only have two here and I don't think that'll happen again this season."



Eighth on track for Liam Murphy turned into seventh in the results following Richard Wicklens ten second penalty.



Jeremy Crook in pursuit of Jamie Goddard.



Steve Dolman spins in front of Alex King and Ian McDonald exiting Church on the opening lap.

DRIVER TRACKER

GRID POSITION	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	LAP 9	LAP 10	LAP 11	FINISHING POSITION
1 Tom ROCHE												1 Tom ROCHE (-)
2 Alan HENDERSON												2 Alan HENDERSON (-)
3 James BLAKE-BALDWIN												3 James BLAKE-BALDWIN (-)
4 Jonathan GREENSMITH												4 Jonathan GREENSMITH (-)
5 Richard WICKLEN												5 Richard WICKLEN (-)*
6 Liam MURPHY												6 Anthony NIELD (+2)
7 Anthony NIELD												7 Paul SHEARD (+6)
8 Jack HARDING												8 Liam MURPHY (-1)
9 Charlie CHARMAN												9 Charlie CHARMAN (+1)
10 Alex PRESTON												10 Alex PRESTON (+1)
11 John DAVIES												11 Jack HARDING (-2)
12 Paul SHEARD												12 John DAVIES (-)
13 Raymond WORLEY												13 Jamie GODDARD (+1)
14 Jamie GODDARD												14 Jeremy CROOK (+1)
15 Jeremy CROOK												15 Carl GARNETT (+5)
16 David HENDERSON												16 Raymond WORLEY (-3)
17 George GRANT												17 George GRANT (-)
18 Jim HART												18 David HENDERSON (-2)
19 David WILLOUGHBY												19 David WILLOUGHBY (-)
20 Carl GARNETT												20 Steve DOLMAN (+2)
21 Steve DOLMAN												21 Jim HART (-3)
22 Alex KING												22 Ian McDONALD (+1)
23 Ian McDONALD												23 Alex KING (-1)

*Driver later given 10sec penalty for false start

Another promising performance by Richard Wicklen was tarnished when he received a penalty for a jump start.



Anthony Nield.



Tom Roche, Alan Henderson and James Blake-Baldwin during the closing stages.

Jim Hart.



RACE 2 RESULT

FASTEST LAP

DRIVER: JAMES BLAKE-BALDWIN LAP 6 TIME: 1:53.394 SPEED: 66.72 MPH

POSITION	NUMBER	DRIVER	CAR	LAPS	RACE TIME	GAP	DIFFERENCE	AVERAGE MPH	BEST LAP TIME	BEST LAP
1	25	Tom ROCHE	Mazda MX-5 Mk3	11	21:05.246			65.72	1:53.615	10
2	1	Alan HENDERSON	Mazda MX-5 Mk3	11	21:05.656	0.410	0.410	65.70	1:53.357	10
3	2	James BLAKE-BALDWIN	Mazda MX-5 Mk3	11	21:06.079	0.833	0.423	65.68	1:53.294	6
4	5	Jonathan GREENSMITH	Mazda MX-5 Mk3	11	21:10.431	5.185	4.352	65.45	1:53.969	9
5	29	Anthony NIELD	Mazda MX-5 Mk3	11	21:17.877	12.631	7.446	65.07	1:54.453	11
6	18	Paul SHEARD	Mazda MX-5 Mk3	11	21:21.203	15.957	3.326	64.90	1:54.800	8
7	3	Liam MURPHY	Mazda MX-5 Mk3	11	21:23.910	18.664	2.707	64.77	1:54.706	11
8	42	Charlie CHARMAN	Mazda MX-5 Mk3	11	21:25.022	19.776	1.112	64.71	1:54.390	11
9	32	Alex PRESTON	Mazda MX-5 Mk3	11	21:25.531	20.285	0.509	64.68	1:54.454	11
10	43	Jack HARDING	Mazda MX-5 Mk3	11	21:25.891	20.645	0.360	64.67	1:53.818	11
11	33	John DAVIES	Mazda MX-5 Mk3	11	21:27.076	21.830	1.185	64.61	1:54.756	11
12	76	Richard WICKLEN*	Mazda MX-5 Mk3	11	21:27.646	22.400	0.570	64.58	1:54.857	8
13	91	Jamie GODDARD	Mazda MX-5 Mk3	11	22:01.002	55.756	33.356	62.95	1:56.857	11
14	77	Jeremy CROOK	Mazda MX-5 Mk3	11	22:02.220	56.974	1.218	62.89	1:57.584	11
15	19	Carl GARNETT	Mazda MX-5 Mk3	11	22:04.368	59.122	2.148	62.79	1:57.304	11
16	40	Raymond WORLEY	Mazda MX-5 Mk3	11	22:05.128	59.882	0.760	62.75	1:58.680	6
17	69	George GRANT	Mazda MX-5 Mk3	11	22:08.331	1:03.085	3.203	62.60	1:58.063	11
18	36	David HENDERSON	Mazda MX-5 Mk3	11	22:08.988	1:03.742	0.657	62.57	1:58.067	11
19	41	David WILLOUGHBY	Mazda MX-5 Mk3	11	22:12.571	1:07.325	3.583	62.40	1:58.336	10
20	52	Steve DOLMAN	Mazda MX-5 Mk3	11	22:27.005	1:21.759	14.434	61.73	1:58.734	10
21	27	Jim HART	Mazda MK-5 Mk3	11	22:28.357	1:23.111	1.352	61.67	1:59.353	10
22	85	Ian McDONALD	Mazda MX-5 Mk3	11	22:31.765	1:26.519	3.408	61.51	1:58.956	10
23	152	Alex KING	Mazda MX-5 Mk3	11	22:32.566	1:27.320	0.801	61.48	1:58.453	10

* Driver given 10sec penalty for false start

POLE POSITION

1 Tom ROCHE	2 Alan HENDERSON
3 James BLAKE-BALDWIN	4 Jonathan GREENSMITH
5 Anthony NIELD	6 Paul SHEARD
7 Liam MURPHY	8 Charlie CHARMAN
9 Alex PRESTON	10 Jack HARDING
11 John DAVIES	12 Richard WICKLEN
13 Jamie GODDARD	14 Jeremy CROOK
15 Carl GARNETT	16 Ray WORLEY
17 George GRANT	18 David HENDERSON
19 David WILLOUGHBY	20 Steve DOLMAN
21 Jim HART	22 Ian MCDONALD
23 Alex KING	

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



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Alan Henderson's race win guarantees his spot in the MX-5 European Cup.

Race 3: Henderson victory sees him on plane to Spain

MX-5 European Cup place is reward for reigning SuperCup champion's consistency.

On a weekend when virtually every other part of the UK was sweltering in a heatwave - at last, a bright sunny and most importantly dry circuit welcomed the drivers as they took up their places on the grid for the final race. This race had added spice as Alan Henderson knew all he had to do was follow James Blake-Baldwin home to guarantee him the trip to Barcelona. Blake-Baldwin needed to win and have a bit of help if he was to claim the prize. But as it transpired, playing it safe was not in Henderson's vocabulary.

For the second race running, Roche and Henderson shared the front row, but this time the pair left the line as one, running side-by-side through Turn One all the way to the Banking.

With the Blendini Motorsport frontman hung out to dry on the outside exiting the second corner, Blake-Baldwin seized the opportunity to follow Henderson past Roche up the inside on the run to Church.

But faster than all was Jon Greensmith who, thanks to an amazing drive exiting Church, blasted past both Blake-Baldwin and Roche, to set up a challenge for the lead into the

OVERALL PODIUM

- 1. A. HENDERSON**
- 2. J. BLAKE-BALDWIN**
- 3. J. GREENSMITH**

MASTERS TROPHY

- 1. J. CROOK**
- 2. S. DOLMAN**
- 3. R. WORLEY**

braking zone for Rocket.

A re-invigorated Paul Sheard fancied a piece of the action too and challenged Roche for fourth and made the move stick, unlike Greensmith.

Behind, it was equally frenetic between Anthony Nield, Liam Murphy, Charlie Charman, Jack Harding and John Davies.

The shenanigans continued up front with

Jeremy Crook leads Steve Dolman in the battle for Masters Trophy honours.



Blake-Baldwin, Sheard and Roche three abreast into The Hairpin in their fight for third. Blake-Baldwin got the job done and set about closing the gap to Greensmith.

Roche tried in vain to depose Sheard at the Bus Stop, meaning the top ten at the end of an entertaining first lap was, Henderson, Greensmith, Blake-Baldwin, Sheard, Roche, Nield, Murphy, Harding, Charman and Davies.

Yards later, Sheard's race came to an abrupt end when he ran wide on the kerb, exiting Turn One, before spearing back across the tarmac into the tyre wall.

He recovered but damage to the car saw him retire to the pit lane, where he was soon joined by teammate George Grant after a coming together with Jamie Goddard and Carl Garnett at Rocket.

"It was frustrating really, a couple of times I seemed to be in the wrong place at the wrong time.

Meanwhile the fight at the front had fragmented into four groups of two with Greensmith hounding Henderson, Roche harrying Blake-Baldwin, Murphy chasing Nield and Davies shadowing Harding.

With three laps gone Richard Wicklen had climbed to ninth, and was embroiled in what would become a titanic race-long scrap with Charman, Alex Preston and the recovering Garnett.

Two laps later, Greensmith tried again for the lead at Rocket but out-braked himself, running wide across the grass losing places to Blake-Baldwin and Roche. He returned to the fray just behind the Welshman with Nield, Murphy, Davies and Harding all breathing down his neck forming an impressive seven-car train hunting down Henderson.

Even though the racing was monumentally close, there was very little place trading until the final two laps. Greensmith picked up the pieces and the final podium spot, when an attempt by Roche to steal second from Blake-Baldwin at Rocket didn't come off. Greensmith didn't require a second invitation and promptly seized on the opportunity to dive up the inside into Peel.

The battle for second had been distilled down to five cars by the final lap, when Davies stole seventh from Harding which caused the pair to drop away.

By the flag Henderson had pulled well clear of the five drivers contesting second, taking victory by a clear seven seconds.

Blake-Baldwin just squeezed out Greensmith, Roche, Nield and Murphy. The quintet crossed the line covered by just over a second.

Davies and Harding took seventh and eighth respectively while BLiNK Motorsport pairing Preston and Charman completed the top ten. Charman just held off Garnett and Wicklen at

David Henderson.



Richard Wicklen.



Paul Sheard side-by-side with Tom Roche on the opening lap.



John Davies on his way to seventh.



Ian McDonald.



Alex Preston locked in battle with Charlie Charman and Carl Garnett for ninth.



the flag.

With Sheard's retirement on lap two, top Masters driver was Jeremy Crook, with Steve Dolman securing second spot while the ever-present Ray Worley took third despite gearbox issues.

Henderson's commanding victory, plus fastest lap, put him six points clear in the Championship standings making him the BRSCC SuperCup representative for the Mazda MX-5 European Cup.

A beaming Alan Henderson said: "It couldn't have gone any better, I got a good start, not aggressive but I was quite keen to get the lead straight away, so I made my point early on.

"Jonny was there and I was waving to him saying 'work together' and I think he got the idea, but he made a mistake and that split us up creating a gap between me and everybody else.

"Once that happened I could drive like qualifying, setting good lap times and maintaining it. I wasn't driving slow but I wasn't wringing the neck of the car either."

"It'll be good to test the new MX-5 race car but I think all the Global Cup cars are left-hand drive. I've never driven a left-hand drive car before."

An exhausted runner-up James Blake-Baldwin commented: "That was really hard work, all I could see in my mirrors was a train of MX-5s, it was mental.

"It was so hard to keep them behind too because we'd put some new tyres on before the race and they didn't work at all. The car was an absolute pig all the way round. It was like driving on wet tyres.

"And while we were scrapping, Alan just cruised round getting the quick laps in. I was never going to catch him with those tyres, not in a million years! Never mind."

Jon Greensmith claimed the final podium spot and said: "The car was brilliant but I made it hard when I out-braked myself at the top end of the circuit. Had it not been for that 'senior moment' I think I could have maintained that gap to Alan and if he'd had a problem... Well you never know."

He added: "I could see that Tom was struggling and James too and I wondered if I could pass him as well, but I thought it was better to keep it safe in third.

"It's so close, that's what it should be like, a one-make series with everything equal so it's just down to driver ability, awesome!"

After winning both of the early damp races, it was fourth place for a disappointed Tom Roche who said: "It was frustrating really, a

No time to take in the stunning scenery for James Blake-Baldwin as he fends off the advances of Jon Greensmith and Tom Roche.



Anthony Nield keeps
Liam Murphy at bay.



Jamie Goddard's car sports the battle scars following
contact with George Grant on lap one.



Jack Harding on his way to eighth place.



David Willoughby had a great tussle
with David Henderson.



couple of times I seemed to be in the wrong place at the wrong time."

He explained: "Pole here is not really a very good place to start, the first corner's flat out then you're on the outside for the next two."

"I have to say that James drove really well, put his car in the right place and didn't make any mistakes. But two wins this weekend is great for my championship chances."

Anthony Nield took fifth and said: "I'm pleased with that, I could have been second or third, but then again I could have crashed into the barriers so it wasn't too bad."

"I had the pace in the car but just not quite enough to make a challenge on Tom. I was waiting for them to stumble over each other."

Paul Sheard had looked like he might have troubled the podium at the start, but a rare error saw him crash out on lap two. He said: "I think I lost my bearings possibly in relation to the kerb, because I was so keen to take that momentum with me and I think I probably was further down the kerb than I thought I was, and came off the end."

Alan Henderson has booked his seat on the plane to Spain by virtue of heading the championship standings at the end of last weekend's Anglesey triple-header.

This amazing opportunity will see the County Durham driver take part in the two-day Mazda MX-5 European Cup Final at the Parc Motor Circuit in July. He will compete against the best MX-5 racers in Europe and fight for the chance of a place at the Global Mazda MX-5 Cup Final at Laguna Seca in California later this year.

The AK Automotive backed driver, who was pushed all the way to Spain by racing rivals James Blake-Baldwin and Jon Greensmith,

George Grant in the thick of the action turning into Rocket on the first lap. Damage sustained in this incident saw the popular driver retire from the race.



had previously described the prize as a 'once-in-a-lifetime opportunity' and added: "I'm looking forward to it but I don't know what to expect. It's a competition but I've no idea exactly what it involves."

"It'll be good to test the new MX-5 race car but I think all the Global Cup cars are left-hand drive. I've never driven a left-hand drive car before - it should be fine, just the gearstick is on the wrong side!"

He is excited to be representing his country saying: "Hopefully we can show that the UK's one of the most competitive places for

"That was really hard work, all I could see in my mirrors was a train of MX-5s, it was mental."

motorsport in the world."

The championship table reflects the form of Henderson, and he left North Wales preserving his advantage with a six point lead over his nearest rival Blake-Baldwin. There's been no win yet for Greensmith, but his consistency leaves him in third place with Liam Murphy and Anglesey double race winner Tom Roche in fifth.

With Henderson deciding to sit out the next two rounds at Zolder there's a chance for his rivals to steal a march and gain the upper hand before his return at Oulton Park.

DRIVER TRACKER

GRID POSITION	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	LAP 9	LAP 10	LAP 11	LAP 12	FINISHING POSITION
1 Tom ROCHE													1 Alan HENDERSON (+1)
2 Alan HENDERSON													2 James BLAKE-BALDWIN (+1)
3 James BLAKE-BALDWIN													3 Jonathan GREENSMITH (+1)
4 Jonathan GREENSMITH													4 Tom ROCHE (-3)
5 Anthony NIELD													5 Anthony NIELD (-)
6 Paul SHEARD													6 Liam MURPHY (+1)
7 Liam MURPHY													7 John DAVIES (+4)
8 Charlie CHARMAN													8 Jack HARDING (+2)
9 Alex PRESTON													9 Alex PRESTON (-)
10 Jack HARDING													10 Charlie CHARMAN (-2)
11 John DAVIES													11 Carl GARNETT (+4)
12 Richard WICKLEN													12 Richard WICKLEN (-)
13 Jamie GODDARD													13 Jeremy CROOK (+1)
14 Jeremy CROOK													14 Jamie GODDARD (-)
15 Carl GARNETT													15 Steve DOLMAN (+5)
16 Raymond WORLEY													16 Raymond WORLEY (-)
17 George GRANT													17 David WILLOUGHBY (+2)
18 David HENDERSON													18 David HENDERSON (-)
19 David WILLOUGHBY													19 Jim HART (+2)
20 Steve DOLMAN													20 Ian McDONALD (+2)
21 Jim HART													21 Alex KING (+2)
22 Ian McDONALD													22 Paul SHEARD (-16)
23 Alex KING													23 George GRANT (-6)

Alan Henderson locks his brakes under pressure from Jon Greensmith at Rocket during the opening laps of the race.



BRSCC Mazda MX-5 SuperCup2016

MastersTrophy

POINTS TABLE AFTER 5 ROUNDS

Jeremy Crook leads Ray Worley in the Masters Trophy points table.



POS.	NUMBER	DRIVER	TOTAL
1	77	Jeremy CROOK	144
2	40	Ray Worley	140
3	41	David Willoughby	132
4	52	Steve Dolman	128
5	27	Jim Hart	124
6	85	Ian McDonald	113
7	69	George Grant	104
8	18	Paul Sheard	66
9	223	Garry Townsend	66
10	21	Simon Fleet	52
11	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 3 RESULT

FASTEST LAP

DRIVER: ALAN HENDERSON LAP 3 TIME: 1:44.805 SPEED: 72.13 MPH

POSITION	NUMBER	DRIVER	CAR	LAPS	RACE TIME	GAP	DIFFERENCE	AVERAGE MPH	BEST LAP TIME	BEST LAP
1	1	Alan HENDERSON	Mazda MX-5 Mk3	12	21:15.539			71.12	1:44.805	3
2	2	James BLAKE-BALDWIN	Mazda MX-5 Mk3	12	21:22.672	7.133	7.133	70.72	1:45.456	3
3	5	Jonathan GREENSMITH	Mazda MX-5 Mk3	12	21:23.035	7.496	0.363	70.70	1:45.182	3
4	25	Tom ROCHE	Mazda MX-5 Mk3	12	21:23.180	7.641	0.145	70.69	1:45.336	2
5	29	Anthony NIELD	Mazda MX-5 Mk3	12	21:23.728	8.189	0.548	70.66	1:45.384	4
6	3	Liam MURPHY	Mazda MX-5 Mk3	12	21:24.099	8.560	0.371	70.64	1:45.329	2
7	33	John DAVIES	Mazda MX-5 Mk3	12	21:26.033	10.494	1.934	70.54	1:45.665	5
8	43	Jack HARDING	Mazda MX-5 Mk3	12	21:27.503	11.964	1.470	70.46	1:45.525	5
9	32	Alex PRESTON	Mazda MX-5 Mk3	12	21:35.767	20.228	8.264	70.01	1:46.971	11
10	42	Charlie CHARMAN	Mazda MX-5 Mk3	12	21:37.954	22.415	2.187	69.89	1:47.090	4
11	19	Carl GARNETT	Mazda MX-5 Mk3	12	21:38.741	23.202	0.787	69.85	1:46.766	4
12	76	Richard WICKLEN	Mazda MX-5 Mk3	12	21:39.268	23.729	0.527	69.82	1:47.009	12
13	77	Jeremy CROOK	Mazda MX-5 Mk3	12	21:48.641	33.102	9.373	69.32	1:47.611	5
14	91	Jamie GODDARD	Mazda MX-5 Mk3	12	21:49.105	33.566	0.464	69.29	1:47.094	8
15	52	Steve DOLMAN	Mazda MX-5 Mk3	12	21:51.413	35.874	2.308	69.17	1:47.405	5
16	40	Raymond WORLEY	Mazda MX-5 Mk3	12	21:56.546	41.007	5.133	68.90	1:47.784	2
17	41	David WILLOUGHBY	Mazda MX-5 Mk3	12	22:13.368	57.829	16.822	68.03	1:48.637	2
18	36	David HENDERSON	Mazda MX-5 Mk3	12	22:13.512	57.973	0.144	68.03	1:48.522	6
19	27	Jim HART	Mazda MX-5 Mk3	12	22:15.100	59.561	1.588	67.94	1:48.029	2
20	85	Ian McDONALD	Mazda MX-5 Mk3	12	22:39.558	1:24.019	24.458	66.72	1:51.413	10
21	152	Alex KING	Mazda MK-5 Mk3	12	22:46.605	1:31.066	7.047	66.38	1:51.659	3
DNF	18	Paul SHEARD	Mazda MX-5 Mk3	2	4:08.663	10 Laps	10 Laps	60.80	1:52.012	1
DNF	69	George GRANT	Mazda MX-5 Mk3	1	2:37.630	11 Laps	1 Lap	47.96		

ANGLESEY: Trophy winner's gallery

ROUNDS THREE & FOUR



1st: Tom ROCHE



2nd: Alan HENDERSON



3rd: James BLAKE-BALDWIN

BRSCC Mazda MX-5 **SuperCup2016**

CHAMPIONSHIP STANDINGS

POS.	DRIVER	ACCRUED POINTS	ADJUSTED TOTAL
1	Alan Henderson	495	495
2	James Blake-Baldwin	489	489
3	Jonathan Greensmith	474	474
4	Liam Murphy	454	454
5	Tom Roche	447	447
6	Jack Harding	422	422
7	Richard Wicklen	418	418
8	Alex Preston	416	416
9	Carl Garnett	378	378
10	Jeremy Crook	370	370
11	Ray Worley	356	356
12	David Henderson	332	332
13	David Willoughby	332	332
14	Steve Dolman	318	318
15	Jim Hart	314	314
16	Jamie Goddard	310	310
17	Ian McDonald	286	286
18	Alex King	280	280
19	Anthony Nield	272	272
20	George Grant	266	266
21	Charlie Charman	252	252
22	John Davies	248	248
23	Will Chappell	180	180
24	Andrew Caird	164	164
25	Garry Townsend	156	156
26	Geoff Gouriet	146	146
27	Simon Fleet	132	132
28	Gregg Catton	114	114
29	Paul Sheard	90	90
30	Phillip Gallow	82	82



ROUND FIVE



1st: Alan HENDERSON



3rd: Jon GREENSMITH



Driver of Event: Jeremy CROOK

NEXT MEETING: ZOLDER, 4th & 5th June 2016

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