

2016 BRSCC MAZDA MX-5 SUPERCUP

RACE REPORT

July 9 & 10, 2016 | **Rounds 10 & 11**

BRANDS HATCH

Words and pictures by **JON ELSEY**



AVON
TYRES

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LIFTING

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Steve Dolman, James Blake-Baldwin, Carl Garnett and Jon Greensmith take to the Brands Hatch tarmac.



Qualifying: Roche edges out rivals in the closest ever SuperCup session

Welshman claims pole in double red-flagged qualifying where the top 15 drivers were separated by less than one second.

WITH the halfway point of this year's competition now reached, the BRSCC's MX-5 SuperCup must rate as one of the most keenly fought one-make championships in the UK. As each round has been ticked off the calendar the racing has become closer and more exciting - thrilling competitors and spectators alike.

Something that was underlined at Oulton Park last time out when no fewer than nine evenly-matched Mazdas battled it out for victory in the closing laps.

An impressive 29-car entry headed to Brands Hatch to contest rounds 10 and 11 of the 18-round championship.

With backing from Kent MX-5 Services, Surrey racer James Blake-Baldwin arrived at the iconic Kent circuit with a slim three point advantage over his chief adversary Tom Roche. However, a huge thorn in their sides would be defending champion Alan Henderson hoping to return to winning ways following a disappointing couple of rounds at Oulton.

But it wasn't either of his key rivals who nearly scuppered Blake-Baldwin's title challenge. A blown engine in Friday's testing

TOP TEN

1. T. ROCHE
2. A. HENDERSON
3. J. BLAKE-BALDWIN
4. J. HARDING
5. L. MURPHY
6. J. GREENSMITH
7. D. CHAPMAN
8. J. GODDARD
9. W. CHAPPELL
10. R. WICKLEN

MASTERS TROPHY

1. J. CROOK
2. S. GODDARD
3. G. TOWNSEND

Brands specialist David Chapman returned to the championship and was immediately on the pace.



almost cost the former MX-5 Mk1 champion his place on the starting grid.

Blake-Baldwin explained: "It happened during the final test session. I started to come down the hill towards Graham Hill Bend and went for third gear as normal and the engine dropped straight to two cylinders. It was bizarre, the engine let go instantly and by the time I got to the pits it had seized."

Yet again the paddock came to Blake-Baldwin's aid, this time it was his two main championship rivals that got the Surrey driver back on track. He explained: "AK [Automotive] were absolute superstars and were happy to help me out. I can't thank them enough because at the end of the day I've stolen their spare engine. I asked all their drivers and they all said yes go for it."

"To be in a championship where you're so close on points, for all the drivers to say 'crack on James' is incredible. That's what Mazda racing is all about and it isn't the first time this season other drivers have helped me."

If one rival lending him an engine wasn't enough, another spent the evening fitting it. "Tom [Roche] and Josh [Robbins] at Blendini Motorsport have always helped me out. Josh did an amazing job swapping the engines over. Where else in motorsport do you get that sort of help from your main rivals? Certainly not in F1."

The weekend also welcomed back two seasoned campaigners in Chris Dawkins and David Chapman, both making their first outings of the year.

While former Caterham racer Andy Coombs made his debut in a SuperCup race car and he explained his decision to join the championship: "I was looking for something different to Caterhams. I'd had a few bad experiences there losing wheels and suspension legs. I've been following Mazdas for a couple of years and it looks like a good series."

"I've done a fair bit of racing in the past. I

"If Tom and I can get a good start we will be taking the inside line and Alan will be stuck on the outside. Let's see if he likes the taste of gravel!"

started in Slick 50 Road Saloons 30 years ago with a V6 Capri. Then I went onto Escorts and won the Ford Modified Saloon Championship in '98. More recently I won a couple of races in the Caterham Graduates."

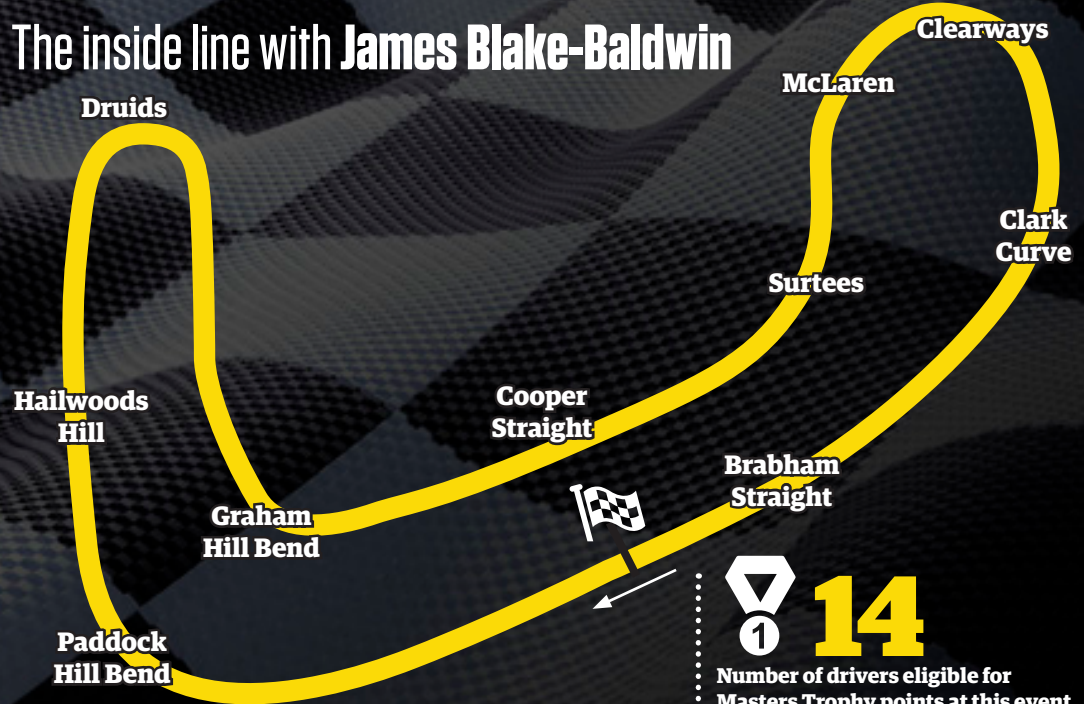
"I had two years out building this car and was lucky enough to get sponsorship from Fix Auto which has really helped. We stripped it to the bone, had it on its back, painted all underneath that's why it's taken so long really."

The crucial 20-minute qualifying began and ended with red flags. Simon Fleet and Ray Worley found themselves in the Clearways gravel trap even before the first lap time had been registered and with their cars deemed to be in dangerous positions qualifying was halted. While Worley would go on to post a time, Fleet would not be allowed back on track destined to start from the back.

A thrilling session then played out which resulted in an incredible 15 cars covered by less than one second. It was ultimately headed by Roche who set his fastest time of 56.103 on his tenth of 13 laps. He claimed pole position by the slenderest of margins from Alan Henderson shortly before the red flags flew again, bringing qualifying to a premature end when David Henderson, Jim Hart and Garry Townsend also found the kitty litter at the top of Paddock Hill Bend.

BRANDS HATCH (indy)

The inside line with James Blake-Baldwin


29

The number of drivers entered for this event.


43MPH

The speed the slowest corner, Druids is taken.


7

The number of corners in one lap of the circuit.


1.208 MILES

The length of one lap of the circuit.


58MPH

The speed retardation in the heaviest braking zone. Slowing from 91mph to 43mph on the approach to the Druids hairpin.


81MPH

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


6

The number of gear changes on a flying lap.


1.0G

The highest lateral 'g-force' recorded turning through Paddock Hill.


1.1G

The highest longitudinal 'g-force' is recorded when braking for the Druids hairpin.


111MPH

The highest speed achieved on a flying lap, Just before the braking for Paddock Hill


55.885

The quickest lap time during the meeting set by Tom Roche in Race 2. Recording an average speed of 77.81 MPH


Brands Hatch

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Jamie Goddard emerges from the Druids trees.



Jeremy Crook put in his best-ever qualifying performance to top Masters Trophy runners.



George Grant turns into the Druids hairpin



Tom Collins focusing on the job in hand.



Chris Dawkins made a welcome return.



Simon Fleet barely managed a lap before finding the Clearways gravel bringing out the first of two red flags during the session.

A pleased Tom Roche remarked: "I think I only did about one good lap, it was very frustrating out there with all the red flags and the stopping and starting."

"I remember coming in at the end of the session and thinking 'that was a bit rubbish' and then someone told me I was quickest and all of a sudden it was 'oh, that's all right then!'"

"With the top 15 separated by one second, it's going to be so tight. It could be just one long train. You have to be so careful to not make any mistakes because if you run wide or have any contact you'll lose momentum and maybe up to ten places!"

Alan Henderson who posted the second fastest time right at the end of the session said: "I was getting faster and faster and on the lap which was red flagged I was well up. Up on

"It's going to be all about positioning your car in the right place, not leaving the door open because you'll probably lose five or six places not just one."

what I'd done in practice and I would've been probably six tenths faster than Tom.

"I'm disappointed not to have got pole but I know the pace is there. I suppose second place is not a bad place to start here."

James Blake-Baldwin said: "Considering what happened yesterday, and all the things we've changed I am very happy - everyone's been awesome this weekend."

"To be honest with you if I wasn't on pole, I'd far rather be third than second on the grid here. Second's just not the place to be. If Tom and I can get a good start we will be taking the inside line and Alan will be stuck on the outside. Let's see if he likes the taste of gravel!" He joked.

"There's a tenth-and-a-half in it, and we all know we go slower in the race. A point Tom made when he said: 'I don't know why we bother about a tenth or even half a second in qualifying. Every time we go racing we're always one and a half seconds slower anyway.' If you're one-and-a-half seconds within the pole guy you're going to be on pace."

Blake-Baldwin underlined that point stating: "Looking at the qualifying times the top 15 are covered by one second so no-one can turn round and say Mazdas aren't competitive, it's unreal. It's interesting to see when people set their times during the session and from that you can work out their tyre pressures."

Fourth fastest Jack Harding said: "I followed Alan and was getting okay lap times then on one lap I was catching him and was a tenth or two up. I don't know whether it was just something to do with being so close behind him. As I came off the last corner I locked the brakes, slid wide and messed the lap up and was going round on my own for the rest of the session."

Will Chappell races up Hailwood Hill. Brands was only the Concorde Motorsport driver's second meeting of the year but he still managed to post a top ten time.



"I think it'll be really close and there will be a lot of defending going on. It's going to be all about positioning your car in the right place, not leaving the door open because you'll probably lose five or six places not just one."

An exasperated Jon Greensmith commented: "Sixth again, it's getting all too common, I'm getting bored of being consistent! Yesterday in testing the car felt absolutely brilliant, but we thought we'd try something different in this morning's free practice, but it was worse so we went back to the settings we had yesterday afternoon. But that didn't work today, the track has evolved it's a nightmare, absolute nightmare."

The ever-cheerful Yorkshireman continued:

"I've got too much over-steer. Yesterday I could plant it anywhere particularly through the esses, but not today. I had to lift and that's three or four tenths straight away. My old man thinks it's my driving, more likely his mechanics, think I'll have to sack him."

"It's so close though. The leader's going to find it hard to get away, it never really happens round here. If he does pull clear then it means everyone else has fallen over each other."

"Third would be nice, I need a podium. I need to get that damned monkey off my back, I keep telling it every night 'get off'! It will be hard work and should be a good race if everyone's sensible. If they don't there could

"I'm very rusty, the boys are all taking the mickey out of me saying things like 'do you know what an apex is?'"

be safety car after safety car. I've been here before in the Porsches and managed just eight laps over two whole races due to safety cars."

Brands Hatch SuperCup lap record holder David Chapman made a surprise return to the championship and found himself immediately on the pace qualifying seventh. He said: "I would like to thank Paul Sheard for bringing me back this weekend. I've wanted to do Brands Hatch ever since they announced it. It's always been a favourite and I tend to go well here."

The 24-year-old added: "I've missed being with the team, I think it'll be my only one this season but I'd love to get back into it, it all depends on the funding. I just need to find half-a-second and be at the front again."

"The track seems to be getting much slower and the car wouldn't do what I wanted it to, it wouldn't turn in. Maybe it's a case of not having been in a race car for two years. I hold the lap record from 2014 so if it's slower tomorrow that means nobody can steal my record! So far nobody's been able to get close."

Another driver making a championship comeback was Chris Dawkins. The Maidstone driver who also helps run James Blake-Baldwin said: "This is James' car from last year and I just fancied a bit of a play on my local circuit."

"As always with us, it was all a bit last minute. We were still running the engine in during practice this morning. In all seriousness, if we had started yesterday the way we finished today it might have been quite a different story."

"We're going to make some quite drastic changes to the car tonight, which you

Simon Goddard struggled with over-heating tyres.



Alan Henderson missed out on pole by 44 thousandths of a second.



Geoff Gouriet, Jim Hart and Jeremy Crook sweep into Druids during qualifying.



Jack Harding's qualifying performance netted him a second row grid slot.



wouldn't normally do before a race, but 12th on the grid is not great. Especially, when you compare it to last year when I raced at Cadwell Park and qualified on the front row. I'm very rusty, the boys are all taking the mickey out of me saying things like 'do you know what an apex is?'

"Yesterday I had learner stickers all over my car. I know what they all think but there's still a bit of life left in the old dog yet. I'd like to see myself moving up to the front, nudging a few rear bumpers... gently, it'll be fun."

A surprised Jeremy Crook was the top Masters Trophy qualifier. He set his fastest time on his final lap and said: "I don't know where that's come from. My son James was on the pit wall and hung my board out at one

"Somebody said to me earlier today, if you're not feeling the car is pretty well out of control, you're not going fast enough!"

point saying I was 22nd. I remember thinking 'I am not going to be 22nd!' It just goes to prove what you can do when you put your mind to it.

"Somebody said to me earlier today, if you're not feeling the car is pretty well out of control, you're not going fast enough. And towards the end of qualifying it was certainly more on the edge - a bit less safe shall we say, which obviously worked. It's my best-ever qualifying and I'm loving it. The good thing is I qualified 11th, the bad thing is I've got 17 other people behind me on the grid tomorrow and I'm not looking forward to that."

A disappointed Simon Goddard was the second fastest Masters runner posting the 13th fastest time overall. He said: "That felt dissatisfying, I didn't really get going then there were red flags. I was slower than in practice. I didn't feel like I could really attack.

"I'm having a real problem with tyre temperatures, I'm finding maybe two thirds into a race or qualifying the temperatures really shoot up, 40% all the way round. We can't really drop the pressures much lower or I'd be running them off the rims. We're trying to sort that and have spoken to Avon for ideas. You notice it when you're out there and you see cars all of a sudden lose pace and begin to slide.

"Maybe things will go differently in the races. When it's one second for the top 15 its going to be crazy isn't it?"

Simon Fleet who caused the first stoppage said: "I turned in to Clearways absolutely fine, but as soon as I started to apply the power the back end kicked out. I recovered it but the tail stepped out again and spat me straight into the gravel. I have to start from 28th tomorrow!"

Tom Roche set his pole position lap towards the end of the interrupted session.



QUALIFYING RESULT

POLE POSITION

DRIVER: TOM ROCHE LAP 10 TIME: 56.103 SPEED: 77.51

POSITION	NUMBER	DRIVER	CAR		BEST TIME	BEST LAP	TOTAL LAPS	GAP	DIFF	MPH
1	25	Tom ROCHE	Mazda MX-5 Mk3		56.103	10	13			77.51
2	1	Alan HENDERSON	Mazda MX-5 Mk3		56.147	15	15	0.044	0.044	77.45
3	2	James BLAKE-BALDWIN	Mazda MX-5 Mk3		56.263	10	16	0.160	0.116	77.29
4	43	Jack HARDING	Mazda MX-5 Mk3		56.391	13	15	0.288	0.128	77.11
5	3	Liam MURPHY	Mazda MX-5 Mk3		56.397	9	14	0.294	0.006	77.10
6	5	Jonathan GREENSMITH	Mazda MX-5 Mk3		56.406	11	16	0.303	0.009	77.09
7	919	David CHAPMAN	Mazda MX-5 Mk3		56.643	12	14	0.540	0.237	76.77
8	91	Jamie GODDARD	Mazda MX-5 Mk3		56.658	8	15	0.555	0.015	76.75
9	4	Will CHAPPELL	Mazda MX-5 Mk3		56.731	5	15	0.628	0.073	76.65
10	76	Richard WICKLEN	Mazda MX-5 Mk3		56.903	10	15	0.800	0.172	76.42
11	77	Jeremy CROOK	Mazda MX-5 Mk3		56.933	15	15	0.830	0.030	76.38
12	22	Chris DAWKINS	Mazda MX-5 Mk3		56.971	7	15	0.868	0.038	76.33
13	46	Simon GODDARD	Mazda MX-5 Mk3		57.004	12	14	0.901	0.033	76.28
14	20	Tom COLLINS	Mazda MX-5 Mk3		57.041	8	15	0.938	0.037	76.23
15	223	Garry TOWNSEND	Mazda MX-5 Mk3		57.079	15	15	0.976	0.038	76.18
16	52	Steve DOLMAN	Mazda MX-5 Mk3		57.274	13	15	1.171	0.195	75.92
17	19	Carl GARNETT	Mazda MX-5 Mk3		57.457	7	14	1.354	0.183	75.68
18	71	Geoff GOURIET	Mazda MX-5 Mk3		57.510	15	15	1.407	0.053	75.61
19	27	Jim HART	Mazda MX-5 Mk3		57.524	12	15	1.421	0.014	75.59
20	36	David HENDERSON	Mazda MX-5 Mk3		57.780	13	15	1.677	0.256	75.26
21	69	George GRANT	Mazda MK-5 Mk3		57.856	15	15	1.753	0.076	75.16
22	96	Michael LAWSON	Mazda MX-5 Mk3		57.902	4	15	1.799	0.046	75.10
23	152	Alex KING	Mazda MX-5 Mk3		58.043	14	15	1.940	0.141	74.92
24	40	Raymond WORLEY	Mazda MX-5 Mk3		58.206	11	14	2.103	0.163	74.71
25	8	Andy COOMBS	Mazda MX-5 Mk3		58.594	4	6	2.491	0.388	74.21
26	41	David WILLOUGHBY	Mazda MX-5 Mk3		58.759	9	12	2.656	0.165	74.00
27	85	Ian McDONALD	Mazda MX-5 Mk3		59.201	15	15	3.098	0.442	73.45
28	13	Gregg CATTON	Mazda MX-5 Mk3		1:00.114	14	14	4.011	0.913	72.33
29	21	Simon FLEET	Mazda MX-5 Mk3				0			

Car 91 - Lap time disallowed for exceeding track limits ■ Drivers in red eligible for BRSCC Masters Trophy

POLE POSITION

2 Alan HENDERSON	1 Tom ROCHE
4 Jack HARDING	3 James BLAKE-BALDWIN
6 Jonathan GREENSMITH	5 Liam MURPHY
8 Jamie GODDARD	7 David CHAPMAN
10 Richard WICKLEN	9 Will CHAPPELL
12 Chris DAWKINS	11 Jeremy CROOK
14 Tom COLLINS	13 Simon GODDARD
16 Steve DOLMAN	15 Garry TOWNSEND
18 Geoff GOURIET	17 Carl GARNETT
20 David HENDERSON	19 Jim HART
22 Michael LAWSON	21 George GRANT
24 Ray WORLEY	23 Alex KING
26 David WILLOUGHBY	25 Andy COOMBS
28 Gregg CATTON	27 Ian MCDONALD
	29 Simon FLEET

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



Alan Henderson took his third win of the season in another classic SuperCup encounter.

Race 1: Henderson makes most of traffic to take win

Back-markers break up eight-car battle for lead in yet another barnstormer of a race.

A wet circuit greeted the drivers for the first race of the weekend's double-header meeting. The assembled 29 SuperCup cars provided the single biggest grid of the two-day BRSCC programme and an impressive sight they made too as they sat waiting for the off headed by pole-sitter Tom Roche, with Alan Henderson positioned ominously alongside.

And while the rain had stopped, the prospect of spray kicked up from the soaked surface prompted most of the competitors to switch their windscreen wipers on. All nervously wondered whether they could find enough traction and grip to get away cleanly. At lights out it was Henderson who made the best start and pulled alongside Roche through Paddock Hill before edging into the lead by the Druid's hairpin. Henderson's AK Automotive teammate Jack Harding had also made an impressive getaway to slot into third ahead of James Blake-Baldwin.

Behind, however Jeremy Crook had spun in the mid-pack exiting the infamous first corner and was

OVERALL PODIUM

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

MASTERS TROPHY

1. S. GODDARD
2. G. TOWNSEND
3. G. GOURIET

unfortunately collected by the unlucky George Grant, putting the two Masters Trophy runners out on the spot. Jim Hart was lucky not to be involved as well, but his lightning reactions saw him avoid the incident by millimetres. The heavy impact to the stricken pair caused significant damage to both cars, but fortunately they managed to limp to the infield before the leaders began



New recruit Andy Coombs had a great debut race.

their second laps, negating the need for a safety car.

By which time, Blake-Baldwin had clawed his way back past Harding with a well-timed dive up the inside at Graham Hill. Also on the move over the opening 1.2 miles were Will Chappell and Chris Dawkins who'd both gained three places while Jon Greensmith and Jamie Goddard found themselves going in the opposite direction. The order following a frantic first lap saw Henderson lead

Roche, Blake-Baldwin, Harding, Liam Murphy and Chappell, with David Chapman, Greensmith, Dawkins and Richard Wicklen completing the top ten.

Henderson was coming under increasing pressure from Roche as the Blendini

"Some of the back markers didn't really know which way to go, they were weaving around and I came up behind one, went to the inside... and well, we made a bit of contact."

Motorsport driver applied a spot of 'bump-drafting' along the Brabham Straight, and this allowed Blake-Baldwin to reel the lead pair in, dragging Harding, Murphy, Chappell, Chapman and Greensmith along for the ride, effectively creating an eight-car train for the lead.

With four laps gone Chappell had found his way up to fifth, passing Murphy on the brakes into Paddock.

Two laps later and with Henderson defending hard, an impatient Blake-Baldwin lined up a couple of unsuccessful moves on Roche, first lunging up the inside at Paddock, then around the outside at Druids. Slightly more successful was the move by Greensmith on Chapman at the same hairpin.

With eyes glued to the incredible scrap at the front it would be easy to miss the retirement of Dawkins at this time with mechanical maladies.

Next time around Blake-Baldwin's frustration was clear to see as he once again lined-up Roche at turn one, this time locking up in the process narrowly avoiding running into the rear of the Welshman's lime green machine. Chappell too struggled through Paddock running wide gifting Greensmith sixth with Chapman eager to follow the MX-5 City driver through, and despite taking to the grass in his attempt Chappell managed to hold off his advances.

A lap later and it was Greensmith's turn to test his rallycross skills when he took to the grass, ascending Hailwood Hill in his quest to usurp Murphy. While Chappell's cunning plan to drive around the pair dicing at Druids was duly thwarted.

Behind, there were fascinating scraps being

Steve Dolman heads his Paul Sheard teammate Geoff Gouriet and Ray Worley into Paddock Hill Bend.



This unfortunate collision between George Grant and Jeremy Crook put the pair out on the spot.



Ray Worley matched Boreham Motorsport teammate Andy Coombs by making up nine places.



played out nose-to-tail and door-to-door by Jamie and Simon Goddard contesting tenth with Tom Collins. As well as an equally enthralling three-way battle for 15th featuring Steve Dolman, Michael Lawson and Ray Worley. This fight was brought prematurely to an end at the half-way point when Blendini-run Lawson spun out at Paddock Hill. He would rejoin but way down in 21st place, unlike Carl Garnett whose race was run when he retired to the pit lane on lap ten.

With the race now entering its second phase it was clear to see that the leaders' ability to carve their way through back markers would play a crucial part in deciding the outcome of this contest.

With Gregg Catton, Ian McDonald and Jim Hart all about to be swallowed up by the eight-car lead train, it was perhaps inevitable that the two-second blanket which covered the frenetic fight for first would soon be fractured.

Indeed, when Henderson and Co bore down on their first victim, Catton at Clearways, the pack splintered with the leader and Roche opting to drive around the outside of the tail-end while Blake-Baldwin chose a

"He came back onto the track and I hit just him full force as I was accelerating up the hill."

more direct approach up the inside. It was an inspired move which nearly landed him the lead, but Henderson and Roche closed the door just enough to hold station. While it might not have paid off for the Surrey racer it did pay dividends for Murphy, Greensmith and Chappell who all gained places at Harding's expense.

By the time the leaders had dispatched Hart the eight-car train has been split in two with Henderson still doggedly defending from Roche and Blake-Baldwin, while Murphy led Greensmith, Chappell, Harding and Chapman in the fight for fourth.

Chapman dropped off the back of this battle when his challenge on Harding ran out of steam and road at the foot of Graham Hill on lap 12, being forced wide onto the grass. Two laps later and any hopes of a top ten finish were banished when the Paul Sheard-run driver was handed a five-second penalty for track limit violations.

With five minutes remaining, and Henderson under increasing amounts of pressure, Roche dived up the inside at Paddock but the leader was wise to the move and slammed the door shut. A fired-up Blake-Baldwin also fancied a piece of the action and tried a late-braking manoeuvre on Roche at Graham Hill, successfully wresting second place from the Welshman. Albeit only for a

James Blake-Baldwin locks-up while trying a move around the outside of Tom Roche at Paddock Hill.



Alan Henderson puts in a commanding display of defensive driving, soaking up the pressure from Tom Roche and James Blake-Baldwin. Jack Harding and Will Chappell keep a watching brief.



couple of hundred metres, as Roche returned the favour and muscled his way back past at Clearways forcing Blake-Baldwin wide, which allowed a thankful Murphy to steal third.

But the 19-year-old's tenure on the final step of the podium would be just as brief, as the status quo was returned following a courageous move around the outside of Paddock by Blake-Baldwin.

All this drama allowed Henderson some much-needed breathing room to pump in some non-defensive laps and edge clear by a second and a half.

At the same time Collins had latched onto Wicklen's tail and it seemed only a matter of time before the Yorkshire man would pass the Staffordshire racer - a feat he managed on lap 16.

As the clock ticked down thanks to Murphy's continual snapping at Blake-Baldwin's heels, Roche had also eaked out a slight margin but he was unable to summon the pace required to close down the reigning champion in the time remaining.

By the time the first three were contemplating lapping Simon Fleet, Greensmith, Chappell and Harding had joined the party.

While trying to keep out of the way of the five blue Mazdas bearing down on him

"I think there maybe some green paint on my back bumper where he 'nudged' me at Clearways. That allowed him to get his nose up the inside and that was that."

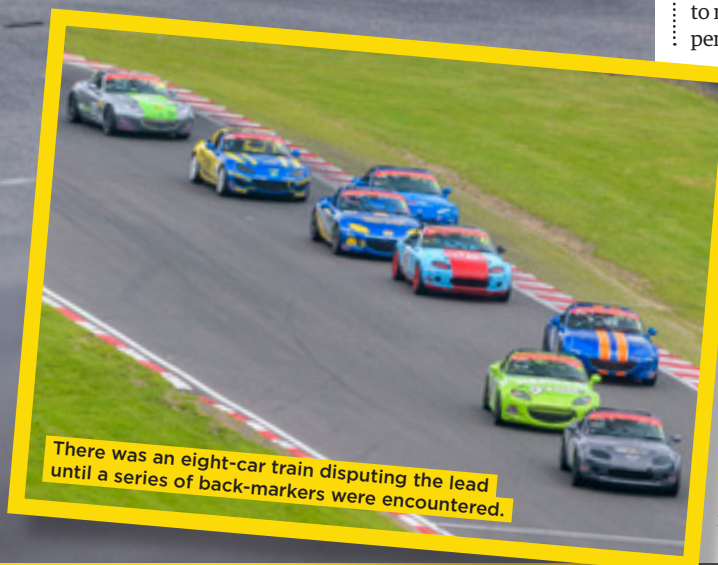
Fleet unwittingly momentarily held up the quintet at Graham Hill and incurred the wrath of Blake-Baldwin who waved his fists in frustration. In all the confusion Greensmith spotted an opportunity to snatch fourth from Murphy at Clearways.

Meanwhile up at the sharp end Henderson had managed to stretch his lead over Roche to nearly two and a half seconds. As on the penultimate lap, a promising drive by Steve

Dolman was compromised when the 52-year-old took a trip through the Clearways gravel trap losing him a possible Masters Trophy podium finish.

The final lap still had a few tricks up its sleeve when Harding muscled his way past Chappell at Graham Hill to grab sixth, while Greensmith ran wide at Clearways opening the door to Murphy who duly dives up the inside to set up a drag race to the line.

In the end Henderson took the win by nearly two and a half seconds from Roche, with Blake-Baldwin completing the podium some three seconds further back. Murphy just managed to hold onto fourth from Greensmith by 37 thousandths



There was an eight-car train disputing the lead until a series of back-markers were encountered.

Michael Lawson narrowly missed hitting the tyre wall when he spun at Paddock Hill.



Richard Wicklen secured a top ten finish.



David Chapman fell victim to exceeding track limits.



David Willoughby on his way to 20th position.



of a second. Harding and Chappell followed in their wheel tracks with Collins, Wicklen and Jamie Goddard rounding out the top ten.

Simon Goddard took a comfortable victory in the Masters Trophy, some seven seconds ahead of his nearest rivals Garry Townsend and Geoff Gouriet who crossed the line nose-to-tail shadowed by Masters points leader Ray Worley.

Andy Coombs completed the 'race-within-a-race' top five - a strong debut drive from the former Caterham racer who, like his Boreham Motorsport teammate Worley, picked his way past nine rivals.

The race had also proved a turning point in the season for Alex King who posted his best result of the year when he crossed the line in 18th.

Alan Henderson was back to winning ways after a less than satisfactory Oulton Park, he said: "I had good pace at Oulton but clearly the races didn't go my way at all, I went backward during the weekend. I was hoping to come back a little stronger this weekend.

"I made a brilliant start, the clutch is completely different to what I had in the other car. I did a proper practice start on the green flag lap, and thought there was quite a lot of grip so did a full dry 'lots of revs' start and it just hooked up. I think I was fully past Tom before we'd got to the end of the pit lane. So I thought, 'job done'. I knew it would be hard defending so I just drove down the inside

everywhere. Then when James went up the inside of Tom at Graham Hill, it gave me that little bit of a gap. I think I got a little bit of an advantage when I caught the back markers compared to Tom and James. Once I was on my own line and I could relax a bit, the laps were a fair bit faster."

The AK Automotive driver added: "The weather didn't really affect things. The rain looked quite heavy when we were sitting in

"I saw he was there but I didn't think he'd go for it because by doing that I knew that we'd lose Alan. But I guess he's in third and he thought second's better than third and he went for it"

the assembly area, and we were frantically thinking about what to do. We already had the tyre pressures up just in case, and we went down on the dampers and probably went a bit too far, on the front especially.

"We didn't drop the tyre pressures thinking it would be wet, and when we came in the pressures were sky high, which meant it was a bit soft and slidey through the fast stuff especially. But we were all the same.

"It's just that I couldn't get away from Tom at the start and with the slipstream coming



down the straights, the slightest gap you had just disappeared. It was only when he was out of the tow that I could do a bit more."

He continued: "It's odd but you do the all testing, practice and qualifying sessions and you never drive a defensive line when you're on your own so it's all new. So you come into a corner and you say to yourself, 'well I know where to brake, but how fast do I go to the apex, when do I start to turn? - it's all a bit of a gamble, I always err on the side of caution.'"

Talking about the extra point on offer for fastest lap he said: "It was close between me and Jack, I think there was only about half a tenth between us and we were about a tenth faster than anyone else. It would have been nice to get it but I didn't think I would, being on my own. I could see gaggles of cars behind that were near each other but not necessarily fighting and I thought that one of them was bound to take fastest lap because the tow is so important."

Runner-up Tom Roche said: "I wanted rain, the car was fully set-up for the wet, which meant even when I was behind Alan it felt quicker, but as soon as I had a bit of clean air the tyres went off straight away. It was wet on the windscreen but I didn't really notice the track being particularly wet anywhere, it only felt slippery because our tyres had got so hot. I think if we'd gone full dry set-up it would have been absolutely fine."

He added: "It was a really close race, I

enjoyed it. Alan defended really well and got the better start and that was that really. I was hoping he'd make a mistake, I kept trying to put as much pressure as I could on him, trying to make him look in his mirrors, but he didn't."

Talking about Blake-Baldwin's pass Roche said: "I saw he was there but I didn't think he'd go for it because by doing that I knew that we'd lose Alan. But I guess he's in third and he thought second's better than third and he went for it."

"Then I had to get back past him and that held us up again by which time Alan had gone."

The final podium spot was claimed by James Blake-Baldwin who said: "It wasn't the result I was after, it's just so difficult to get past around here. Alan and Tom are both amazing drivers, they hardly ever make a mistake. I waited and waited for Tom to try and get past Alan and slow him up, which might have opened up a gap."

"There were a couple of chances that sort of opened but Tom soon closed the door. Then I pulled-off a last minute lunge down into Graham Hill, there was just enough room and I got past. I think there maybe some green paint on my back bumper where he 'nudged' me at Clearways. That allowed him to get his nose up the inside and that was that. It was just enough in the whole 20 minutes for Alan to make a gap so he could take his own lines and he was away."

Alan Henderson leads the pack into Paddock Hill Bend at the start of the first of two SuperCup races.



Geoff Gouriet secured himself a Masters' podium finish.



Carl Garnett retired on lap eight.



Jack Harding lost out when lapping back-markers.



Garry Townsend's 13th gave him the Masters runner-up spot.



He joked: "We know each other quite well, we don't like each other and all I can say is that there's no more Mr Nice Guy. This is getting real!"

He added: "I think there's now just one point between us going into Race 2. This is not how it's supposed to go - we're not having another year where there's one point in the championship again. It's way too stressful, we're pushing our luck to the limit, but we all want to win - it's getting closer and we're pushing the boundaries more. One of us is going to come away crying, it's just a case of who."

"But it's good racing, it wasn't like Alan had last year, where he'd disappear off into the distance on lap one that's not racing."

"It was a bit frustrating getting past some of the back-markers. There was a certain blue car with pink wheels that decided to turn in at Graham Hill when I was already coming up the inside. I had to lock all the brakes up and let him turn in, we then had a drag race to the esses where he then went to turn in on me again. I got rather frustrated and put my hand out."

"There was no one behind him, if he was racing someone, fine fair play I'd have to work my way round him but there was no one for miles behind him and he was in second to last place and there was no one he was trying to catch either."

Liam Murphy just pipped Jon Greensmith to fourth and said: "That was a really exciting race, there was a lot going on. I could have had a podium, I got past James at one point but you know what he is like, he's a nightmare, just when you think you clear he'll come right back at you! Then Simon Fleet messed it up a bit for me when Jonny got past. But, on the last lap I managed to get back past to hold

Jim Hart, about to be lapped by Liam Murphy.



"We know each other quite well, we don't like each other and all I can say is that there's no more Mr Nice Guy. This is getting real!"

on at the line. I was driving flat out, we'd gone for a greasy set up but the track was pretty much dry by the end - but it seemed to work well.

"Next time out I am looking forward to trying to get past a few more people maybe, and perhaps a win."

Another fifth place for Jon Greensmith which prompted the Sheffield racer to say: "That monkey's still there. In fact it felt like I had about five of them on my back during that race. I got a rubbish start, absolutely horrendous, I think I dropped down to about tenth and had to work my way back up."

"I thought I'd got my starts sorted but I just

spun the wheels up and it bogged down when I changed gear. Then the whole field came round me and I got banged from everywhere. I felt like a sardine, and remember going round Paddock Hill waiting for the big bump, which never happened, well not for me anyway. It's unfortunate for those who picked up accident damage but it's always going to happen around here."

Talking about his drive through the field he added: "You have to be so quick and jump on people's mistakes. I got really close to James at one point but those back-markers made it really exciting."

"At one point there were about four of us surrounding one of them and I thought 'this is going to go pear-shaped' which it did for Jack, it dropped him down from third, not good for him but great for the rest of us."

Sixth place went the way of Jack Harding who said: "The car felt good, even with the damper changes we made because we thought it was going to rain. I got a really good start, and reckoned I would be able to get Tom around the outside of Turn One but he wasn't about to let that go. Then James surprised me with a move down into Graham Hill, I wasn't expecting it so he managed to get through. I dropped to fourth and was hanging on the back of them waiting for a gap, it was so tight it made it really difficult knowing when to defend and when to attack."

"Some of the back markers didn't really know which way to go, they were weaving around and I came up behind one, went to the inside... and well, we made a bit of contact. I don't think he meant to do it but it as frustrating because I lost four places, so not ideal."

He added: "Hopefully we can try and get on the podium for the last race."

Will Chappell chases Jon Greensmith, Liam Murphy and Jack Harding through Paddock Hill.



Seventh-placed Will Chappell was right in the mix and said: "It's nice to be back, I knew I had it in me. We were pretty competitive at Snetterton too, but due to purchasing a house I didn't have the money to do the rounds in between."

"It was bumper-to-bumper waiting for someone further ahead to make the smallest mistake so the train could go through. That was the only real way to make places up."

"Trying to go round the outside at Druids doesn't work, I tried that about three times! Each time I got hung out to dry. Nobody wants to have someone go around the outside of them and they'd run me off, but then I'd do the same. It's annoying because you make two places up on the entry and by the time you get to the end of the corner it's a big 'No!' I got bumped on the last lap through Graham Hill, by Jack but that's racing."

Jeremy Crook who was unlucky to be sidelined in the first corner incident said: "It was frantic at the start into Paddock Hill bend. Someone in front braked, I tapped him then I got whacked from behind by Garry [Townsend]. Then the back stepped out and it was gone. I don't think it was his fault."

"George had nowhere to go, he's done a lot of damage to his car."

George Grant said: "It was the biggest hit I've ever had. It's rather upsetting really because I made a cracking start and I came across Jeremy who was just spinning. He came back onto the track and I hit just him full force as I was accelerating up the hill."

"He admitted that it was his problem but I think he had a tap from Garry Townsend which obviously unsettled him and got him sideways."

"The Paul Sheard boys are working on the car and they hope to get me out again for the second as there appears to be no structural

Jeremy Crook surveys the damage.



damage. It just goes to show how solid and secure these cars are.

"I was talking to the marshals during the race who said people are complaining this year about the mandatory HANS devices."

"I've never complained because I've never known anything different but that was a top

"That monkey's still there. In fact it felt like I had about five of them on my back during that race."

drawer example it absolutely working. I'm sure I'll probably hurt in the morning, but I can't wait to get back out there again."

Andy Coombs said: "I was lucky to miss the first corner crash, I've got some good footage of it."

Talking of his first SuperCup race the Suffolk driver said: "I'm really happy with that, first time out and to get 16th from the back of the grid. I got a little held up at the start but I just couldn't hang on to the back of Ray. We took a chance lightened the suspension off thinking it would rain but it was the wrong thing to do, towards the end of the race I was getting loads of over-steer."

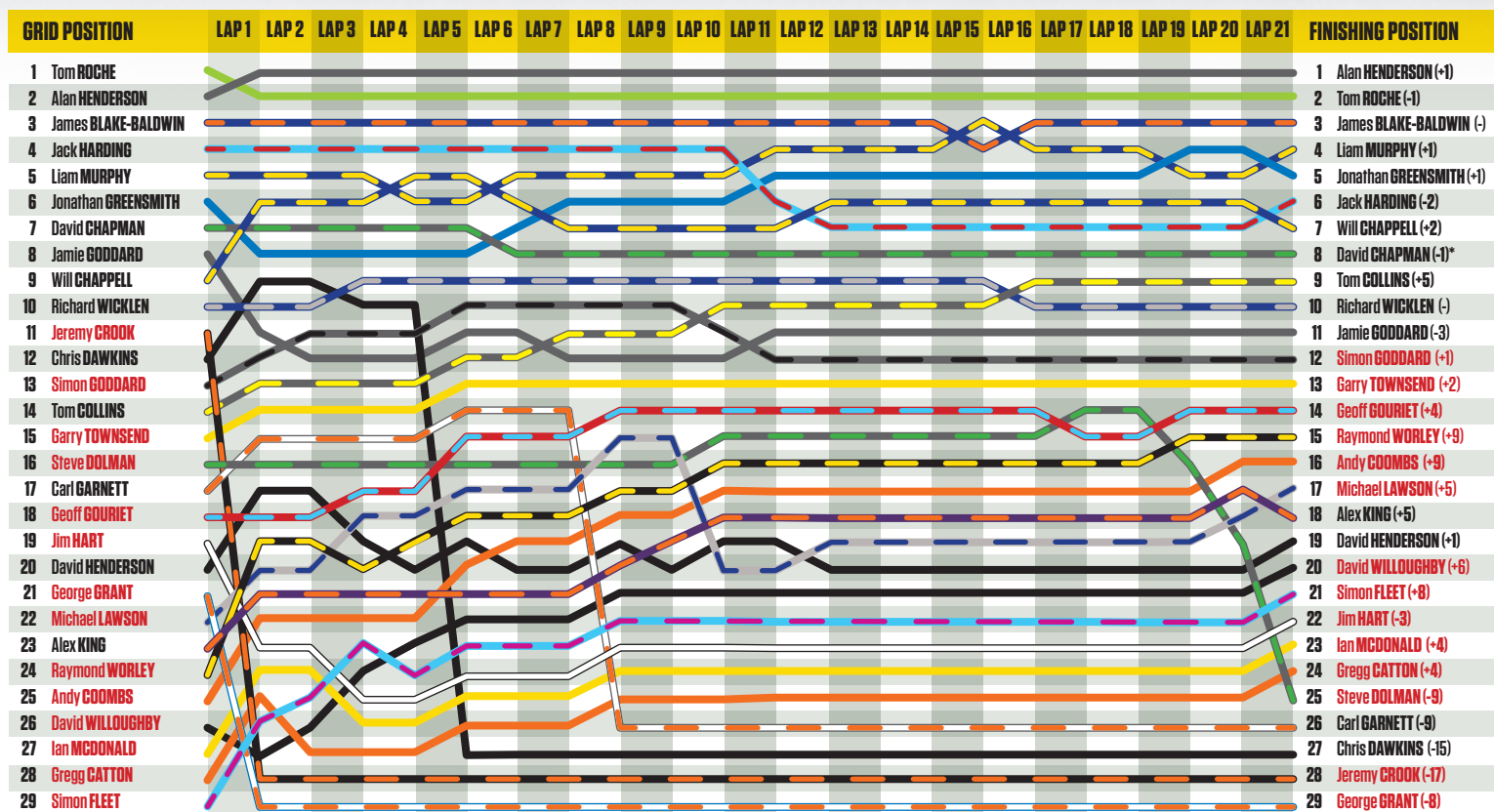
Simon Goddard heads Tom Collins and Jamie Goddard on his way to securing the Masters Trophy win.



Tom Roche, James Blake-Baldwin
and Liam Murphy fight over
second place.



DRIVER TRACKER



■ Drivers in red eligible for BRSCC Masters Trophy

Ian McDonald was one of many to be lapped.



Alex King chases Andy Coombs on his way to 18th.



Chris Dawkins retired with an engine misfire.



David Henderson heads along Brabham Straight into the braking zone for Paddock Hill tailed by Geoff Gouriet, Ray Worley and Michael Lawson.

RACE 1 RESULT

FASTEST LAP

DRIVER: JACK HARDING LAP 14 TIME: 56.071 SPEED: 77.55 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	21	20:00.981			76.03	56.167	17
2	25	Tom ROCHE	Mazda MX-5 Mk3	21	20:03.350	2.369	2.369	75.98	56.202	16
3	2	James BLAKE-BALDWIN	Mazda MX-5 Mk3	21	20:06.617	5.636	3.267	75.68	56.286	13
4	3	Liam MURPHY	Mazda MX-5 Mk3	21	20:07.785	6.784	1.148	75.61	56.514	3
5	5	Jonathan GREENSMITH	Mazda MX-5 Mk3	21	20:07.802	6.821	0.037	75.60	56.410	15
6	43	Jack HARDING	Mazda MX-5 Mk3	21	20:08.028	7.047	0.226	75.59	56.071	14
7	4	Will CHAPPELL	Mazda MX-5 Mk3	21	20:08.315	7.334	0.287	75.57	56.411	16
8	20	Tom COLLINS	Mazda MX-5 Mk3	21	20:11.445	10.464	3.130	75.38	56.265	17
9	76	Richard WICKLEN	Mazda MX-5 Mk3	21	20:12.061	11.080	0.616	75.34	56.392	20
10	91	Jamie GODDARD	Mazda MX-5 Mk3	21	20:12.550	11.569	0.489	75.31	56.266	16
11	919	David CHAPMAN *	Mazda MX-5 Mk3	21	20:16.192	15.211	3.642	75.08	56.508	3
12	46	Simon GODDARD	Mazda MX-5 Mk3	21	20:23.262	22.281	7.070	74.65	57.098	3
13	223	Garry TOWNSEND	Mazda MX-5 Mk3	21	20:36.613	35.632	13.351	73.84	57.033	4
14	71	Geoff GOURIET	Mazda MX-5 Mk3	21	20:37.208	36.227	0.595	73.81	57.448	19
15	40	Raymond WORLEY	Mazda MX-5 Mk3	21	20:38.246	37.265	1.038	73.74	57.566	10
16	8	Andy COOMBS	Mazda MX-5 Mk3	21	20:47.009	46.028	8.763	73.23	57.518	10
17	96	Michael LAWSON	Mazda MX-5 Mk3	21	20:52.645	51.664	5.636	72.90	57.219	4
18	152	Alex KING	Mazda MX-5 Mk3	21	20:53.037	52.056	0.392	72.87	57.768	16
19	36	David HENDERSON	Mazda MX-5 Mk3	21	20:54.319	53.338	1.282	72.80	58.138	14
20	41	David WILLOUGHBY	Mazda MX-5 Mk3	20	20:04.921	1Lap	1Lap	72.18	57.950	20
21	21	Simon FLEET	Mazda MK-5 Mk3	20	20:10.067	1Lap	5.146	71.87	57.798	20
22	27	Jim HART	Mazda MX-5 Mk3	20	20:37.071	1Lap	27.004	70.30	59.391	15
23	85	Ian McDONALD	Mazda MX-5 Mk3	20	20:46.225	1Lap	9.154	69.78	59.787	17
24	13	Gregg CATTON	Mazda MX-5 Mk3	20	20:46.783	1Lap	0.558	69.75	59.893	18
DNF	52	Steve DOLMAN	Mazda MX-5 Mk3	20	19:52.752	1Lap		72.91	57.401	14
DNF	19	Carl GARNETT	Mazda MX-5 Mk3	8	10:04.091	13 Laps	12 Laps	57.58	57.507	4
DNF	22	Chris DAWKINS	Mazda MX-5 Mk3	5	5:32.960	16 Laps	3 Laps	65.30	57.507	2
DNF	77	Jeremy CROOK	Mazda MX-5 Mk3	0						
DNF	69	George GRANT	Mazda MX-5 Mk3	0						

*Car 919 - 5 second penalty applied for exceeding track limits

■ Drivers in red eligible for BRSCC Masters Trophy

POLE POSITION

2 Tom ROCHE	1 Alan HENDERSON
4 Liam MURPHY	3 James BLAKE-BALDWIN
6 Jack HARDING	5 Jonathan GREENSMITH
8 Tom COLLINS	7 Will CHAPPELL
10 Jamie GODDARD	9 Richard WICKLEN
12 Simon GODDARD	11 David CHAPMAN
14 Geoff GOURIET	13 Garry TOWNSEND
16 Andy COOMBS	15 Ray WORLEY
18 Alex KING	17 Michael LAWSON
20 David WILLOUGHBY	19 David HENDERSON
22 Jim HART	21 Simon FLEET
24 Gregg CATTON	23 Ian MCDONALD
26 Carl GARNETT	25 Steve DOLMAN
28 George GRANT	27 Chris DAWKINS

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



Tom Roche's front bumper bears the scars of battle.

Race 2: Gloves were off in this drama-filled contest

Roché wins while Blake-Baldwin and Murphy's final corner clash gifts Henderson second.

ANOTHER action-packed 20 minutes awaited the drivers as they took their starting positions. The gloomy and damp conditions of the day's first encounter gave way to glorious sunshine and more importantly bone dry tarmac.

Of the five Race 1 non-finishers only the terminally damaged car of Jeremy Crook failed to reappear, a testament to mass of mechanics working tirelessly behind the scenes. The Paul Sheard Racing team in particular should be singled out for their sterling effort to turn around George Grant's mangled Mazda in time.

Tom Roche and Alan Henderson once again shared the front row, but thanks to his earlier win it was the reigning champion who this time sat proudly on pole. James Blake-Baldwin and Liam Murphy occupied row two and it would be this four's ultra-competitive nature that would help to single out this race as one of the finest in the championship's history.

Unlike the opening contest, the entire field got away to a smooth and trouble-free start

OVERALL PODIUM

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

MASTERS TROPHY

1. S. GODDARD
2. G. GOURIET
3. G. TOWNSEND

with Roche immediately taking the fight to Henderson by nosing ahead on the run to turn one, but Henderson held the inside line forcing the Blendini driver to try the long way round. This opened the door for Blake-Baldwin to dive up the inside to take second into Druids. Determined to make the move stick, the 28-year-old locked his brakes into the famous hairpin, causing Roche to



Richard Wicklen in the thick of the action.

run wide in avoidance. By the time the 28-car field had flashed over the start line for the first time Henderson led from Blake-Baldwin, Roche, Murphy, Jon Greensmith and Jack Harding with Will Chappell, Richard Wicklen, Tom Collins and Simon Goddard completing the top-ten.

Entering Clearways for the second time Blake-Baldwin and Roche were back side-by-side fighting for second, with the lime green machine of Roche just edging it across the stripe. Only for his rival to come straight back past him into Paddock with Murphy right on their tails. A 'robust' move by Roche into Druids saw Blake-Baldwin fully sideways and the giant tell-tale black rubber mark on Roche's front bumper indisputable evidence of contact. Great car control from the Surrey driver just prevented Murphy from stealing third.

Henderson must have afforded himself a wry smile watching the trio of pursuers fall over one another in his mirrors. Their bickering allowed him to build a gap of nearly two seconds by the start of the third lap. Indeed, such was Roche's loss of momentum that in the space of a couple of corners instead of fighting for the lead he had now found himself employed as the 'driver' of a huge train of ten nose-to-tail cars all ready to rob him of second.

On lap five, and bang in the middle of this train Chappell challenged Harding for sixth into Druids and made the move stick with Wicklen keenly poised to follow. But a mistake next time around at Paddock Hill saw the Concorde Motorsport driver undo all his

Simon Goddard heads Will Chappell at Clearways.



George Grant's repaired roadster.



"As a result we all sat there quite quietly on the podium."

hard work when he ran wide and dropped a couple of wheels into the gravel. This allowed first Harding to retake the place and then the resulting loss of momentum also cost

him seventh when Wicklen seized on the opportunity and squeezed up the inside into the hairpin.

As the laps rolled by, Roche and Blake-Baldwin made plans to work together to claw their way back onto Henderson's rear bumper.

While throughout the field, little pockets of cars started to emerge battling for position.

Chief among these was the fantastic five-car fight for eighth featuring Chappell, Collins, Simon Goddard, David Chapman and Jamie Goddard, the quintet covered by one second. Also catching the eye was a similar multi-car

Liam Murphy, Alan Henderson and James Blake-Baldwin follow Tom Roche through Clark Curve.



Tom Collins had a race-long battle with David Chapman.



Gregg Catton and Ian McDonald.



Jon Greensmith leads Jack Harding fighting for fifth.



Ian McDonald chases down Gregg Catton.



Alan Henderson leads the field through Surtees and McLaren on the opening lap.

scrap over 19th led by Alex King, the rookie racer holding off the advances of the more experienced Carl Garnett, Andy Coombs, Jim Hart, Simon Fleet, Steve Dolman and George Grant.

However, Coombs' time on track was about to be cut short when the SuperCup debutant pulled up at Clearways on lap eight following a mechanical failure.

A lap later and Roche was well and truly in the slipstream of the race leader and pulled off a great late-braking move when he swept up the inside of Henderson at Paddock to claim the top spot.

With the race now at the half-way point Blake-Baldwin and Murphy were matching the front-running pair's exploits circulating bumper-to-bumper disputing third, as were Harding and Wicklen line astern fighting for sixth, and Chappell and Collins arguing over eighth. Not to mention the tight tussle for 13th featuring Garry Townsend and Geoff Gouret - a battle which would ultimately decide who would be runner-up in the Masters Trophy. Simon Goddard appeared to have that title in the bag a little further up the road squabbling over 11th with his namesake Jamie.

Even at the tail of the field Gregg Catton and

Ian McDonald were separated by a few tenths. In fact, just about everywhere you looked there were two and three car battles taking place with barely any competitor more than a second away from their nearest rival.

The only exceptions were Greensmith adrift in fifth, Chris Dawkins in 15th and Michael Lawson in 16th. Dawkins in particular putting in a masterful performance having past 12 of his rivals up to this point. But the progress of the Kent MX-5 Services driver was about to hit a brick wall, as the engine gremlins that caused his retirement in Race 1 were about to make a reappearance.

Meanwhile, back with those battling for the lead Henderson was not about to let Roche get away and his constant hounding coupled with Roche's defensive driving had brought Blake-Baldwin and Murphy right back into the mix.

Things weren't quite so promising for Chappell, whose race took another turn for the worse when a mistake at Clearways dropped him out of the top ten.

With a dozen laps completed the fight for fifth was hotting up with Harding and Wicklen working together to reel in Greensmith.

Two laps later and things were getting



tasty up front. Roche was being put under significant pressure from Henderson, who got a good run through Paddock and challenged for the lead climbing Hailwood Hill into Druids. Ever the opportunist, Blake-Baldwin sensed a chance and lunged up the inside to swipe second pushing Henderson wide in the process. Undeterred, the AK Automotive

“You don’t get more fun than that to watch, I honestly believe the championship will go down to the last race but the problem is the way we all behaved today it’ll probably end in tears with not much of our cars left.”

driver attempted to regain the position but locked-up turning into Graham Hill Bend. While he managed to avoid contact he lost momentum which left him open to attack from Murphy - hungry for a podium.

At the same time, a great race-long dice for eighth was also moving up a gear as the Henderson pulled off a bold move into

Surtees to grab the position from Collins, but his glory was short lived when the latter snatched the place back on the following lap.

Seconds later, Blake-Baldwin tried his luck on the leader at Paddock, but the experienced Roche was wise to it, undaunted he tried again at Graham Hill Bend and pulled alongside Roche to set-up a drag race to Surtees. But once again Roche blocked allowing Henderson and the hard-charging Murphy to rejoin the party - all four covered by just six tenths of a second.

Roche’s master class in defensive driving came at a cost. As lap after lap he was put under increasing pressure with both Blake-Baldwin and Henderson desperate to wrest the lead from the Welshman. A feat they almost achieved when the trio arrived three abreast into Druids, with Murphy ready to pick up the pieces if it all went wrong.

Behind, Harding persistence paid off when he caught and passed Greensmith for fifth on lap 18, the former Porsche champion struggling with overheating tyres. At the same time Dawkins decided to call it a day and pulled into the pits.

With the minutes counting down, once again it appeared that back-markers could play a key role in the outcome of the race.



David Henderson and Carl Garnett locked in battle at Clearways.



Chris Dawkins was destined for another non-finish.



The battle of the Goddards as Simon and Jamie dispute 11th.



Jim Hart holds Steve Dolman at bay.



A Masters Trophy fourth-place finish for Michael Lawson.



Will Chappell finished made it two top-ten finishes.



Tom Roche leaves a gap that James Blake-Baldwin is keen to exploit.



David Chapman secured ninth following a great tussle with Tom Collins.



David Willoughby turns through Clearways.



Garry Townsend and Geoff Gouriet battle it out for second in the Masters Trophy and 13th overall.

Catton, McDonald and David Willoughby were having their own battle at the tail but unlike Race 1 all three were lapped without incident.

Murphy upped the ante on the penultimate lap and turned up the heat on Henderson for third, as Blake-Baldwin did likewise to leader Roche. This race was far from finished.

Blake-Baldwin dummied to the outside before diving up the inside into Paddock. Slight contact with Roche sent the pair towards the gravel but both managed to keep on the tarmac with Henderson and Murphy forced to take avoiding action. Onto the last lap and the lead quartet were still covered by just over half a second. Henderson tried a move around the outside at Druids and miraculously pulled it off demoting Blake-Baldwin briefly before locking up and

"That was about as close as it can get, without people going off. A race like that is brilliant fun if you get the result you want, but awful with everyone else in the wrong, if you don't!"

running into the back of Roche. This was all the invitation Blake-Baldwin needed to pull alongside into Graham Hill Bend.

After that shenanigans Murphy found himself in third with Henderson bearing down on him into Surtees. The AK Automotive man desperate for a podium finish to keep his title campaign on track lunged up the inside into Clearways, locking up across the grass in the process. Perhaps distracted, Murphy tapped the rear of Blake-Baldwin sending him sideways for the second time in the race, their loss of momentum allowed a grateful Henderson to sneak past.

Roche crossed the line to take a hard fought victory from a jubilant Henderson with a fuming Blake-Baldwin, arms waving, just holding off Murphy at the line.

Harding claimed fifth just over a second later with Greensmith sixth, followed by Wicklen, Collins, Chapman and Chappell. Simon Goddard crossed the line in 11th and was once again the highest placed Masters Trophy runner. Gouriet and Townsend finished separated by just two hundredths of a second to complete the Masters podium. The closest finish was recorded by Lawson, Garnett, Ray Worley and David Henderson, the quartet fighting for fifteenth were blanketed by six tenths at the flag.

Race winner Tom Roche enthused: "That was about as close as it can get, without people going off. A race like that is brilliant fun if you get the result you want, but awful with everyone else in the wrong, if you don't! It turned out in my favour and I got the fastest lap which I'm really pleased about. I think it was all fair enough."

Jack Harding on his way to fifth
chased by Richard Wicklen.



He added: "Alan got away a bit at the start when me and James were battling. I was trying to say to him 'come on stop battling' I knew I could catch him if we worked together and luckily we settled down and caught him."

"My car's always good at the start but then it goes away at the end. I just seemed to be hanging on for the last quarter of the race, driving around the inside trying to take the shortest route possible everywhere. Just hoping to see the chequered flag."

Talking about how he took the lead he said: "I came from quite a long way back and was surprised when Alan left the door open into Paddock, I don't think he was expecting it."

"I knew from the first race that if I got close and didn't do anything he'd just defend."

"I've no idea what that result will mean for the championship but we must be all pretty much level."

A surprise runner-up Alan Henderson exclaimed: "Jesus, I don't know what went on in that race... everything that could have happened, did!"

"I had a brilliant start and thought 'this is easy, I'll just drive round now' and then James and Tom worked together and within a few laps I could see them catching. I knew I couldn't go any faster and Tom was strong in a couple of particular places. I thought if I defended too hard I'd end up with a huge group behind and rather than losing one place I could lose five or six."

"So I didn't fight it and dropped to second and then James nipped through. He didn't leave me loads of room, just enough, or should that be not quite enough!"

"I pulled off quite a bold move on the last lap to go around the outside of James at Druids, but then when we came to Graham Hill I couldn't get the drive out and James and Liam both went past. I didn't see exactly what happened at the last corner when Liam came together with James. James got sideways and I just managed to nip through for second. Whether it was a deserved second or not I don't know."

A frustrated James Blake-Baldwin just hung on to third at the line and said: "That was a bit ridiculous really, it got a bit out of hand at the end."

"Jesus, I don't know what went on in that race... Everything that could have happened, did!"

"It was good fun close racing but due to someone doing something they probably shouldn't, I got punted off at the last corner."

"As a result we all sat there quite quietly on the podium. There was contact between all four of us, a bit of argy bargy but Liam's frankly was too much. He hit me so hard, it was like he hadn't braked at all and ultimately that cost me crucial championship points. It's annoying and shouldn't be happening on the last bend of the last lap. 15I am not going to say anything to him until I have calmed down."

On a more positive note he added: "The rest



Another promising drive from Alex King saw the Gloucestershire rookie grab his second top 20 finish of the meeting.

of the race was cracking, even if Tom was a bit cheeky when he got past me at the hairpin.

"You don't get more fun than that to watch, I honestly believe the championship will go down to the last race but the problem is the way we all behaved today it'll probably end in tears with not much of our cars left."

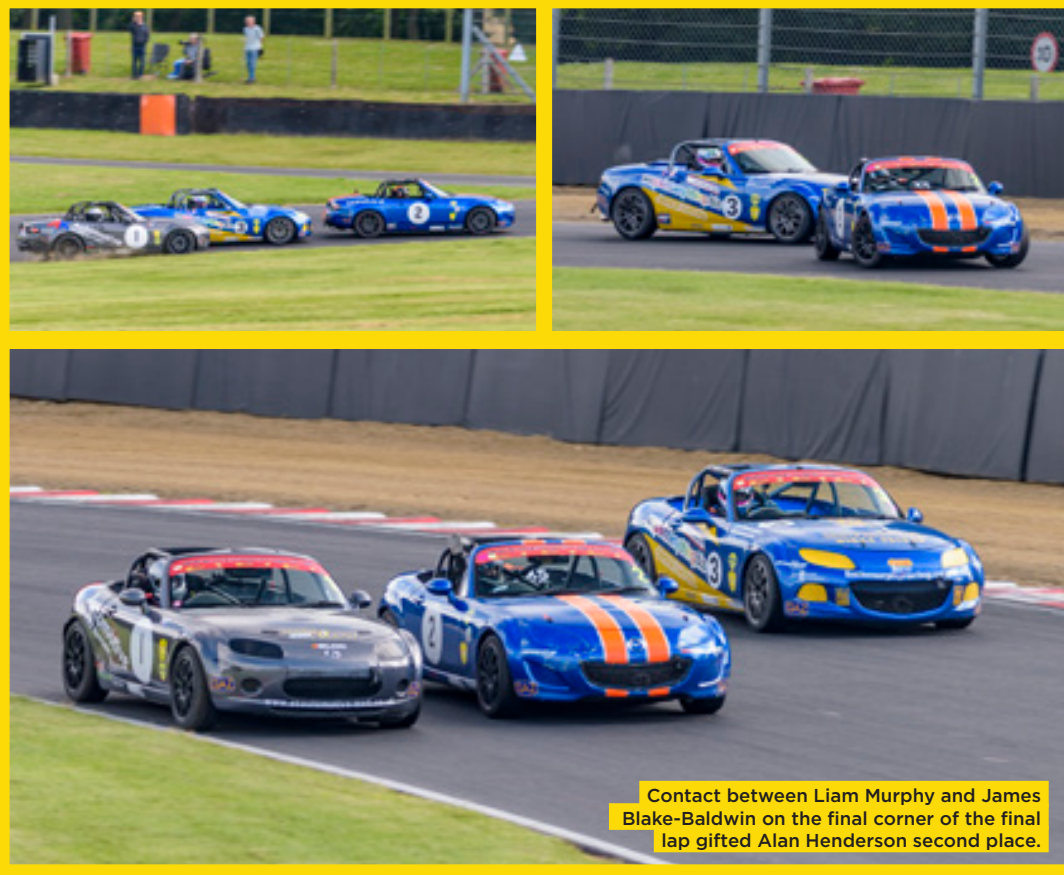
Fourth placed Liam Murphy just missed out on his hoped for podium and said: "It was so near yet so far. On the last lap I managed to get up the inside of Alan but he sort of threw it up the inside of me into the last corner. Then I ended up hitting the back of James. I don't think he's happy with me."

Despite the controversial end to his race he added: "It feels great to know we have the pace to be back challenging - hopefully that can continue now."

As the dust settled on another epic encounter Tom Roche became the third different leader of this year's championship.

The Welshman left Brands just two points ahead of nearest rival James Blake-Baldwin. With Alan Henderson a handful of points behind it is beginning to look like a three horse race. But as has been shown often this season it could well be the performances of Liam Murphy, Jack Harding and Jon Greensmith who ultimately decide who will walk away with the 2016 crown.

Yet again the BRSCC's Mazda MX-5 SuperCup has shown itself to be at the forefront of UK club motorsport. And long may that continue!



Contact between Liam Murphy and James Blake-Baldwin on the final corner of the final lap gifted Alan Henderson second place.

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	LAP 13	LAP 14	LAP 15	LAP 16	LAP 17	LAP 18	LAP 19	LAP 20	LAP 21	LAP 22	FINISHING POSITION
1 Alan HENDERSON																							1 Tom ROCHE (+1)
2 Tom ROCHE																							2 Alan HENDERSON (-1)
3 James BLAKE-BALDWIN																							3 James BLAKE-BALDWIN (-)
4 Liam MURPHY																							4 Liam MURPHY (-)
5 Jonathan GREENSMITH																							5 Jack HARDING (+1)
6 Jack HARDING																							6 Jonathan GREENSMITH (-1)
7 Will CHAPPELL																							7 Richard WICKLEN (+2)
8 Tom COLLINS																							8 Tom COLLINS (-)
9 Richard WICKLEN																							9 David CHAPMAN (+2)
10 Jamie GODDARD																							10 Will CHAPPELL (-3)
11 David CHAPMAN																							11 Simon GODDARD (-1)
12 Simon GODDARD																							12 Jamie GODDARD (-2)
13 Garry TOWNSEND																							13 Geoff GOURIET (+1)
14 Geoff GOURIET																							14 Garry TOWNSEND (-1)
15 Raymond WORLEY																							15 Michael LAWSON (+2)
16 Andy COOMBS																							16 Carl GARNETT (+10)
17 Michael LAWSON																							17 Raymond WORLEY (-2)
18 Alex KING																							18 David HENDERSON (+1)
19 David HENDERSON																							19 Steve DOLMAN (+6)
20 David WILLOUGHBY																							20 Alex KING (-2)
21 Simon FLEET																							21 Jim HART (+1)
22 Jim HART																							22 Simon FLEET (-1)
23 Ian MCDONALD																							23 George GRANT (+5)
24 Gregg CATTON																							24 David WILLOUGHBY (-6)
25 Steve DOLMAN																							25 Gregg CATTON (-1)
26 Carl GARNETT																							26 Ian MCDONALD (-3)
27 Chris DAWKINS																							27 Chris DAWKINS (-)
28 George GRANT																							28 Andy COOMBS (-12)

■ Drivers in red eligible for BRSCC Masters Trophy



Can anyone catch Ray Worley in the battle for the Masters Trophy.

BRSCC Mazda MX-5 SuperCup2016
MastersTrophy
POINTS TABLE AFTER 11 ROUNDS

POS.	NUMBER	DRIVER	TOTAL
1	40	Raymond Worley	295
2	41	David Willoughby	255
6	223	Garry Townsend	239
7	21	Simon Fleet	215
4	52	Steve Dolman	203
8	85	Ian McDonald	200
3	77	Jeremy Crook	197
11	46	Simon Goddard	191
5	27	Jim Hart	170
13	13	Gregg Catton	129
19	96	Michael Lawson	73
10	18	Paul Sheard	66
17	71	Geoff Gouriet	57
12	11	Nick Dougill	54
20	8	Andy Coombs	26

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: TOM ROCHE LAP 6 TIME: 55.885 SPEED: 77.81 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	22	20:53.974			76.29	55.885	6
2	1	Alan HENDERSON	Mazda MX-5 Mk3	22	20:55.041	1.067	1.067	76.22	56.201	12
3	2	James BLAKE-BALDWIN	Mazda MX-5 Mk3	22	20:55.441	1.467	0.400	76.20	56.103	7
4	3	Liam MURPHY	Mazda MX-5 Mk3	22	20:55.608	1.634	0.167	76.19	56.086	4
5	43	Jack HARDING	Mazda MX-5 Mk3	22	20:56.958	2.984	1.350	76.11	56.303	16
6	5	Jonathan GREENSMITH	Mazda MX-5 Mk3	22	20:59.406	5.432	2.448	75.96	56.263	6
7	76	Richard WICKLEN	Mazda MX-5 Mk3	22	21:02.176	8.202	2.770	75.79	56.422	4
8	20	Tom COLLINS	Mazda MX-5 Mk3	22	21:03.619	9.645	1.443	75.71	56.504	10
9	919	David CHAPMAN	Mazda MX-5 Mk3	22	21:05.064	11.090	1.445	75.62	56.478	10
10	4	Will CHAPPELL	Mazda MX-5 Mk3	22	21:09.972	15.998	4.908	75.33	56.588	2
11	46	Simon GODDARD	Mazda MX-5 Mk3	22	21:10.267	16.293	0.295	75.31	56.910	11
12	91	Jamie GODDARD	Mazda MX-5 Mk3	22	21:10.587	16.613	0.320	75.29	56.579	11
13	71	Geoff GOURIET	Mazda MX-5 Mk3	22	21:13.103	19.129	2.516	75.14	57.021	18
14	223	Garry TOWNSEND	Mazda MX-5 Mk3	22	21:13.291	19.317	0.188	75.13	56.668	22
15	96	Michael LAWSON	Mazda MX-5 Mk3	22	21:29.355	35.381	16.064	74.19	57.277	4
16	19	Carl GARNETT	Mazda MX-5 Mk3	22	21:29.397	35.423	0.042	74.19	57.152	16
17	40	Raymond WORLEY	Mazda MX-5 Mk3	22	21:29.740	35.766	0.343	74.17	57.549	13
18	36	David HENDERSON	Mazda MX-5 Mk3	22	21:30.007	36.033	0.267	74.16	57.550	16
19	52	Steve DOLMAN	Mazda MX-5 Mk3	22	21:33.810	39.836	3.803	73.94	57.558	17
20	152	Alex KING	Mazda MX-5 Mk3	22	21:34.851	40.877	1.041	73.88	57.419	14
21	27	Jim HART	Mazda MX-5 Mk3	22	21:35.739	41.765	0.888	73.83	57.696	10
22	21	Simon FLEET	Mazda MX-5 Mk3	22	21:35.911	41.937	0.172	73.82	57.656	10
23	69	George GRANT	Mazda MX-5 Mk3	22	21:42.525	48.551	6.614	73.44	57.642	12
24	41	David WILLOUGHBY	Mazda MX-5 Mk3	22	21:50.335	56.361	7.810	73.01	57.588	13
25	13	Gregg CATTON	Mazda MX-5 Mk3	21	21:00.687	1Lap	1Lap	72.43	58.624	13
26	85	Ian McDONALD	Mazda MX-5 Mk3	21	21:03.890	1Lap	3.203	72.25	58.640	13
DNF	22	Chris DAWKINS	Mazda MX-5 Mk3	17	16:28.637	5 Laps	4 Laps	74.77	57.070	3
DNF	8	Andy COOMBS	Mazda MX-5 Mk3	7	7:01.636	15 Laps	10 Laps	72.19	57.931	4

■ Drivers in red eligible for BRSCC Masters Trophy

BRANDS HATCH: Trophy winners' gallery

ROUND 10



1st: Alan HENDERSON



2nd: Tom ROCHE



3rd: James BLAKE-BALDWIN

BRSCC Mazda MX-5 **SuperCup2016**

CHAMPIONSHIP STANDINGS

POS.	DRIVER	ACCURED POINTS	ADJUSTED TOTAL
1	Tom Roche	1036	794
2	James Blake-Baldwin	1080	792
3	Alan Henderson	870	785
4	Jonathan Greensmith	1030	758
5	Liam Murphy	1008	740
6	Jack Harding	977	731
7	Richard Wicklen	777	699
8	Jamie Goddard	825	677
9	Carl Garnett	782	650
10	Garry Townsend	630	630
11	Ray Worley	776	582
12	Simon Fleet	566	566
13	David Henderson	602	546
14	David Willoughby	656	540
15	Steve Dolman	508	508
16	Jeremy Crook	502	502
17	Simon Goddard	498	498
18	Alex King	510	460
19	Ian McDonald	498	448
20	George Grant	436	427
21	Geoff Gouriet	426	426
22	Jim Hart	422	422
23	Alex Preston	416	416
24	John Davies	392	392
25	Will Chappell	350	350
26	Tom Collins	344	344
27	Gregg Catton	334	334
28	Anthony Nield	272	272
29	Charlie Charman	252	252
30	Michael Lawson	194	188
31	Paul Sheard	168	168
32	David Chapman	164	164
33	Andrew Caird	164	164
34	Nick Dougill	160	160
35	James Harris	150	150
36	Phillip Callow	82	82
37	Andy Coombs	70	70
38	Chris Dawkins	0	0

ROUND 11



1st: Tom ROCHE



2nd: Alan HENDERSON



3rd: James BLAKE-BALDWIN

NEXT MEETING: DONINGTON PARK, 27th & 28th August 2016

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