

2016 BRSCC MAZDA MX-5 SUPERCUP

RACE REPORT

June 25, 2016 | **Rounds 8 & 9**

OULTON PARK

Words and pictures by **JON ELSEY**



AVON
TYRES

Eibach
LIFTING

Pipercross

TOWNSEND
VEHICLE HIRE RUGBY

RACING
BEST EUROPE

GAZ SHOCKS

Sanspeed 

An unfamiliar car did not stop Alan Henderson from claiming pole position.



Qualifying: Henderson pips Roche to claim pole by six hundredths

Regrets at missing Zolder are quickly forgotten as reigning champion gets his meeting off to the best possible start.

FOLLOWING its first foray to foreign lands, the BRSCC Mazda MX-5 SuperCup returned to home soil for rounds eight and nine at Oulton Park. A healthy 26-car entry took to the popular Cheshire circuit in what was predicted by many to be one of the toughest contests that the championship had ever seen.

James Blake-Baldwin led the standings going into to the North-West double-header, thanks partly to a clean sweep of victories at Zolder. But he knew he would have his work cut out to hold on to that lofty status, as a plethora of rivals bit at his heels.

He said: "I would absolutely love to win the two races but to be honest with you, with so many other former champions to compete against this weekend, I feel it's going to be one of the toughest meetings that the SuperCup has ever seen. Realistically there's going to be at least four or five of us battling for victory, including myself, Tom Roche, Alan

TOP TEN

1. A. HENDERSON
2. T. ROCHE
3. L. MURPHY
4. J. HARDING
5. J. GREENSMITH
6. J. BLAKE-BALDWIN
7. J. DAVIES
8. R. WICKLEN
9. S. GODDARD
10. G. TOWNSEND

MASTERS TROPHY

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

"I'm positive that these tyres are so sensitive to differences in track temperature, because there was only an hour or so between the two sessions but the car was totally different to drive."

Henderson and Jon Greensmith.

Henderson, who sat out the trip to Belgium, was no doubt relishing the opportunity to return to the action, particularly as the AK Automotive driver won both races at the corresponding fixture last year.

The weekend also saw the first season outings for Michael Lawson and Tom Collins, while regular Mk1 MX-5 racer James Harris makes his debut in a SuperCup race car.

Following free practice the first real test of the weekend would reveal who could cope best with the demands of the full Oulton Park International Circuit in qualifying.

A thrilling 20-minute session was headed by

the retuning Henderson who snatched pole position by the slenderest of margins from Roche. A revitalised Liam Murphy set the third fastest time ahead of Jack Harding and Greensmith.

But the big talking point after qualifying was the performance of championship leader Blake-Baldwin who could only manage sixth fastest.

Despite driving an unfamiliar car, reigning champion Henderson grabbed pole by setting a time of 2:00.636 on his third of ten laps.

He revealed: "I sold my car a couple of weeks after Anglesey and AK [Automotive] offered to let me use their hire car. I spent last

week adapting it to make it similar to how my old car was with different brakes and ride height.

"I did the test day yesterday and had to adjust the set-up it to make it better. We played with it again this morning in practice and it was miles better. So I stuck with it and went out for qualifying and for some reason it wasn't as good.

"I'm positive that these tyres are so sensitive to differences in track temperature, because there was only an hour or so between the two sessions and the car was totally different to drive. But then everyone was in the same boat by the looks of it because everyone was a bit slower."

Talking about title rival Blake-Baldwin he pondered: "I don't really know why James is back on the third row, because he was second, only a tenth or so behind me in practice. Whether he's changed something on the car to try and get that little bit more out of it and gone the wrong way I don't know. But it's potentially good news for the championship I suppose. But then the race is a completely different game of course."

The County Durham driver added: "I like

"It's not a particularly easy circuit to overtake on. It's quite easy to defend and it's quite easy to follow. I expect there to be one big long train in the race and it'll be mistakes or people trying moves which will let others get away. It should be exciting."

Oulton, I think there's a more to it compared to other circuits. There are little bumps in the track and camber changes that mean you have to know exactly when to be on the throttle and when to be turning to get the best out of it, and I really that."

He concluded: "It was a shame I missed Zolder - it's kind of screwed up my championship and really I knew that when I decided not to go. When everyone's so consistent, you can't really afford to miss rounds - but it is what it is. I'll just have to see how it goes for the rest of the year."

Tom Roche would line up alongside Henderson on the grid, the Welshman just missed out on pole by six hundredths of a second and said: "I really happy with that after the disappointment of free practice where we were half a second off the pace.

"But we changed the car a little bit, which is quite unusual for us, normally we just leave it alone.

"I've got to make sure that I'm consistent. A good result in race one is important because it forms the grid for the next one, so I've got to make sure I'm up there and not take any



The inside line with James Blake-Baldwin

OULTON PARK



11

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



26

The number of drivers entered for this event.



35MPH

The speed the slowest corner, Hislop's chicane, is taken.



12

The number of corners in one lap of the circuit.



2.69 MILES

The length of one lap of the circuit.



55MPH

The speed retardation in the heaviest braking zone. Slowing from 100mph to 45mph on the approach to the Shell Oils hairpin.



98MPH

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



16

The number of gear changes on a flying lap.



1g

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



1.2g

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



109MPH

The highest speed achieved on a flying lap. Just before the Island Bend



2:00.148

The quickest lap time during the meeting set by Alan Henderson in Race 2. An average speed of 80.65 MPH





Solid top ten qualifying for Simon Goddard.



A creditable 11th fastest for Tom Collins' first SuperCup outing in 12 months.



James Harris makes his SuperCup debut with BLINK Motorsport.



Jamie Goddard struggled with set-up.



James Blake-Baldwin claimed his car was virtually undrivable.



An encouraging seventh fastest from John Davies.

risks. Obviously a win would be lovely, but a podium would be as good to be honest."

Roche too was puzzled by Blake-Baldwin's pace saying: "I'm surprised at James being down the grid, because he was fast in free practice. But realistically he's sixth, that's only a few metres back, so if he gets one or two off the start then he'll be right with us."

"Although, it's not a particularly easy circuit to overtake on. I expect there to be one big long train in the race and it'll be mistakes or people trying moves which will let others get away. It should be exciting."

Third fastest was a happy Liam Murphy who said: "That went really well, I wasn't expecting it to be honest. I was surprised at my pace - because we've been hovering around sixth or seventh all year so it's nice to be back up the

"It's so close, it's either going to be a good race or carnage, hopefully it's going to be the former."

front again.

"We came here testing last Thursday and we've got a set-up sorted, so hopefully that'll be us now for the rest of the season."

"Just got to see how the races go - hopefully a couple of podiums or maybe even better."

A strong qualifying secured Jack Harding a second row start. He said: "We were miles off in practice this morning, the changes we'd made following testing just made the car a whole lot worse so we went back to settings from yesterday and ended up okay really."

"I got my first podium last time out at Zolder and I've got a real taste for it now. I want to be back up there, that's the aim for this weekend - if I can be part of the fight for a podium I will be really happy."

Fifth fastest Jon Greensmith recounted his exploits while devouring a gourmet lunch of a Pot Noodle. He said: "It's getting to be a habit qualifying fifth or sixth. Free practice went well but I thought I'd try some extra adjustments and just went the wrong way."

"But overall I'm happy with that, I'm on the third row and I'll see what I can do from there."

"We know what we're going to do next time we go out - go back to the settings we had in free practice and hope for the best. But it's so close, it's either going to be a good race or carnage, hopefully it's going to be the former."

Sixth fastest James Blake-Baldwin explained his relative lack of pace: "Basically all went well in free practice, I was behind Alan and there was nothing really in it. But I felt I was trying a lot harder just to be able to keep with him."

"I watched his car for four or five laps and I thought 'I think I know how to solve this'. I spoke to Chris Dawkins - it's entirely his fault - and we lowered the car one turn all round and went a bit harder on our shock settings, and I nearly lost it coming out of the pit lane. It

A test day paid dividends for Liam Murphy as he posted the third fastest time of the 20-minute session.



changed the car so much for the worse. Truly awful - I nearly died out there!"

He added: "Seriously, the flag marshal had his own driving standards flag just for me. Out of the 27 track limit violations I'd imagine 26 were for me!"

"I can't remember the last time I qualified sixth. While it might be only half a second behind Alan, it's so close that trying to get past people is not easy - they're all good drivers.

"I think I'm just going to send it into

turn one, disappear on to the grass and let everyone else sort themselves out. That way I'll have a nice clear run down to the long left hander. Then we'll sort it out after that."

Tenth fastest Garry Townsend was another left scratching his head while looking at the timesheets. He said: "It was a good qualifying but I'm a little disappointed in that it was slower than I did last year. Although I did have a big spin at Lodge, I also had a big spin there yesterday not to mention one 20 years ago in

"It changed the car so much for the worse. Truly awful - I nearly died out there."

a Lotus Cortina - so I still haven't learnt.

"I'm usually pretty good off the line so maybe I'll see if I can make a place or two into the first corner and then try and hold on to it".

The series sponsor added: "I love the whole circuit, it's such a fast tight course, it's really full on all the way round - it gives you a real buzz. You've really got to get your lines right and not to take too much of the kerb which can slow you down and try to get good drive off the bends."

James Harris made the switch from Mk1 to Mk3 for Oulton. He said: "I'm just trying it for one meeting to see how I get on. The car's based at BLiNK which is nice and close so I thought we'd give it a go.

"The car usually runs in MaX5 with Richard [Breland] and what with the changes between the two series, different anti roll bars, tyres etc, I think we might need to do more testing to get the set-up right. Plus, I need a little more time in the car to get used to it."

He added: "Qualifying didn't go too badly, although I felt I was more competitive yesterday in testing. I'll aim for a top ten - fingers crossed.

"But, to be honest I'm content with the Mk1s at the moment - they're nice and cheap to repair when I keep bumping them. This front bumper is already getting some marks on it from skimming the tyre bales at the chicanes."

Jack Harding impressed once again in qualifying, bagging himself a second row start.



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



A top ten time for Garry Townsend despite a spin at Lodge corner.



Alex King rounds Lodge Corner.



A first SuperCup appearance of the year for Michael Lawson.



Jon Greensmith was happy with earning a third row grid start.



QUALIFYING RESULT

POLE POSITION

DRIVER: ALAN HENDERSON LAP 3 TIME: 2:00.636 SPEED: 80.32

POSITION	NUMBER	DRIVER	CAR	BEST TIME	BEST LAP	TOTAL LAPS	GAP	DIFF	MPH
1	1	Alan HENDERSON	Mazda MX-5 Mk3	2:00.636	3	10			80.32
2	25	Tom ROCHE	Mazda MX-5 Mk3	2:00.699	2	10	0.063	0.063	80.28
3	3	Liam MURPHY	Mazda MX-5 Mk3	2:00.950	9	10	0.314	0.251	80.11
4	43	Jack HARDING	Mazda MX-5 Mk3	2:01.072	9	10	0.436	0.122	80.03
5	5	Jonathan GREENSMITH	Mazda MX-5 Mk3	2:01.127	2	10	0.491	0.055	80.00
6	2	James BLAKE-BALDWIN	Mazda MX-5 Mk3	2:01.386	2	10	0.750	0.259	79.83
7	33	John DAVIES	Mazda MX-5 Mk3	2:01.592	6	10	0.956	0.206	79.69
8	76	Richard WICKLEN	Mazda MX-5 Mk3	2:01.677	6	10	1.041	0.085	79.64
9	46	Simon GODDARD	Mazda MX-5 Mk3	2:01.696	5	10	1.060	0.019	79.62
10	223	Garry TOWNSEND	Mazda MX-5 Mk3	2:02.047	4	9	1.411	0.351	79.39
11	20	Tom COLLINS	Mazda MX-5 Mk3	2:02.205	8	10	1.569	0.158	79.29
12	21	Simon FLEET	Mazda MX-5 Mk3	2:02.388	8	10	1.752	0.183	79.17
13	91	Jamie GODDARD	Mazda MX-5 Mk3	2:02.413	10	10	1.777	0.025	79.16
14	19	Carl GARNETT	Mazda MX-5 Mk3	2:02.846	2	9	2.210	0.433	78.88
15	81	James HARRIS	Mazda MX-5 Mk3	2:02.959	2	9	2.323	0.113	78.81
16	71	Geoff GOURIET	Mazda MX-5 Mk3	2:03.742	2	9	3.106	0.783	78.31
17	52	Steve DOLMAN	Mazda MX-5 Mk3	2:04.253	4	9	3.617	0.511	77.98
18	36	David HENDERSON	Mazda MX-5 Mk3	2:04.769	6	9	4.133	0.516	77.66
19	40	Raymond WORLEY	Mazda MX-5 Mk3	2:04.829	6	10	4.193	0.060	77.62
20	77	Jeremy CROOK	Mazda MX-5 Mk3	2:04.830	8	9	4.194	0.001	77.62
21	41	David WILLOUGHBY	Mazda MX-5 Mk3	2:05.892	3	10	5.256	1.062	76.97
22	96	Michael LAWSON	Mazda MX-5 Mk3	2:06.189	9	9	5.553	0.297	76.79
23	69	George GRANT	Mazda MX-5 Mk3	2:06.235	2	10	5.599	0.046	76.76
24	13	Gregg CATTON	Mazda MX-5 Mk3	2:07.653	3	9	7.017	1.418	75.91
25	85	Ian McDONALD	Mazda MX-5 Mk3	2:08.185	7	9	7.549	0.532	75.59
26	152	Alex KING	Mazda MX-5 Mk3	2:09.986	3	3	9.350	1.801	74.54

Cars 2, 5, 20, 36, 43, 52, 76 & 91 - Lap time(s) disallowed - Track limits ■ Drivers in red eligible for BRSCC Masters Trophy

POLE POSITION

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

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



Tom Roche and Alan Henderson plunge downhill towards Cascades.

Race 1: Last lap drama cost Henderson certain podium

Opportunist pass and an off-track excursion demote champ, as Roche sneaks victory

GLORIOUSLY sunny conditions greeted 26 drivers as they took to the tarmac for the much anticipated first race of the weekend. Alan Henderson may have lined up on pole but it was Tom Roche who got the best start to lead into Old Hall for the first time. Behind, a fired-up James Blake-Baldwin immediately made his presence felt, muscling his way into fourth behind Jon Greensmith, forcing Jack Harding wide in the process.

With all the cars safely through the opening couple of corners, Roche settled down to head an impressive train of cars, hustled along by Henderson, as Greensmith and Blake-Baldwin fought over third. The top four crossed the line at the end of the opening lap covered by just half a second - an indication of the close racing to follow.

Liam Murphy, Richard Wicklen and Jack Harding were in close attention in their squabble over fifth, with John Davies, Simon Goddard and Garry Townsend completing the fledgling top ten.

Henderson was well up for the fight and was really pushing Roche for the lead. In

OVERALL PODIUM

1. T. ROCHE
2. J. BLAKE-BALDWIN
3. R. WICKLEN

MASTERS TROPHY

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

their wake Greensmith, Blake-Baldwin and Murphy banded together to dispute third.

As is the norm with SuperCup racing, several other scraps were stating to simmer, notably the four-car fight over tenth featuring Garry Townsend, Tom Collins, Jamie Goddard and Carl Garnett.

David Willoughby, Geoff Gouriet and Jeremy Crook were also rolling their sleeves

Tom Collins acted as the meat in a Goddard sandwich.



up and getting stuck in squabbling over 19th. In fact, wherever you looked little pockets of duelling drivers could be discovered including Ian McDonald and Gregg Catton snapping at each others heels towards the tail.

With three laps crossed off the lap sheet, Davies had joined forces with Harding and Wicklen to try and reel in Greensmith, who thanks to a slight mistake had lost out to both Blake-Baldwin and Murphy.

The battle for the final top ten position had also hotted up with Townsend losing out first to Collins, then Jamie Goddard a lap later.

All this in-fighting had invited Simon Fleet to the party and he latched on to the tail of Garnett to create a five-car train.

“When I saw James dive past Alan into turn one I thought ‘ha, ha right I’m away for the last lap’ but James caught me straight away. It’s just so close, all the cars are so evenly matched now.”

Equally Michael Lawson and George Grant had both homed in on the Willoughby, Crook and Gouriet contest.

Meanwhile as the race neared its halfway point another close quintet had developed, this tie at the sharp end. Third placed Blake-Baldwin was coming under increasing pressure from Murphy, Greensmith, Harding and Wicklen.

Murphy in particular was looking racy and appeared keen to take the fight to Blake-Baldwin. The 19-year-old made his move into Old Hall at the start of lap six. However, some robust defending saw him squeezed out, with both Greensmith and Wicklen quick to capitalise and relegate the wepaintanything, biz backed driver to seventh.

Davies too fancied an invite to the third place party, but without the benefit of a tow the Cybox exhausts entered racer was frustratingly circulating about a second adrift.

Six seconds further down the road Collins was acting as the meet in a Goddard sandwich, with Simon Goddard the leading Masters Trophy runner in ninth and unrelated Jamie Goddard 11th.

Now free of Murphy’s attentions Blake-Baldwin was able pump in a succession of quick lap times to pull both him and Wicklen on to the tail of the lead battle. With enough time remaining for three more laps this had all the hallmarks of another classic.

Things were also getting tight in the fight for 12th as Garnett, Townsend and Fleet circulated as one - at times seemingly separating by mere inches. As the clock ticked down SuperCup rookie James Harris eased his way up to the back of Fleet to create a four way fight.

Jon Greensmith has Liam Murphy breathing down his neck.



James Blake-Baldwin and Jon Greensmith get up-close and personal.



Richard Wicklen powers his way through Cascades on his way to his first podium.



Not too far behind this intriguing battle Gouriet had reeled in Ray Worley and was planning his way past the Masters Trophy points leader.

Meanwhile, any thoughts Davies might have had of sneaking some silverware were dashed when he had a moment on lap eight, losing 15 seconds and seven places respectively.

By now the battle for the lead had increased from two to four as Roche, Henderson, Blake-Baldwin and Wicken ran bumper to bumper.

Murphy, Greensmith and Harding followed a second or so behind poised and ready if any dramas should befall the front runners.

And indeed as the leaders began their final lap Blake-Baldwin sniffed a chance of second. He caught Henderson off guard, and dived up the inside into Old Hall. With the AK Automotive driver off line Wicken didn't require a second invitation and snatched third.

Henderson's last lap woes are exacerbated when a spot of rallycrossing at Hislops cemented his position in fifth as Murphy sped past.

Despite the last gasp shenanigans Roche

"That was the best race we've had all year. It was just nice to be battling again – yes there may have been a bit of rubbing but it was brilliant."

just held on at the flag to pip Blake-Baldwin by two tenths of a second.

Wicken secured a well deserved third - his first ever SuperCup podium - with Murphy right in his tyre tracks.

Henderson recovered to cross the line fifth, with Greensmith coming home sixth and Harding seventh. Simon Goddard just pipped Collins for eighth with Jamie Goddard completing the top ten.

With so many interesting battles scattered throughout the field the spectators certainly got their money's worth.

Race winner Tom Roche said: "That was a really good race, I got a good start, which made a change, and I managed to get around the outside of Alan into turn one. From there it was a case of defending like mad and I remember thinking 'if anyone wants to get past me, there's going to be a crash.'"

He added: "Around the middle of the race it looked like me and Alan had got away. I'd hoped that he wouldn't try too much and we could work together to build a decent gap. But unfortunately for us, James and the other boys were flying towards the end and as soon as you start thinking defensive then that's it.

"When I saw James dive past Alan into turn one I thought 'ha, ha right I'm away for the last



Tom Roche heads Alan Henderson and the rest of the pack into Old Hall for the first time of asking.



John Davies heads through Denton's.



lap' but James caught me straight away. It was a brilliant race, it's just so close, all the cars are so evenly matched now."

James Blake-Baldwin followed the Welshman home and said: "That was hard work. I got a reasonable start which is amazing for me. I really had to battle for the first half of the race. I had to defend and I could see Tom and Alan getting away."

"Then I don't know what happened, but I got past Greensmith which meant a load more defending. Once I finally got clear then the car had the pace to catch the leaders."

He admitted: "I passed Alan down the inside into turn one, with a little bit of gentle persuasion granted, but he did move over to the left. So I thought, 'oh thanks very much, that's very polite of him.'"

"Then I pressed really, really hard to catch Tom but I didn't realise it was the last lap or I would have probably tried a slightly dodgy manoeuvre on him as well."

An elated Richard Wicklen finished third. He said: "We got a podium - I don't know what to say really. We knew we were going better this weekend than we normally do, and although we were going to push for one I didn't expect a podium."

"We were disappointed after quali, because we'd been so strong in practice. So we made a few changes for the race and although we had a good start and got Liam and Jack off the line the car was just skittish everywhere and that's

why the pair of them got back past.

"So, it was a bit like Anglesey where I had to pick them off one by one. Although I did capitalise on the last lap when James went up the inside of Henderson at the first corner and I followed him through."

"I think I passed Jon Greensmith as well at some point, but it's all a bit of a blur. All I do remember was that Liam was stupidly fast at the end and I didn't realise it was the last

"I didn't realise it was the last lap or I would have probably tried a slightly dodgy manoeuvre on him as well."

lap when he was attacking me into the final corner. It was a race and a half - really good fun."

An equally happy Liam Murphy finished fourth and said: "That was the best race we've had all year. It was just nice to be battling again - yes there may have been a bit of rubbing but it was brilliant."

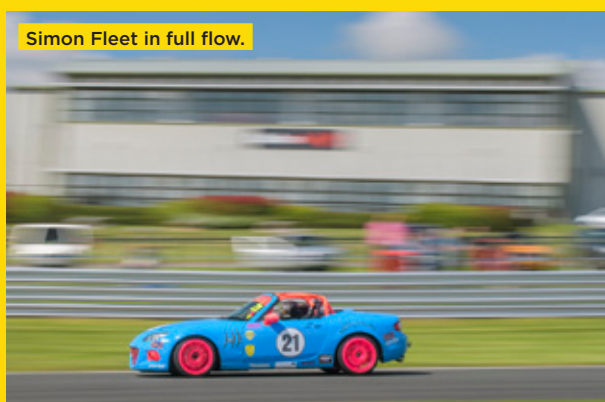
"I got a terrible start and became the meat in a Greensmith/Blake-Baldwin sandwich, which dropped me down to about seventh."

"I then managed to pick them off before losing it all again at the first corner. They were making it hard work to pass, but I fought my way back to fourth which I'm really happy

Ian McDonald leads Gregg Catton and Steve Dolman into Old Hall.



Simon Fleet in full flow.



Jeremy Crook keeps David Willoughby honest.



about. I just want to try and get a podium or a win in the next one."

Not quite as happy was Alan Henderson, after his race unravelled on the final lap. He explained: "It was a little bit frustrating because for most of the race Tom was clearly defending. He was going a bit slower in the middle of the chicanes where you can't really overtake, and then shooting off again. Which allowed James to catch up and that meant I had to defend and attack at the same time."

"Then at the start of the last lap James 'bumped' into the back of me fairly hard into the first corner, which allowed him and Richard Wicklen through."

"I tried to go around the outside of Richard at the second chicane, because he looked really slow, like he'd missed a gear or something. But I ran wide across the dirty part of the track and when I got on the throttle the car went off onto the grass and then Liam came past. An eventful last lap you could say."

He added: "It's getting so competitive - Richard's been there or thereabouts in damp and tricky conditions but he's getting there in the dry now as well."

Sixth place went the way of Jon Greensmith who said: "That was really tough, I was in third and just made one mistake and lost the place to [Blake] Baldwin. I thought I could get it back but the tyres just went off. It was bogging down, and going sideways, here there and everywhere. It was rubbish."

Ever the optimist, the MX-5 City backed racer continued: "While sixth isn't ideal, it's not the end of the world. I wasn't that far behind the leaders - I could see them battling but I had to defend from Jack, as he was coming on strong."

"I always knew it was going to be a good race but I didn't think my car was going to go off like it did. There's going to be a lot of head scratching going on before the next race."

A frustrated Jack Harding said: "I had the pace to be in the top three, but there were too many people defending from my point of view. I know they want to protect their position but if they want to move forward then they need to stop defending."

"It's a shame because I feel that we were probably the fastest out there."

The AK Automotive run driver added: "At the start I got shoved off by James [Blake-Baldwin] at turn one and came back on a few places behind. Then I had to pass Richard Wicklen and catch up to Liam in the front group. I flew up to the back of them but then it got a bit messy, Liam missed a gear at turn one and I got put onto the grass again and lost a couple of spots. Then Jonny defended for the rest of the race, but at least I know I've got the pace for the next one. It's getting so close, I mean Tom and Alan got away a bit at the front but never that far. Everyone else was keeping them in touching distance."

David Henderson puts in a solid performance to finish 16th.

Jack Harding was frustrated to finish seventh.



Tom Collins, Garry Townsend, Jamie Goddard and Carl Garnett fight bumper to bumper.



Simon Goddard was the highest Masters Trophy runner finishing eighth overall.



George Grant picked up a time penalty for exceeding track limits.



James Blake-Baldwin, Jon Greensmith, Richard Wicklen, Liam Murphy, Jack Harding and John Davies all give chase to the lead pairing of Tom Roche and Alan Henderson.



DRIVER TRACKER

GRID POSITION	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	LAP 9	LAP 10	FINISHING POSITION
1 Alan HENDERSON											1 Tom ROCHE (+1)
2 Tom ROCHE											2 James BLAKE-BALDWIN (+4)
3 Liam MURPHY											3 Richard WICKLEN (+5)
4 Jack HARDING											4 Liam MURPHY (-1)
5 Jonathan GREENSMITH											5 Alan HENDERSON (-4)
6 James BLAKE-BALDWIN											6 Jonathan GREENSMITH (-1)
7 John DAVIES											7 Jack HARDING (-3)
8 Richard WICKLEN											8 Simon GODDARD (+1)
9 Simon GODDARD											9 Tom COLLINS (+2)
10 Garry TOWNSEND											10 Jamie GODDARD (+3)
11 Tom COLLINS											11 Carl GARNETT (+3)
12 Simon FLEET											12 Garry TOWNSEND (-2)
13 Jamie GODDARD											13 Simon FLEET (-1)
14 Carl GARNETT											14 James HARRIS (+1)
15 James HARRIS											15 John DAVIES (-8)
16 Geoff GOURIET											16 David HENDERSON (+2)
17 Steve DOLMAN											17 Geoff GOURIET (-1)
18 David HENDERSON											18 Raymond WORLEY (+1)
19 Raymond WORLEY											19 Jeremy CROOK (+1)
20 Jeremy CROOK											20 David WILLOUGHBY (+1)
21 David WILLOUGHBY											21 Steve DOLMAN (-4)
22 Michael LAWSON											22 George GRANT (+1)
23 George GRANT											23 Gregg CATTON (+1)
24 Gregg CATTON											24 Michael LAWSON (+2)
25 Ian McDONALD											25 Ian McDONALD (-)
26 Alex KING											26 Alex KING (-)

■ Drivers in red eligible for BRSCC Masters Trophy

Tom Roche, James Blake-Baldwin and Richard Wicklen share the Race 1 podium.



Ray Worley was destined to finish 18th.



Simon Fleet and Garry Townsend apply the pressure to Carl Garnett.



Gregg Catton and Alex King follow the rest of the field through Old Hall at the start of the race.



RACE 1 RESULT

FASTEST LAP

DRIVER: RICHARD WICKLEN LAP 8 TIME: 2:00.893 SPEED: 80.15 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	10	20:25.078			79.10	2:01.168	4
2	2	James BLAKE-BALDWIN	Mazda MX-5 Mk3	10	20:25.297	0.219	0.219	79.08	2:01.147	7
3	76	Richard WICKLEN	Mazda MX-5 Mk3	10	20:25.724	0.646	0.427	79.05	2:00.893	8
4	3	Liam MURPHY	Mazda MX-5 Mk3	10	20:26.131	1.053	0.407	79.03	2:01.305	9
5	1	Alan HENDERSON	Mazda MX-5 Mk3	10	20:27.679	2.601	1.548	78.93	2:01.316	4
6	5	Jonathan GREENSMITH	Mazda MX-5 Mk3	10	20:28.453	3.375	0.774	78.88	2:01.628	4
7	43	Jack HARDING	Mazda MX-5 Mk3	10	20:28.803	3.725	0.350	78.86	2:00.995	3
8	46	Simon GODDARD	Mazda MX-5 Mk3	10	20:39.195	14.117	10.392	78.19	2:02.647	3
9	20	Tom COLLINS	Mazda MX-5 Mk3	10	20:39.332	14.254	0.137	78.19	2:01.728	5
10	91	Jamie GODDARD	Mazda MX-5 Mk3	10	20:39.701	14.623	0.369	78.16	2:01.512	5
11	19	Carl GARNETT	Mazda MX-5 Mk3	10	20:42.576	17.498	2.875	77.98	2:02.464	3
12	223	Garry TOWNSEND	Mazda MX-5 Mk3	10	20:43.406	18.328	0.830	77.93	2:02.861	6
13	21	Simon FLEET	Mazda MX-5 Mk3	10	20:43.817	18.739	0.411	77.90	2:02.925	5
14	81	James HARRIS	Mazda MX-5 Mk3	10	20:44.657	19.579	0.840	77.85	2:02.713	5
15	33	John DAVIES	Mazda MX-5 Mk3	10	20:45.378	20.300	0.721	77.81	2:01.722	3
16	36	David HENDERSON	Mazda MX-5 Mk3	10	21:02.656	37.578	17.278	76.74	2:04.182	3
17	71	Geoff GOURIET	Mazda MX-5 Mk3	10	21:06.202	41.124	3.546	76.53	2:03.706	6
18	40	Raymond WORLEY	Mazda MX-5 Mk3	10	21:09.288	44.210	3.086	76.34	2:04.914	5
19	77	Jeremy CROOK	Mazda MX-5 Mk3	10	21:11.832	46.754	2.544	76.19	2:04.806	4
20	41	David WILLOUGHBY	Mazda MX-5 Mk3	10	21:12.538	47.460	0.706	76.15	2:05.264	8
21	52	Steve DOLMAN	Mazda MX-5 Mk3	10	21:13.870	48.792	1.332	76.07	2:03.334	6
22*	69	George GRANT	Mazda MX-5 Mk3	10	21:22.133	57.055	8.263	75.58	2:05.159	4
23	13	Gregg CATTON	Mazda MX-5 Mk3	10	21:43.129	1:18.051	20.996	74.36	2:07.697	9
24	96	Michael LAWSON	Mazda MX-5 Mk3	10	21:45.754	1:20.676	2.625	74.21	2:04.841	4
25	85	Ian McDONALD	Mazda MX-5 Mk3	10	21:47.376	1:22.298	1.622	74.12	2:07.987	9
26	152	Alex KING	Mazda MX-5 Mk3	10	22:07.088	1:42.010	19.712	73.02	2:10.357	4

*Car 69 - 5 second penalty - track limits ■ Drivers in red eligible for BRSCC Masters Trophy

POLE POSITION

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

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



James Blake-Baldwin leads Tom Roche through Knickerbrook.

Race 2: Amazing multi-car thriller goes down to wire

Blake-Baldwin edges it as top nine racers are covered by two seconds at the flag.

THE second SuperCup race saw the grid line up in the finishing order of the first, with Tom Roche claiming pole position. Alongside the Blendini Motorsport boss sat James Blake-Baldwin, with Richard Wicklen and Liam Murphy on row two.

When the lights went out it was Blake-Baldwin who got away smartly to lead Roche, Murphy and Jon Greensmith from the line.

Blake-Baldwin's claim on the top spot was short-lived as by the end of the opening lap Roche had jumped to the front of the queue. Blake-Baldwin followed ahead of Murphy, Greensmith and Wicklen. Next up was Simon Goddard, with Alan Henderson, Jack Harding and Tom Collins rounding out the top ten.

Indeed, the sight of such a mass of well-matched Mazdas slipstreaming one another across the start/finish line gave an early indication of what was to follow.

There would be little change at the top over the next three laps save for Roche's Blendini teammate Simon Goddard losing three places and dropping to ninth.

By lap four the field had splintered into several small four and five car groups,

OVERALL PODIUM

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

MASTERS TROPHY

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

with the Roche, Blake-Baldwin, Murphy, Greensmith and Wicklen battle for the lead taking the limelight - the quick quintet covered by just three quarters of a second.

The battle for 13th fronted by Carl Garnett and also featuring Simon Fleet and James Harris also caught the eye. As did the titanic tussle for 18th being played out between David Willoughby, George Grant, Ray Worley,



Richard Wicklen's car sports a few battle scars.

Geoff Gouriet and Steve Dolman.

At the halfway point the first six were covered by one second and it was clear that something had to give. And so it did at the Shell Oils hairpin on lap five when Wicklen and Henderson collided sending the defending champion across the grass, allowing Harding to leapfrog the pair of them.

One might have thought that this would fragment the lead pack, but such was the defensive driving of Roche that the top ten soon concertinaed itself back together.

Two laps later and Greensmith took third from a locked-up Murphy at the Hislop chicane.

Murphy would lose another place half a lap later when both he and Greensmith would be overtaken by Harding into Old Hall.

Behind the intriguing multi-car train fighting for victory, there were plenty of other gripping battles taking place.

Townsend, Garnett and Fleet were seemingly velcroed together dicing over 11th. Just as tight was the scrap for 16th where Jeremy Crook had been David Henderson's constant shadow since lap one.

There was close racing aplenty right throughout. Willoughby, Gouriet and Worley were still snapping at each others heels as were George Grant, Gregg Catton and Ian McDonald quarrelling over 22nd.

As the leaders began their penultimate lap, Blake-Baldwin finally found a way to breach Roche's defences and pulled off a pass into Old Hall.

The order remained the same to the flag where Blake-Baldwin headed a nine-car train across the line. The Surrey racer took the win by two tenths of a second; the lead group amazingly blanketed by just two seconds.

An enthusiastic James Blake-Baldwin said: "That race was amazing for the

Jon Greensmith turns through Cascades on the last lap, hounded by Richard Wicklen and Co.



Garry Townsend defends from John Davies



championship, a solid train of cars for 20 minutes! It can't get much better than that really.

"At each event the level of driving just steps up and up, it could be anyone at the front now. Some of the newer drivers like Jack [Harding] are bloody talented and are coming on strong.

"Richard Wicklen was also absolutely on it, as was Liam who was on my bumper all the

"That race was amazing for the championship, a solid train of cars for 20 minutes! It can't get much better than that really."

way round. That's what racing's all about isn't it?"

He continued: "I got away well with Tom and we had a plan to just get away. But he obviously decided 'No... I'm not doing that' and went for a move up the inside of me. I remember thinking, 'right that's the last time I'm trusting you then.'

"I had to sit there trying to work out a way to get the position back again and I finally managed to get past him, with a cut back at the last corner.

"I think Tom and I have come away with exactly the same points gap between us so I've gained nothing."

Second place went the way of Tom Roche who said: "It was so close, it's always great fun racing with James and everyone else."

Talking about their pre-race plan the

Jon Greensmith takes his chance to pass Liam Murphy entering Knickerbrook.



Jack Harding comes under pressure from Jon Greensmith, Richard Wicklen and Liam Murphy, as Tom Collins, Simon Goddard and Alan Henderson watch on.



George Grant with Ray Worley bearing down on him.



Steve Dolman leads David Willoughby, Geoff Gouriet and Ray Worley over Hilltop in their own battle for 18th and crucial Masters Trophy points.



Welshman revealed: "Nah, he's English, you can't trust him and I'm sure he'd have done exactly the same if it had been the other way around.

"After he overtook me on the grass after the first corner I thought... 'Well screw your plan'."

He continued: "It was impossible to get away. When the cars are behind they look so much faster and you try to get away, but they catch you so easily. But then as soon as James got past I felt miles faster than him. I was shouting 'Get out of the way!' It felt like I could have passed him anywhere.

"I bet we were so slow, well there was a huge train behind I could see, which made it double difficult.

"It's set the championship up nicely, but I was surprised to see Alan so far down. I'm sure he'll bounce back. Brands is going to be so close."

Jack Harding secured his second podium of the season and said: "That's exactly the kind of result I was after. It was so difficult, I think I lost a couple of spots after turn one. Me and Alan both got held up by Richard Wicklen, and when we got back in we were in seventh or eighth.

"It was so close, I knew it would start to back up, it was just about positioning your car in the right place. I had the speed but I

just ended up stuck behind others who were blocking and defending. You just have to try and pre-empt what they are going to do in the corners and I managed to pick it right.

"The last few laps were pretty crazy once I'd got past Alan and Richard and caught Jonny. Then he tried to defend but his car was going off. Once I'd got passed him, we worked together to catch up to Tom and James.

"A big thanks to the guys at AK Automotive, who have done a fantastic job with the car all

"After he overtook me on the grass after the first corner I thought... 'Well screw your plan'."

weekend and to Alan who has pointed me in the right direction with my driving."

Jon Greensmith narrowly missed out on a podium and said: "Another fourth, I'll be called the fourth king!

"That was epic, I said at the beginning of the year that once the mid-field get to learn the car they'll close the gap. And today that's happened. It's made my life hell.

"It was a good race but I made a mistake about half way through and missed a gear coming out of the final corner and Jack got



past. I was rushing too much, think I got a bit over excited. I sat with him for a bit.

"You've really got to put some work into these cars now. You can't just turn up on the day any more, you've got to do your testing."

He added: "I saw Alan get knocked off a couple of times, I thought at the time 'that's a bit nasty,' but he can't afford to lose anymore now. I wonder if that's what's got to him, the safety zone's gone for him now."

Fifth went the way of Liam Murphy who said: "I wasn't happy settling for third, you've got to try for a win. It never worked but I'm still happy. We've got some good pace now and hopefully the podiums and wins will come later on in the year."

"It was such a brilliant race, James and Tom were a nightmare to follow and because there was so many in the train that one little mistake and I lost three places. I was third for most of the race but locked up the rear brakes going into the second chicane and that dropped me to sixth. Although I got past Rich on the last corner for fifth."

Sixth placed Richard Wicklen said: "It was ridiculously hard work and an absolute scrap. We're just happy to be up there at the sharp end, we'll just keep building on it."

"Brands Hatch will be a new track for us so we're not expecting the same results there."

But the later half of the season is what we're going to keep pushing towards. We've had a good weekend really - good fun."

A frustrated Alan Henderson explained what happened to him on lap four: "I was right behind Richard Wicklen when he locked up and went into the back of someone going into the Shell Oils hairpin. He was on the inside so I went to the outside and went side-

"You've really got to put some work into these cars now. You can't just turn up on the day any more, you've got to do your testing."

by-side and then he pushed me off the track.

"I had to go across the grass and everybody went past. There was loads of room - he just decided not to give any."

He added: "It's not the return I was looking for. It started so well with pole and I got fastest lap in that race - a new lap record I think. It was when I dropped right back and I got some clear air and I could drive properly."

"Everyone was really slow, it wasn't a fast race, it was a case of positioning your car in the right place. The top nine were just nose-



Jeremy Crook on his way to 17th.



Carl Garnett just misses out on a top ten finish.



Tom Roche heads James Blake-Baldwin, Liam Murphy and a mass of other Mazdas in to the Hislops.



Tom Collins fend off Simon Goddard.

to-tail. I assume it was the top nine because I was right at the back of it. I was a great race it's just a shame I was at the wrong end of it."

A disappointed Jamie Goddard completed the top ten and said: "It's quite a scary track if I'm honest. I came here and did half a day testing and maybe that wasn't enough."

"I think it's a combination of me finding the track really tricky and needing to work out what to change to suit the weather or track conditions. It's surprisingly bumpy, and I think I only really began to feel comfortable in the last race."

Carl Garnett said: "Two 11ths which last year I would have been really pleased with, but after the progress we've made this year it's a bit disappointing really."

"I just couldn't get the car set up right. It's very different to last year, in fact this is the first time I've ever been to a track I've raced on before. It was quite interesting as I improved my times by 3.5 seconds over last year so I'm pleased with that."

With the halfway point of the this year's competition now reached, on the evidence of Oulton's two races, the BRSCC's MX-5 SuperCup must rate as one of the most keenly fought one-make championships in the UK.

James Blake-Baldwin moves into the second half of the season with a slim three-point advantage over his chief adversary Tom Roche and the next rounds at Brands Hatch will have a lot to live up to. With each round being ticked off the calendar the racing has become closer and more exciting - thrilling competitors and spectators alike.

Simon Fleet and James Harris battle over 13th.



Alan Henderson chases down the rest of the lead pack on the penultimate 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	FINISHING POSITION
1 Tom ROCHE											1 James BLAKE-BALDWIN (+1)
2 James BLAKE-BALDWIN											2 Tom ROCHE (-1)
3 Richard WICKLEN											3 Jack HARDING (+4)
4 Liam MURPHY											4 Jonathan GREENSMITH (+2)
5 Alan HENDERSON											5 Liam MURPHY (-1)
6 Jonathan GREENSMITH											6 Richard WICKLEN (-3)
7 Jack HARDING											7 Tom COLLINS (+2)
8 Simon GODDARD											8 Simon GODDARD (-)
9 Tom COLLINS											9 Alan HENDERSON (-4)
10 Jamie GODDARD											10 Jamie GODDARD (-)
11 Carl GARNETT											11 Carl GARNETT (-)
12 Garry TOWNSEND											12 Garry TOWNSEND (-)
13 Simon FLEET											13 James HARRIS (+1)
14 James HARRIS											14 Simon FLEET (-1)
15 John DAVIES											15 John DAVIES (-)
16 David HENDERSON											16 David HENDERSON (-)
17 Geoff GOURIET											17 Jeremy CROOK (+2)
18 Raymond WORLEY											18 Steve DOLMAN (+3)
19 Jeremy CROOK											19 David WILLOUGHBY (+1)
20 David WILLOUGHBY											20 Geoff GOURIET (-3)
21 Steve DOLMAN											21 Raymond WORLEY (-3)
22 George GRANT											22 Gregg CATTON (+1)
23 Gregg CATTON											23 George GRANT (+1)
24 Michael LAWSON											24 Ian McDONALD (+1)
25 Ian McDONALD											25 Alex KING (+1)
26 Alex KING											26 Michael LAWSON (DNS)

■ Drivers in red eligible for BRSCC Masters Trophy



All smiles on the podium for (l-r) Tom Roche, James Blake-Baldwin and Jack Harding.

BRSCC Mazda MX-5 SuperCup2016 Masters Trophy

POINTS TABLE AFTER 9 ROUNDS

POS.	NUMBER	DRIVER	TOTAL
1	40	Raymond Worley	242
2	41	David Willoughby	210
3	77	Jeremy Crook	197
4	223	Garry Townsend	182
5	52	Steve Dolman	178
6	21	Simon Fleet	169
7	85	Ian McDonald	160
8	46	Simon Goddard	125
9	27	Jim Hart	124
10	13	Gregg Catton	89
11	18	Paul Sheard	66
12	11	Nick Dougill	54
13	96	Michael Lawson	21



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: ALAN HENDERSON LAP 6 TIME: 2:00.148 SPEED: 80.65 MPH

POSITION	NUMBER	DRIVER	CAR	LAPS	RACE TIME	GAP	DIFFERENCE	AVERAGE MPH	BEST LAP TIME	BEST LAP
1	2	James BLAKE-BALDWIN	Mazda MX-5 Mk3	10	20:25.165			79.09	2:00.725	3
2	25	Tom ROCHE	Mazda MX-5 Mk3	10	20:25.401	0.236	0.236	79.07	2:00.841	3
3	43	Jack HARDING	Mazda MX-5 Mk3	10	20:25.760	0.595	0.359	79.05	2:00.461	4
4	5	Jonathan GREENSMITH	Mazda MX-5 Mk3	10	20:25.951	0.786	0.191	79.04	2:00.828	3
5	3	Liam MURPHY	Mazda MX-5 Mk3	10	20:26.394	1.229	0.443	79.01	2:00.685	3
6	76	Richard WICKLEN	Mazda MX-5 Mk3	10	20:26.788	1.623	0.394	78.99	2:00.803	3
7	20	Tom COLLINS	Mazda MX-5 Mk3	10	20:26.922	1.757	0.134	78.98	2:00.560	4
8	46	Simon GODDARD	Mazda MX-5 Mk3	10	20:27.118	1.953	0.196	78.96	2:00.777	4
9	1	Alan HENDERSON	Mazda MX-5 Mk3	10	20:27.270	2.105	0.152	78.95	2:00.148	6
10	91	Jamie GODDARD	Mazda MX-5 Mk3	10	20:29.736	4.571	2.466	78.80	2:01.481	10
11	19	Carl BARNETT	Mazda MX-5 Mk3	10	20:36.089	10.924	6.353	78.39	2:01.749	7
12	223	Garry TOWNSEND	Mazda MX-5 Mk3	10	20:36.479	11.314	0.390	78.37	2:00.759	3
13	81	James HARRIS	Mazda MX-5 Mk3	10	20:36.635	11.470	0.156	78.36	2:01.624	3
14	21	Simon FLEET	Mazda MX-5 Mk3	10	20:36.805	11.640	0.170	78.35	2:01.702	6
15	33	John DAVIES	Mazda MX-5 Mk3	10	20:39.125	13.960	2.320	78.20	2:00.653	3
16	36	David HENDERSON	Mazda MX-5 Mk3	10	20:56.108	30.943	16.983	77.14	2:03.843	3
17	77	Jeremy CROOK	Mazda MX-5 Mk3	10	20:56.653	31.488	0.545	77.11	2:04.107	10
18	52	Steve DOLMAN	Mazda MX-5 Mk3	10	21:06.387	41.222	9.734	76.52	2:03.815	9
19	41	David WILLOUGHBY	Mazda MX-5 Mk3	10	21:09.221	44.056	2.834	76.34	2:04.911	2
20	71	Geoff GOURIET	Mazda MX-5 Mk3	10	21:09.582	44.417	0.361	76.32	2:04.890	2
21	40	Raymond WORLEY	Mazda MX-5 Mk3	10	21:09.772	44.607	0.190	76.31	2:04.394	1
22	13	Gregg CATTON	Mazda MX-5 Mk3	10	21:36.661	1:11.496	26.889	74.73	2:08.000	7
23	69	George GRANT	Mazda MX-5 Mk3	10	21:37.140	1:11.975	0.479	74.70	2:04.952	2
24	85	Ian McDONALD	Mazda MX-5 Mk3	10	21:37.459	1:12.294	0.319	74.68	2:07.369	5
25	152	Alex KING	Mazda MX-5 Mk3	10	21:45.513	1:20.348	8.054	74.22	2:08.317	9
26	96	Michael LAWSON (DNS)	Mazda MX-5 Mk3							

■ Drivers in red eligible for BRSCC Masters Trophy

OULTON PARK: Trophy winners' gallery

ROUND EIGHT



1st: Tom ROCHE



2nd: James BLAKE-BALDWIN



3rd: Richard WICKLEN

BRSCC Mazda MX-5 **SuperCup2016**

CHAMPIONSHIP STANDINGS

1	James BLAKE-BALDWIN	888	598
2	Tom ROCHE	837	595
3	Alan HENDERSON	672	587
4	Jonathan GREENSMITH	848	570
5	Liam MURPHY	820	552
6	Jack HARDING	794	548
7	Richard WICKLEN	605	527
8	Jamie GODDARD	665	517
9	Carl GARNETT	712	502
10	Garry TOWNSEND	480	480
11	Simon FLEET	448	448
12	Ray WORLEY	636	442
13	Jeremy CROOK	502	438
14	David HENDERSON	472	416
15	Alex PRESTON	416	416
16	David WILLOUGHBY	540	414
17	John DAVIES	392	392
18	Steve DOLMAN	444	384
19	George GRANT	380	371
20	Ian McDONALD	392	340
21	Simon GODDARD	340	340
22	Alex KING	382	332
23	Jim HART	314	314
24	Geoff GOURIET	276	276
25	Anthony NIELD	272	272
26	Charlie CHARMAN	252	252
27	Gregg CATTON	228	228
28	Will CHAPPELL	180	180
29	Tom COLLINS	172	172
30	Paul SHEARD	168	168
31	Andrew CAIRD	164	164
32	Nick DOUGILL	160	160
33	James HARRIS	150	150
34	Phillip CALLOW	82	82
35	Michael LAWSON	54	54

ROUND NINE



1st: James BLAKE-BALDWIN



2nd: Tom ROCHE



3rd: Jack HARDING

NEXT MEETING: BRANDS HATCH, 9th & 10th July 2016

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