

2016 BRSCC MAZDA MX-5 SUPERCUP

RACE REPORT

August 27 & 28, 2016 | **Rounds 12 & 13**

DONINGTON PARK

Words and pictures by **JON ELSEY**



AVON
TYRES

Eibach
LIFTING

Pipercross

TOWNSEND
VEHICLE HIRE RUGBY

RACING
BEST EQUIPMENT

GAZ SHOCKS

Sanspeed

BLiNK Motorsport's Richard Breland has his first outing in the BRSCC MX-5 SuperCup.



AFTER a six-week summer break, the BRSCC MX-5 SuperCup burst back into action at Donington Park. The 1.95 mile National circuit hosted rounds 12 and 13 of the ultra-competitive one make championship.

Another impressive grid of 27 Mk3 Mazda roadsters congregated at the Leicestershire track and for several of the drivers there was everything to play for as the title battle was still wide open.

The last two meetings had showcased the SuperCup as being at the forefront of British Club motorsport. The equal nature of both cars and drivers leading to some of the most exciting racing to be seen in the UK.

Following an epic encounter last time out at Brands Hatch, Tom Roche became the third different leader of this year's championship. The popular Welshman left the Kent circuit just two points ahead of his nearest rival James Blake-Baldwin.

With Alan Henderson sitting a handful of points behind it was beginning to look like a three-horse race for the title. But the defending champion's name was absent from the Donington entry list appearing to leave his two main rivals to fight it out for the prize.

"It was a hard decision because I'm still right there, but not going to Zolder really killed the championship for me. So the last thing I want to see this weekend is James and Tom take each other off at the first corner in Race 1 – that would be devastating."

Simon Orange was also getting to grips with a SuperCup MX-5 for the first time.



Henderson explained: "It's a bit of a long story, I never intended to race in the championship this year, it was only the fact that my car didn't sell that I thought I might as well have a go. When it eventually sold following the Anglesey meeting I assumed 'that would be that'. But AK [Automotive] gave me the opportunity to use their hire car

and I thought 'why not' but then I kind of ran out of money.

"To be honest, I had made my mind up quite a long time ago. The only reason I used the hire car was because at the time I sold the car I was leading the championship and I had a real dilemma 'should I continue or should I stop?' It was a hard decision because I'm still right

there, but not going to Zolder really killed the championship for me. So the last thing I want to see this weekend is James and Tom take each other off at the first corner in Race 1 - that would be devastating.

"I might still do the odd round if I've got a bit of spare money and there's a car available and I'll still be around the paddock helping the team out."

Looking forward he added: "I've just purchased a Ginetta G50 with the guys at AK and the plan is to do something a bit different. I've been doing short sprint racing for a long time now and fancy doing some endurance racing."

Henderson's rivals for the 2016 crown were surprised by the defending champion's decision. James Blake-Baldwin said: "It's a shame really, because it was going to be really, really close. I spoke to him in the week and at the end of the day if you can't afford it, you can't afford it. Plus, he told me that after he sold his car his heart wasn't really in it."

Tom Roche agreed: "It's a real shame that Alan's had to withdraw. It's good that he's got plans for the future, but you'd have thought that with it being so close he'd carry on and

"We really want to get into Mk3s big time next year, with me racing hopefully and running some customer cars. Well that's the idea. Some people are now saying - and we have seen evidence to support the fact - that running a SuperCup car is no more expensive now than a Mk1!"

try to beat us, at least until the point it was impossible for him to win. Who knows what can happen, James and me could quite easily take each other out!"

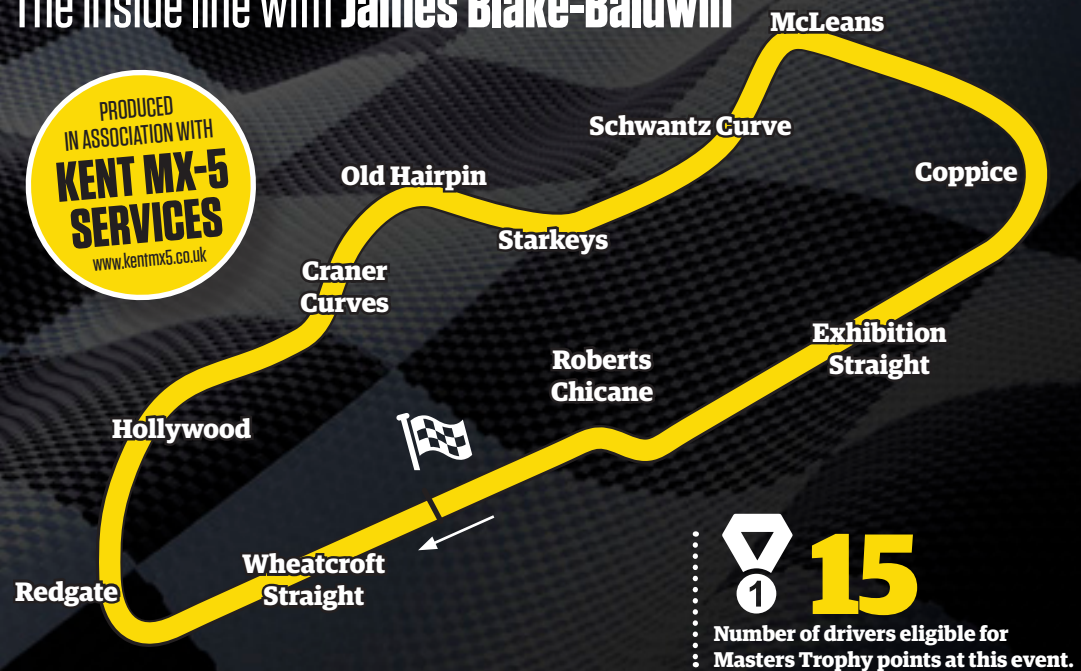
It had been a busy time for Roche and his Blendini outfit, as by the time qualifying had come around they had changed the engine in Simon Goddard's car twice.

Roche explained: "Simon told me it was going really well in testing, the best it had ever gone. So he decided to park it up and save it for today. He was on his slow down lap heading back to the pits when it let go."

"So we managed to get the number of a local guy who imports Japanese stuff, and he had an engine that had supposedly done 20,000 miles from a 2010 car, and we thought great, that's the engine to have. We went and got it and put it in last night. But annoyingly you can't run engines here after a certain time. So even though the engine was in the car we couldn't test drive it. The first time we got to try it was in free practice this morning and it was rubbish."

DONINGTON PARK (national)

The inside line with James Blake-Baldwin



15

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



27

The number of drivers entered for this event.



57MPH

The speed the slowest corner, the Roberts Chicane is taken.



10

The number of corners in one lap of the circuit.



1.96 MILES

The length of one lap of the circuit.



55MPH

The speed retardation in the heaviest braking zone. Slowing from 112mph to 57mph on the approach to the Roberts Chicane.



83MPH

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



11

The number of gear changes on a flying lap.



1.3G

The highest lateral 'g-force' recorded turning through the Old Hairpin.



0.9G

The highest longitudinal 'g-force' is recorded when braking for the Roberts Chicane.



112MPH

The highest speed achieved on a flying lap on the main (Exhibition) straight.



1:22.897

The quickest lap time during the meeting set by Jon Greensmith in Race 2. Recording an average of 85.94MPH



Simon Fleet.



James Aspinall chose Donington for his first race of 2016.



Jon Greensmith was right on the pace.



Jeremy Crook's car looking good as new again.



Carl Garnett.



Liam Murphy lifts a wheel rounding Coppice.

"So now we've borrowed BLiNK's spare engine. I believe it's Charlie Charman's old engine so it should be okay. But it can't be that good or it would be in Richard's car!" he laughed. "There's a reason it's in the lorry."

Joining the SuperCup throng for the first time was BRSCC MX-5 Mk1 racer Simon Orange. He said: "Well I'm here for the weekend anyway and they seem to time it nicely so you can do both. So I thought I'd give it a shot."

"Ben Short has sourced the car for me and this is the first time I've driven it. It's different to the Mk1, it's quicker and much more precise. I love it, the grip is fantastic. The plan is to do a full season in it next year."

Also making the switch to the newer Mazda at Donington was Richard Breland. The BLiNK

"You'd have thought that with it being so close he'd carry on and try to beat us, at least until the point it was impossible for him to win. Who knows what can happen, James and me could quite easily take each other out!"

Motorsport supremo said: "We've borrowed the car off Ken Harris and it's the one that James Harris raced at Oulton. I've done a couple of MaX5 rounds in it and we did alright and won a couple of races so I thought it was time I had a go up against the big boys in the BRSCC championship."

"The only thing we've changed since Oulton is the engine - there was nothing wrong power wise with the old engine but we have put the later Mk3.5 engine in and it does seem to pull a bit better."

Comparing the driving experience to the Mk1 he said: "I love it, they are much more like a proper race car. You can't throw them around as much as a Mk1, you've got to be very precise, they're just a really great car - great fun to drive."

"We really want to get into Mk3s big time next year, with me racing hopefully and running some customer cars. Well that's the idea. Some people are now saying - and we have seen evidence to support the fact - that running a SuperCup car is no more expensive now than a Mk1."

Following his big impact at Brands Hatch it was great to see the return of Jeremy Crook. He said: "I'm pleased to be back out, it was a big job to put the car back together. It took the boys two days on the jig and about a week in the bodyshop."

"Amazingly there's only one new panel on it, thankfully everything else pulled out. Don't go near it with a magnet though."

"I've got a new sponsor this weekend - a company I do some work for. It's a brand of weed killer with the great name 'DeadFast'."

James Blake-Baldwin claims pole position at the end of an exciting qualifying session.



Qualifying: Last lap tow from rival helps Blake-Baldwin secure pole

Surrey racer sneaks it by one thousandth of a second from revitalised Greensmith when times tumble as circuit dried.

FOLLOWING a dry free practice earlier in the day, a light drizzle greeted the drivers as they ventured out for their all-important qualifying. In the holding area many competitors were anxiously peering skywards pondering whether their choice of suspension settings, tyres and tyre pressures was the right one.

And their concern was a genuine one as although the circuit was wet at the beginning of the 20-minute session, the clouds soon began to break and the rain stopped. A dry line emerged and lap times started to tumble with provisional pole position changing by the minute.

At the end of a tense session it was James Blake-Baldwin who topped the timesheets in his Universal Security backed machine. The 28-year-old who narrowly pipped Jon Greensmith said: "That was a bit close - one thousandth of a second - brilliant, I totally nailed it!!!" he laughed, before adding: "Jon's engine's going really well now, we're changing gear at the same places and he's driving it bloody well. I think he's going to be a direct replacement for Alan. I need to stop ringing

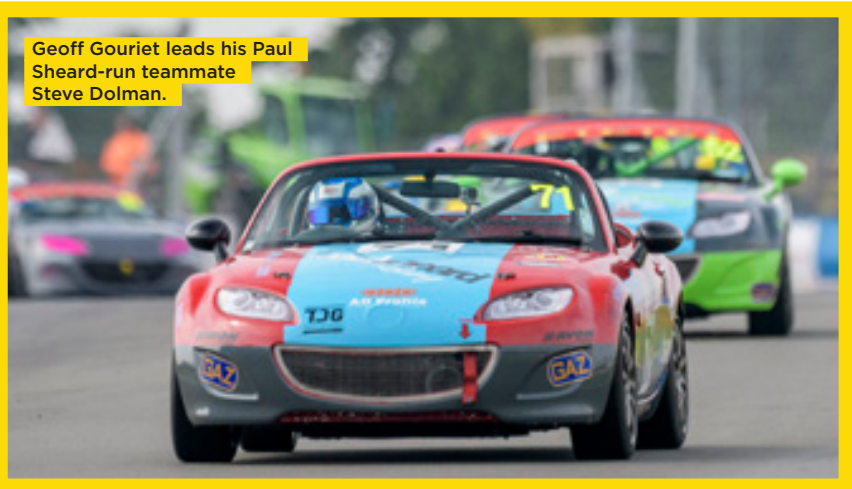
TOP TEN

1. J. BLAKE-BALDWIN
2. J. GREENSMITH
3. T. ROCHE
4. T. COLLINS
5. L. MURPHY
6. G. TOWNSEND
7. J. HARDING
8. J. GODDARD
9. S. GODDARD
10. S. FLEET

MASTERS TROPHY

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

Geoff Gouriet leads his Paul Sheard-run teammate Steve Dolman.



him during the week now and telling him all my secrets."

Looking towards the race he mused: "The problem is do you defend for the first bit and let everyone bunch up and let their tyres all warm up, or do you try and go for it off the line and build a gap? It's such a hard decision.

"The tow around here is so important, I've heard it's worth up to half a second - I don't know if that's true but it's going to be very difficult to stay in front.

"It'll be defend, defend, defend into every bend and try to force the others around the outside. But at Redgate for example if you

Andy Coombs.



Jamie Goddard.



George Grant heads down hill towards the Craner Curves.



Liam Murphy leads Jack Harding through Hollywood.



Simon Goddard just made qualifying after a record breaking engine change.



Simon Fleet posted the third fastest Masters Trophy in qualifying.

try to defend on the way in it makes you so slow on the exit, and if your opponent takes a slightly wider line they can get a cutback on you.

"Into the chicane too, it's very hard to pass around the outside but it is possible, but we'll sacrifice a panel or two if needs be. If it's dry then it'll be a train of cars again, the only time a gap will be created will be if someone goes for a lunge and it doesn't come off. I'm hoping that with me being on pole, that will happen early on and I may get a gap. It has to be a sizable gap though - four or five car lengths is not enough, as there's such an advantage to be had from being in a tow from the Craner Curves pretty much to the chicane that you can easily close that sort of gap."

Jon Greensmith was second fastest, his time off during the summer break had been

"The car was spot on and as the track was drying out and I remember thinking 'I'm going to lose out here'. I thought it was going to be too dry for this set-up but amazingly the times kept on coming."

well spent as the Sheffield racer had managed to unlock more power from his MX-5 City liveried roadster. He explained: "That was a proper result, I thought I was going to get pole there for a second.

"Just from tweaking the engine it seems to have sorted everything out - I just wish we'd done it sooner. I know the set-up is there, it's been let down by the engine all season. Fixing the variable-valve timing unit and fitting a GoPerform exhaust has now brought the brake horsepower up to where it should be. It's absolutely mega now."

He continued: "I went out on wet tyres but left a dry set-up and we were only a second off the pace from the dry times.

"The car was spot on and as the track was drying out I remember thinking 'I'm going to lose out here'. I thought it was going to be too dry for this set-up but amazingly the times kept on coming - I just kept being held up by the traffic.

"Then on that last lap I got a clear run and I saw James behind me, and he got a bump draft off me.

"There's only a thousandth of a second between me and James, at last I'm on the front row. I'll just have to see if I can keep it there and get onto the top step."

Tom Roche earned himself a second row start just behind his chief rival ready to attack. The Welshman said of his performance: "It was alright, it was always going to be a case of who was fastest on the last lap would take pole. It was drying all the time.

"The car felt great, I was quickest with one

Jon Greensmith missed out on pole by a thousandth of a second.



lap to go but I messed the chicane up at the end. I could see that I was going to catch the guy before the chicane and I kind of hoped that he'd lift on the back straight so I'd be on the right line for the chicane, but he didn't so I had to go down the inside and that was that really."

He continued: "It's good to see Jon back up there, he was going well yesterday in testing

now he's found that extra power. So it looks like it will be three of us again.

"If the race is dry it will be really close but the forecast is saying it will be wet which could make things interesting. As long as it's clear as to what the conditions will be, either wet or dry, there's nothing worse than it being somewhere in between."

An epic qualifying performance from Tom

"It's very hard to pass around the outside, but we'll sacrifice a panel or two if needs be."

Collins bagged him a second row start. He said: "I'm happy with that but would have liked third, which is where I was after practice. But at least it's the same row.

"The time came towards the end as the track started to dry out to the point where it was pretty much totally dry for the last few laps. I just had a problem with traffic. Every time I was on a flying lap I'd catch a car either at the chicane or the Old Hairpin, which slowed me down slightly. Had it not been for that I believe I could have possibly got pole."

Although he'd been in the mix for the last couple of rounds this was a step up for Collins: "Oulton was brilliant, and Brands was even better. I do enjoy Donington, although I'm not overly experienced on this track, I've only raced here once before."

Content, if not totally happy, with fifth was Liam Murphy who sat out the final five minutes of qualifying beached in a gravel trap. He said: "I was getting a bit more confident as the session went on and started to drive like it was a dry track.

"I came into Redgate a bit too quick and took too much kerb, what with one thing and another ended up in the gravel. And there was no getting out of that."

He added wryly: "Too make it worse I'd just seen on my pitboard that I was P1, so I was desperate for the chequered flag to come out.

"Donington has been a good circuit for us in the past, we've won a couple of races here but it's a lot more competitive this year."

Top Masters qualifier Garry Townsend

Steve Dolman heads down the Craner Curves ahead of George Grant.



Jeremy Crook's rebuilt car sported a new 'Dead Fast' sponsor's decal at Donington.



Tom Roche bagged himself a second row start.



Garry Townsend was sixth fastest overall and fastest Masters Trophy runner.



was pleased to be mixing it with the championship front-runners. He said: "I was chuffed with that, I got a bit of a tow behind Tom [Roche] and Richard [Breland] who I dived down the inside of at the chicane. I didn't realise it was the last lap because I was trying to stay with Tom to get another fast lap in.

"I went out with a dry set-up and tried to stay on the dry line as it was appearing, and learning where to go flat. It was a bit hairy the first couple of laps but overall it was good fun. If I can stay in that position for the races then I'll take that."

Jack Harding bagged seventh with Jamie Goddard joining him on the fourth row. They were followed on the timesheets by a relieved

"I went out with a dry set-up and tried to stay on the dry line as it was appearing, and learning where to go flat once you got on it. It was a bit hairy the first couple of laps but overall it was good fun."

Simon Goddard, the 50-year-old fresh from his second engine swap of the meeting also managed to set the second fastest time for Masters Trophy competitors. He said: "Ten minutes before I was due to go out to qualify, the car was still in bits. And Josh [Robbins] was telling me to get in the car and get ready.

"Everyone else had left the holding area and was halfway around their first lap when I left the garage and joined from the pit lane."

The wet weather specialist added: "I'm quite happy with the time because from what I understand it's not a rebuilt engine - it's just one BLINK had. Needless to say I'm hoping it will rain for the race."

Simon Fleet was third fastest Masters runner and rounded out the overall top ten. He said: "It just got quicker and quicker as it was drying out. It was slippery as hell to start with and the first corner was truly horrible.

"I'd opted for a wet set-up but I don't think it made that much difference to be honest. The last four laps I was knocking half a second off every lap. Then I caught George [Grant] at the chicane on the last lap so it could have been better."

A disappointed Richard Breland just missed out on a top ten place and commented: "I went out on a wet set-up because obviously it was wet to begin with but then it totally dried out. I didn't come into the pits to change anything and then suffered the consequences.

"I was on a really good lap on the last lap and managed to hook in behind Tom Roche but we all seemed to mess it up at the chicane. It's a shame because I was fifth fastest in practice but just screwed up qualifying."

Despite having his best ever qualifying Tom Collins thought he could have done better.



QUALIFYING RESULT

POLE POSITION

DRIVER: JAMES BLAKE-BALDWIN LAP 14 TIME: 1:23.527 SPEED: 85.29

POSITION	NUMBER	DRIVER	CAR	BEST TIME	BEST LAP	TOTAL LAPS	GAP	DIFF	MPH
1	2	James BLAKE-BALDWIN	Mazda MX-5 Mk3	1:23.527	14	14			85.29
2	5	Jonathan GREENSMITH	Mazda MX-5 Mk3	1:23.597	14	14	0.070	0.070	85.22
3	25	Tom ROCHE	Mazda MX-5 Mk3	1:23.643	13	14	0.116	0.046	85.17
4	20	Tom COLLINS	Mazda MX-5 Mk3	1:23.804	14	14	0.277	0.161	85.01
5	3	Liam MURPHY	Mazda MX-5 Mk3	1:23.842	9	9	0.315	0.038	84.97
6	223	Garry TOWNSEND	Mazda MX-5 Mk3	1:24.137	14	14	0.610	0.295	84.67
7	43	Jack HARDING	Mazda MX-5 Mk3	1:24.212	13	13	0.685	0.075	84.60
8	91	Jamie GODDARD	Mazda MX-5 Mk3	1:24.227	12	13	0.700	0.015	84.58
9	46	Simon GODDARD	Mazda MX-5 Mk3	1:24.545	12	12	1.018	0.318	84.27
10	21	Simon FLEET	Mazda MX-5 Mk3	1:25.166	13	13	1.639	0.621	83.65
11	811	Richard BRELAND	Mazda MX-5 Mk3	1:25.493	14	14	1.966	0.327	83.33
12	8	Andy COOMBS	Mazda MX-5 Mk3	1:25.668	13	13	2.141	0.175	83.16
13	19	Carl GARNETT	Mazda MX-5 Mk3	1:26.128	12	12	2.601	0.460	82.72
14	69	George GRANT	Mazda MX-5 Mk3	1:26.235	13	13	2.708	0.107	82.61
15	71	Geoff GOURIET	Mazda MX-5 Mk3	1:26.322	13	13	2.795	0.087	82.53
16	76	Richard WICKLEN	Mazda MX-5 Mk3	1:26.372	11	12	2.845	0.050	82.48
17	77	Jeremy CROOK	Mazda MX-5 Mk3	1:26.407	13	13	2.880	0.035	82.45
18	40	Raymond WORLEY	Mazda MX-5 Mk3	1:26.642	13	13	3.115	0.235	82.23
19	52	Steve DOLMAN	Mazda MX-5 Mk3	1:27.037	13	13	3.510	0.395	81.85
20	67	Simon ORANGE	Mazda MX-5 Mk3	1:27.152	12	13	3.625	0.115	81.74
21	28	James ASPINALL	Mazda MX-5 Mk3	1:27.599	13	13	4.072	0.447	81.33
22	36	David HENDERSON	Mazda MX-5 Mk3	1:27.657	12	13	4.130	0.058	81.27
23	152	Alex KING	Mazda MX-5 Mk3	1:28.773	12	13	5.246	1.116	80.25
24	13	Gregg CATTON	Mazda MX-5 Mk3	1:30.044	13	13	6.517	1.271	79.12
25	41	David WILLOUGHBY	Mazda MX-5 Mk3	1:30.872	12	12	7.345	0.828	78.40
26	85	Ian McDONALD	Mazda MX-5 Mk3	1:31.146	12	12	7.619	0.274	78.16
27	27	Jim HART	Mazda MX-5 Mk3	1:31.711	11	12	8.184	0.565	77.68

■ Drivers in red eligible for BRSCC Masters Trophy

POLE POSITION

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

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



Jon Greensmith became the championship's fourth race winner of the season - dominating in the wet conditions.

Race 1: Greensmith bags maiden SuperCup victory

Yorkshireman shows others a clean pair of heels with his wet weather masterclass.

ALL day the talk around the paddock had been the possibility of rain but no one could have predicted just how wet Race 1 would be. Staying on the road was vital as was making the most of any opportunity that presented itself. Undeterred the field gingerly set off for two green flag laps to get the measure of the tricky conditions.

Thunder and lightning added to the drama as the field headed by James Blake-Baldwin and Jon Greensmith formed up on the drenched tarmac.

As the red lights faded into the gloom it was Greensmith who got the jump to lead the field towards Redgate, while Tom Roche took the opportunity to dive up the inside of Blake-Baldwin into the first corner. The erstwhile pole-sitter shuffled down to third.

The torrential rain meant limited visibility for all behind, yet despite the wall of spray Garry Townsend gained two positions to slot into fourth but the driver literally making waves was Simon Goddard who claimed fifth when Tom Collins ran wide exiting Redgate.

Townsend's hard work was somewhat

OVERALL PODIUM

1. J. GREENSMITH
2. T. ROCHE
3. L. MURPHY

MASTERS TROPHY

1. R. BRELAND
2. G. TOWNSEND
3. S. GODDARD

undone at the end of the opening lap when he missed his braking point at the Roberts Chicane and the resulting loss of momentum afforded both Liam Murphy and Jack Harding an easy pass.

With the benefit of a clear windscreen Greensmith crossed the line for the first time two seconds clear of the chasing Roche, with Blake-Baldwin third followed by Murphy,

Simon Goddard suffered from visibility issues.



Harding, Townsend and then the two Goddards, Simon and Jamie. Collins who had had a disastrous first lap and Simon Fleet rounded out the top ten. Amazingly despite the atrocious conditions every one of the 27 competitors made it through lap 1.

Collins began to redeem himself on the following lap passing Jamie Goddard with a brave move at the Old Hairpin, a corner which moments later would catch out SuperCup rookie Andy Coombs causing Ray Worley to take to the grass in avoidance. Both cars would rejoin but lost many positions in the process.

By the start of the third lap the front five had got somewhat strung out and the main battle on the sodden circuit was for sixth,

"Visibility was awful, for the first laps the spray was really bad and then my windscreen got really steamed up which made it that much more difficult because you couldn't see the apexes."

with Townsend coming under increasing pressure from Simon Goddard, Collins and Jamie Goddard.

The fired-up Collins was on a charge and soon picked off Simon Goddard with a ballsy move around the outside of the Craner Curves. He then followed that up shortly after with an equally impressive 'Matt Neal' style lunge up the inside into McLeans to pass Townsend.

While the battle for sixth was entertaining for the handful of spectators who'd braved the elements, there was an equally exciting scrap being played out at the other end of the field headed by Simon Orange. The SuperCup debutant had his mirrors full of Jeremy Crook, David Willoughby and Jim Hart as he clung on to 20th position. The quartet was covered by less than a second, with the recovering Worley homing in fast, keen to join the party.

Richard Wicklen who had qualified an uncharacteristic 16th and been making steady progress through the field was knocking on the door of the top ten when he took to a trip through the gravel at the Old Hairpin four laps in. Just like Worley before him he lost a multitude of places as he scrambled his way back to the track.

Up the front there were no such tribulations for race leader Greensmith who had opened up an impressive eight-second lead over Roche, who in turn had created some much needed breathing space back to Blake-Baldwin. But it was fourth-placed Murphy who appeared to be getting a handle on the conditions, lapping considerably quicker than the pair immediately in front of him. On this evidence it seemed only a matter of time before the 20-year-old would be on Blake-

Ian McDonald.



Jack Harding chased down by Tom Collins.



Andy Coombs at the Roberts Chicane.



Baldwin's bumper. Sure enough his persistence paid off at the end of the fifth lap when he slipped down the inside at the Roberts Chicane to take third position.

Meanwhile, Greensmith looked imperious and was circulating nearly a second a lap quicker than anyone else, noticeably taking a wide 'karting style' line and steering well clear of the traditional racing line.

Behind, there was a great battle over seventh being played out between Townsend and Jamie Goddard, with Simon Goddard, Fleet and Breland a stone's throw behind.

Also worthy of note was the trio disputing 12th of Carl Garnett, James Aspinall, and George Grant.

Worley's woes increased when on lap six he had a half spin at the chicane and was lucky not to be collected by his Boreham Motorsport teammate Hart who needed to take avoiding action.

The battle for second was hotting up when Murphy caught Roche and challenged into Redgate. With the Blendini driver in defensive mode it soon lured in Blake-Baldwin to create a three-way fight.

"I don't want to sound big headed but I was expecting a bit more competition"

The fight for seventh was resolved in favour of Jamie Goddard when the Royston racer finally despatched Townsend on lap seven.

Murphy lined up another shot at Roche at Redgate on the following lap but thought better of it. As time went on Roche seemed to get the measure of Murphy thanks in part to pumping in some quick laps, and created a decent gap.

With two laps remaining the fight for eighth was intensifying, with Townsend desperately defending from the two Goddards and Breland. Such was the pressure that both Townsend and Simon Goddard both made errors at the chicane to gift Jamie Goddard and Breland positions.

As the race entered the closing stages, a terrific five-car scrap raged between Garnett, Fleet, Aspinall, Grant and Gouriet over 12th, with an equally tight tussle featuring Willoughby, Orange and Worley and King being played out towards the tail.

At the end of a gruelling 20-minute encounter Greensmith's masterful drive in the rain meant he took the flag some eight seconds ahead of the battling Roche and Murphy. The pair were separated by 0.6 second at the line. Blake-Baldwin had eased off over the closing stages to cross the line in fourth, with Harding claiming fifth and Collins an impressive sixth. Jamie Goddard won out in the race-long battle for seventh, with Breland eighth, Townsend ninth and Simon



Geoff Gouriet.



Tom Collins splashes his way through the Robert's Chicane.



Goddard completing the top ten.

Another close finish featured the Paul Sheard-run trio of Aspinall, Grant and Gouriet who crossed the line covered by a mere 0.6 seconds in their quest for 13th.

Even closer than that were Crook, Henderson and the recovering Wicklen, they were blanketed by three tenths.

So when the spray settled it was Jon Greensmith who took a comfortable maiden victory despite everything that the weather gods had thrown at him. He said: "It sounds so wrong for me to say this but I wasn't pushing it. I just thought 'right I can't make any mistakes'. Even when I went into the first corner I went really gently and I thought that everyone was going to come up the inside of me.

"I just kept it wide through the Craner Curves and Old Hairpin - everywhere wide, wide, wide.

"I had a moment as well on the first lap and got proper sideways coming up the hill. I thought 'right I've got to back it off a bit', but then I saw the gap back to Tom get bigger and bigger. And I thought 'what's going on, am I doing something wrong here? Then I had to concentrate so I flicked the mirror out of the way so I wasn't looking behind me. The car was absolutely spot on I can't complain.

"He was really smooth and wasn't sliding, whereas we were all sliding behind. By the time we'd done four or five laps the car felt much better, but by then he was gone."

"The wet's a real level playing field - I know that the car's been handling fantastically for most of the season, it was just down to that engine. It's a shame in a way because I'd rather have had a big old battle in the dry - but there's always tomorrow.

"The start was great, I didn't put any revs on, I just set off like I was off on a country road. I put it into second and had a tiny bit of wheelspin but I couldn't really fault it. I don't want to sound big headed but I was expecting a bit more competition. I thought 'I've got this big lead I don't want to throw it off'. It was the longest 20 minute race ever. That's that monkey off my back, big time. Let's see if we can do it again in the dry tomorrow."

Runner-up Tom Roche said: "That was slippery, I didn't expect Jonny to be that fast in the rain. I think the clear windscreen helped but he just seemed to have a lot of grip right from the start.

"He drove really well, he was really smooth and wasn't sliding, whereas we were all sliding behind. By the time we'd done four or five laps the car felt much

George Grant.



Tom Roche.



better, but by then he was gone. He was just a lot braver than me off the start."

He added: "I saw Liam catching quickly and I remember thinking 'this isn't going to be an easy drive round for second'. We both started to go a bit quicker, taking a few more risks and pushing a bit harder. I was closing my eyes a bit as I took more speed down the Craner Curves."

A happy Liam Murphy took third and said: "It's about time we had a podium, that's the worst conditions I've ever raced in a car. The visibility was the main problem, the grip was a bit here and there and I made the most of the two green flag laps to find where it was. I think the years of karting helped me a lot out there."

"Although, my start was awful and I lost a few places initially, but thankfully managed to pick them all back off."

"Once I'd caught James I found it easy to get past coming into chicane. I did catch Tom too, and I was showing him my nose here and there trying to force a mistake, but he was wise to that."

A concerned James Blake-Baldwin finished fourth, the first time he's failed to stand on the podium all year. He said: "I couldn't see, going down the Craner Curves there was blue smoke pouring into the cockpit. I just thought 'oh no... just stay back take it easy and finish.' I just kept staring at the gauges, freaking out. I was so close to coming in, but I wanted to

finish to get a good grid position for Race 2.

"It turned out that the oil drain plug had come loose, which made it extra slippery for me out there."

Next up was Jack Harding who said: "Fifth place was better than I expected to be honest, I just need some wet testing, it always seems to rain on race day."

"I was on my own for most of the race, I didn't have a great start. I saw Tom Collins

"I don't want to name names but somebody put something on the windscreen to supposedly improve visibility, but if they'd put Lurpack on there it would have been better."

behind me and I think I started concentrating a bit too much on him behind and I dropped off the pace and before I knew it he was on me. So I had to defend for a few laps and managed to hold him off."

"It's just not gone our way with the weather, so I'm hoping it changes for tomorrow. Visibility was awful, for the first laps the spray was really bad and then my windscreen got really steamed up and I couldn't get to it to clean it because of my seat belts, which

Steve Dolman.



Simon Fleet and Carl Garnett.



James Aspinall.



made it that much more difficult because you couldn't see the apexes."

A downbeat Tom Collins followed Harding home and recalled: "I got pushed out wide on the first corner, I think it was Garry Townsend who nudged me onto the grass. I was at right angles to the circuit and managed to slot back in about ninth."

"I tried my hardest and got back to sixth but then I had a ten second gap to the car in front which I managed to close that over the last few laps."

"I had a couple of goes at passing Jack but couldn't quite do it I didn't have enough time. I'm a bit disappointed really, which is strange because it's my best result. But I know it could have been better."

Rookie racer Jamie Goddard came home in seventh place. He said: "That was the first time I'd been out in a pack of cars where all I could see were their lights. It was quite scary, I had the wipers on full speed but I still couldn't really see anything. I was sort of driving by memory."

"I had a great battle with Simon Goddard, Richard Breland and Garry Townsend and they fell over themselves at the final chicane. I'd seen them push each other a couple of laps before and I thought they might lock up there and go straight on. And sure enough they all did it, one by one, and I managed to sneak by."

"In a way I kind of enjoyed it, just because it was different and quite demanding. You

had to be really wired and have 100 percent concentration."

In his first SuperCup outing Richard Breland took a well-deserved eighth and was also the first Masters Trophy driver home. The 45-year-old said: "It was highly entertaining. I'm not a big fan of wet weather. Not being able to see anything, the first couple of laps were incredible. You had to trust the cars around you while at the same time try to work out where the track was. To be fair I thought everyone was brilliant, everything was clean and I had a great battle."

He added: "We need to work on our wet set-up. I think some of the front-running guys had brand new tyres which we haven't got, but for my first SuperCup race I thought it was absolutely brilliant. I really enjoyed it. I started 11th and finished eighth so that'll move me up a few grid places for Race 2. Let's just hope it's dry so I can have a real good go at it."

Second-placed Masters Trophy runner and ninth overall was Garry Townsend. He said: "That was horrible, I had a great start off the line and got up to fourth and all I could see were the others' rain lights - it was horrendous."

"I made a mistake coming into the chicane at the end of the first lap, I lost momentum and both Liam and Jack came past. I managed to hold station for a little while but Tom Collins got by me at McLeans."

"Then right at the end I made another

**Liam Murphy and James
Blake-Baldwin fight over third.**



Jamie Goddard.



Gregg Catton leads Alex King.



Richard Breland



Carl Garnett.



mistake at the chicane and lost out to Jamie and Richard. I'm a bit disappointed but at least I'm in one piece."

Rounding out the top ten and also bagging the final Masters podium spot was a frustrated Simon Goddard. The Blendini driver said: "It was all going so well, but unfortunately there was a bit of an error in the garage. I don't want to name names but somebody put something on the windscreen to supposedly improve visibility, but if they'd put Lurpack on there it would have been better."

He explained: "On the grid I thought it wasn't too bad. I made a great start, I think I made up two or three places and slotted into fifth by the end of the first corner. But then BUTTER! The whole screen appeared to be smeared with butter. I was trying to reach out my hand to clean it. I couldn't see a thing. I was doing everything I could just to stay on the track."

"Garry and Jamie went past and about three laps before the end it cleared a little bit and I could sort of see something and managed to catch them back up."

"I was so fired up that I out-braked myself into the chicane, then I did it again two laps later. It's so annoying after all we've gone through this weekend, and someone trying to do good by putting RainEx or whatever on the screen. It's seriously ruined the race. But hey, that's motor racing!"

Current Masters Trophy points leader Ray Worley echoed other competitors thoughts

Ray Worley had a couple of spins in the tricky conditions.



"I couldn't see, going down the Craner Curves there was blue smoke pouring into the cockpit."

when he said: "It was very tricky out there, you genuinely could not see a thing. If someone in front braked you assumed there must be a corner somewhere near. In fact it got harder to drive when the rain stopped because the track got really greasy then. Every corner of every lap seemed to be different."

"I got a really good start, overtook quite a few people and was making good headway. Poor old Andy [Coombs] spun in front of me

exiting the Old Hairpin and I didn't know what way to go. The only thing I could do to avoid T-boning him was to take to the grass, and lost quite a few places in the process."

"I think the red mist might have been coming down a little bit at that point, as I had another little moment at the chicane, probably due to me driving beyond my ability. I spun and my teammate Jim nearly came to visit. It's all part of the rich tapestry of racing."

DRIVER TRACKER

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

Geoff Gouriet and George Grant punch their way through the spray.



RACE 1 RESULT

FASTEST LAP

DRIVER: LIAM MURPHY LAP 12 TIME: 1:37.794 SPEED: 72.85 MPH

POSITION	NUMBER	DRIVER	CAR	LAPS	RACE TIME	GAP	DIFFERENCE	AVERAGE MPH	BEST LAP TIME	BEST LAP
1	5	Jonathan GREENSMITH	Mazda MX-5 Mk3	12	19:55.532			71.39	1:38.532	11
2	25	Tom ROCHE	Mazda MX-5 Mk3	12	20:03.664	8.132	8.132	70.91	1:38.251	10
3	3	Liam MURPHY	Mazda MX-5 Mk3	12	20:04.320	8.788	0.656	70.87	1:37.794	12
4	2	James BLAKE-BALDWIN	Mazda MX-5 Mk3	12	20:10.567	15.035	6.247	70.51	1:37.993	10
5	43	Jack HARDING	Mazda MX-5 Mk3	12	20:22.758	27.226	12.191	69.80	1:39.749	9
6	20	Tom COLLINS	Mazda MX-5 Mk3	12	20:24.045	28.513	1.287	69.73	1:39.063	8
7	91	Jamie GODDARD	Mazda MX-5 Mk3	12	20:41.879	46.347	17.834	68.73	1:40.559	8
8	811	Richard BRELAND	Mazda MX-5 Mk3	12	20:42.825	47.293	0.946	68.68	1:40.428	7
9	223	Garry TOWNSEND	Mazda MX-5 Mk3	12	20:46.603	51.071	3.778	68.47	1:40.760	9
10	46	Simon GODDARD	Mazda MX-5 Mk3	12	20:49.750	54.218	3.147	68.30	1:40.664	10
11	19	Carl GARNETT	Mazda MX-5 Mk3	12	20:54.115	58.583	4.365	68.06	1:41.997	7
12	21	Simon FLEET	Mazda MX-5 Mk3	12	20:55.531	59.999	1.416	67.98	1:40.527	7
13	28	James ASPINALL	Mazda MX-5 Mk3	12	20:57.327	1:01.795	1.796	67.88	1:41.569	10
14	69	George GRANT	Mazda MX-5 Mk3	12	20:57.582	1:02.050	0.255	67.87	1:42.356	7
15	71	Geoff GOURIET	Mazda MX-5 Mk3	12	20:57.972	1:02.440	0.390	67.85	1:41.925	8
16	52	Steve DOLMAN	Mazda MX-5 Mk3	12	21:11.162	1:15.630	13.190	67.15	1:42.413	11
17	8	Andy COOMBS	Mazda MX-5 Mk3	12	21:16.737	1:21.205	5.575	66.85	1:42.925	9
18	77	Jeremy CROOK	Mazda MX-5 Mk3	12	21:19.505	1:23.973	2.768	66.71	1:42.272	11
19	36	David HENDERSON	Mazda MX-5 Mk3	12	21:19.703	1:24.171	0.198	66.70	1:42.959	9
20	76	Richard WICKLEN	Mazda MX-5 Mk3	12	21:19.846	1:24.314	0.143	66.69	1:41.517	11
21	41	David WILLOUGHBY	Mazda MX-5 Mk3	12	21:21.739	1:26.207	1.893	66.59	1:41.403	12
22	40	Raymond WORLEY	Mazda MX-5 Mk3	12	21:23.974	1:28.442	2.235	66.48	1:42.382	8
23	67	Simon ORANGE	Mazda MX-5 Mk3	12	21:25.368	1:29.836	1.394	66.40	1:42.419	10
24	152	Alex KING	Mazda MX-5 Mk3	12	21:25.977	1:30.445	0.609	66.37	1:42.210	8
25	27	Jim HART	Mazda MX-5 Mk3	11	19:57.909	1Lap	1Lap	65.30	1:44.661	9
26	13	Gregg CATTON	Mazda MX-5 Mk3	11	20:07.638	1Lap	9.729	64.78	1:45.031	9
27	85	Ian McDONALD	Mazda MX-5 Mk3	11	20:25.192	1Lap	17.554	63.85	1:46.544	7

■ 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

James Blake-Baldwin defends from Tom Roche, Liam Murphy, Jack Harding and Jon Greensmith.



Race 2: Comeback drive a highlight of epic encounter

Greensmith secures podium finish despite being in 20th place after opening lap.

IN complete contrast to the earlier encounter, Race 2 took place in bright, sunny and crucially dry conditions. The 29-car grid assembled in the finishing order of Race 1 meaning for the first time this year Jon Greensmith found himself in pole position. Tom Roche sat alongside for company while Liam Murphy and James Blake-Baldwin occupied the second row with Jack Harding and Tom Collins just behind.

From the outset, Blake-Baldwin's intent was clear for all to see as he positioned his car with its nose aimed at the Redgate apex. And when the lights went out it was his blue and orange liveried machine that made the most of the start, aggressively chopping across the front of Murphy to dive up the inside of Roche and claim second behind Greensmith into turn one. A corner not without casualty as a tap from Simon Fleet sent an unlucky Steve Dolman spinning into the kitty litter.

Meanwhile, halfway around the opening lap Greensmith's short tenure on first place expired when he out-braked himself into McLeans and drifted wide. Ever the opportunist, Blake-Baldwin reacted quickly

OVERALL PODIUM

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

MASTERS TROPHY

1. G. TOWNSEND
2. R. BRELAND
3. G. GOURIET

and seized the lead with a sweet move up the inside into Coppice. Roche also punished Greensmith's mistake by following Blake-Baldwin's example to nab second.

Obviously fired up by his error, Greensmith attempted to retake the lead at the chicane. His late-braking move around the outside failed in dramatic style when he ran out of room at the second apex and was forced

Jon Greensmith in the thick of the action.



to straddle the high kerb which resulted in a 180-degree spin. Miraculously both Roche and Murphy avoided the sideways Greensmith, but he dropped to 20th position by the time he rejoined.

The chicane shenanigans afforded Blake-Baldwin some much-needed breathing space as he completed a typically frenetic opening lap, crossing the line just over a second ahead of his main championship rival Roche. Murphy followed, with Harding fourth and Collins fifth. The fledgling top ten was completed by Simon Goddard, Garry Townsend, Jamie Goddard, James Aspinall and Richard Breland.

The dry conditions heralded a return to the usual SuperCup fare of ultra-close racing, evident at the end of lap three when the top five were separated by a mere three quarters of a second at the line. It was equally entertaining behind the lead quintet as most of the rest of the field were locked in similarly tight three or four-car scraps.

Key examples were the battle for ninth played out by Breland, Aspinall and Carl Garnett, the trio of Andy Coombs, Geoff Gouriet and Richard Wicklen tussling over 14th or the four-way scrap disputing 20th featuring Simon Orange, Ray Worley, Jeremy Crook and Alex King.

Following up on his strong wet weather drive in Race 1, Collins was harrying Harding desperate for that first podium finish, while Murphy too had his eye on the silverware and skilfully stole second away from Roche at Coppice.

While all this was going on Greensmith had begun the comeback drive of the year and by

Garry Townsend and Jamie Goddard battle over seventh position.



the fifth lap had already despatched 11 rivals to sit inside the top-ten. With the leaders playing the defensive game Greensmith was carving his way through the field lapping nearly two seconds quicker than those in front.

In fact by the end of lap six there was effectively a nine-car train fighting for the victory, headed by Blake-Baldwin with Murphy, Roche, Harding, Simon Goddard, Greensmith, Collins, Townsend and Jamie Goddard all blanketed by just two seconds.

Two laps later and by virtue of setting

"I was trying to do the stereotypical 'let's work together' signal because I knew we could have caught them so easily"

a string of fastest laps Greensmith had incredibly made it to third. Within the space of a couple of miles he'd passed Collins at Coppice, Harding at Redgate, before getting the better of Roche with a gutsy move down the high-speed Craner Curves.

Outside the top-ten, things were still equally close, with Wicklen, Gouriet and David Henderson seemingly tied together for 12th. A spirited drive from Simon Goddard came to a frustrating end when he spun at the chicane after challenging Collins for fifth.

As a result the Blendini Motorsport driver

Andy Coombs leads Richard Wicklen into Redgate.



Richard Breland, James Aspinall and Carl Garnett.



Tom Collins and Jack Harding.



Jon Greensmith leads the field into Redgate at the start, however thanks to a spin at the chicane he'd be in 20th by the end of the first lap.

found himself fighting for 15th with Fleet, while behind them the bumper-to-bumper action continued with Orange, Crook and Worley.

Also line astern were the trio of Jim Hart, George Grant, and Alex King locked in their own private battle for 20th position.

It was at this time that David Willoughby brought out the yellow flags while he was extricated from the Coppice gravel.

Entering the final five minutes Greensmith made a bid for second at the chicane, dispatching Murphy and immediately set his sights on leader Blake-Baldwin trying an audacious move around the outside of turn one. But he was forced to back out of the move due to waved yellow flags being displayed on the approach to Hollywood warning of Coombs' car stranded in the Craner gravel trap.

Once again as so many times this year, it was a multi-car train for the lead with six cars now vying for victory. Greensmith tried again for the lead at the chicane but again to no avail. Things went better for Collins who took Murphy at the same corner, although not for long as by the next corner, Redgate, not only had Murphy redressed the balance but Harding had pinched a place as well.

"Then he tried around the outside at the chicane and he hit the sausage kerb and spun. I don't think we actually touched but there was just no room for two cars. I was in front so it was my line"

So with a handful of laps remaining and places changing at every turn, things were also hotting up behind as there was now also a five car train fighting over seventh led by Jamie Goddard, with Breland, Townsend, Aspinall and Garnett breathing down his neck.

Greensmith was on the attack once more trying a lunge at McLeans but Blake-Baldwin was wise to his advances. Undeterred, Greensmith tried again at Redgate but once again he couldn't breach the leader's defences. But this time the door was left open just enough the allow Roche to nip through forcing Greensmith to stay on the outside line. This in turn offered an open invitation for Harding, Murphy and Collins. It was so tight that even the slightest mistake would be punished with a position change.

All Blake-Baldwin's hard work was nearly undone when he ran wide exiting the chicane, inviting Roche to pull alongside on the penultimate run to Redgate. Harding too fancied a piece of the action and tried an opportunistic lunge up the inside of Roche, which resulted in the pair running side by side through the Craner Curves. Harding got the job done at the Old Hairpin which also left room for Greensmith to sneak past the Blendini driver in the run towards Schwantz

Curve. In the blink of an eye Roche found himself shuffled from second to fourth.

Separated by just fractions of a second the six-car lead pack began their last lap jostling for position with everything seemingly still to play for. Greensmith lined up a last gasp assault on second by attempting to drive around the outside of Harding at Coppice to tee-up a side-by-side drag race to the chicane. But he didn't quite have the momentum to carry him past, leaving him open to attack from Roche in the final corner. Amazingly there was no contact as the group entered the chicane as one, although Roche appeared to be baulked and a slight lift allowed Murphy the advantage on the sprint to the line.

Thanks to Harding and Greensmith's squabbling over the final couple of corners Blake Baldwin took the victory, a flattering two seconds clear of the frantic fight for second. Ultimately it was Harding who edged out Greensmith, Collins, Murphy and the unlucky Roche at the line - the quintet covered by just half a second.

Behind, another equally exciting five-way fight for seventh was headed by Jamie Goddard, who nudged clear of race-long sparring partner Townsend, with Aspinall coming home ninth fractionally ahead of the

**Simon Orange.****Jim Hart has George Grant and Alex King breathing down his neck.**

side-by-side Breland and Garnett.

An exhausted but delighted race winner James Blake-Baldwin said: "That was the hardest race I've ever had. It's the most I've had to think about positioning the car as opposed to driving quickly. It was so challenging just trying to keep that huge swarm of SuperCup cars behind."

He added: "I actually managed to get a good start as opposed to the granny getaways I usually do and got in front of Liam, then Tom went to the outside and got muscled off."

"When I got up behind Jonny Greensmith he made a slight mistake which allowed me up the inside of him. Then he tried around the outside at the chicane and he hit the sausage kerb and spun. I don't think we actually touched but there was just no room for two cars. I was in front so it was my line - sorry 'Smithers'."

"Jack Harding drove really well, as did Liam, it was incredible out there. I don't know why we bother doing all this testing. I mean I was eighth fastest on track during that race, two seconds a lap slower than qualifying."

He revealed: "I got a couple of taps on the rear bumper, but overall I think everyone's driving to a high standard, it's just the odd person who pushes their luck a little bit. The

old 'whoops I missed the brake pedal' sort of thing. But luckily it didn't happen to me today. The bar is now set so high that when someone does take the mickey it's pretty apparent."

"Chris [Dawkins] at Kent MX-5s has done an amazing job as usual, I can't thank him enough. His attention to detail is just spot on. I'd also like to thank Universal Security for coming on board, they've put some money forward to sponsor me all year."

Second place was Jack Harding in his best ever SuperCup result and he said: "I knew I had the pace, I wanted to get a podium but I didn't want a third again, I've had two of them now."

The 23-year-old echoed Blake-Baldwin's comments saying: "It was so, so tough out there - it was all about positioning your car in the right place. I tried to go around the outside at one point because I was fed up of everyone being on the inside. I got up to second briefly but then got pushed out on the grass and ended up miles back."

"I managed to claw my way back up and made a couple of good moves along the way when others didn't expect it. Even Jonny was surprised and had to turn away at the last minute when he saw me."

"I think had it been dry for both races we

"That was the hardest race I've ever had. It's the most I've had to think about positioning the car as opposed to driving quickly. It was so challenging just trying to keep that huge swarm of SuperCup cars behind."

could have had two podiums and my first win could have been on the cards."

The final podium spot went to Jon Greensmith who admitted mixed feelings about the result. He said: "I'm disappointed but at the same time not if you know what I mean."

Recalling the opening lap he said: "Some cars went past me after I out-braked myself and as I came down the straight to the chicane, everyone was holding the inside line so I thought I'd go around the outside. I got level with James and thought I'd go around with him. But I don't think he saw me and put me on the sausage kerb, and that just picked me up and spat me off."

"But the rest of the race was good. It wasn't a case of red mist but more trying to get on with it and pick some points up by making up as many places as possible. As the race went on I remember thinking 'oh I can see them up there - they're not that far off. Let's keep plugging at it'. They were obviously holding each other up, so I realised I could be in with a chance."

"Then I caught the lead group and managed to get up to second, but James must have the widest MX-5 ever! You just can't get past him - it's a joke. He makes it hard for you definitely"



David Willoughby and Simon Fleet
dice for position.



Gregg Catton has a spin at Redgate.



Tom Roche gets hung out to dry at the old hairpin as Jack Harding,
Jon Greensmith and Liam Murphy attempt to slip past.



Garry Townsend and Jamie Goddard
were this close all race.



George Grant and Jeremy Crook nose-to-tail.



Steve Dolman found the Redgate gravel
trap after contact from Simon Fleet.

He added: "It was a bit aggressive out there at the front - some of the drivers weren't really giving enough space. I don't think there was anything malicious though, perhaps just a little inexperience. Having said that, when I was coming back through the field, the mid-pack drivers were great and gave me plenty of room."

Fourth-placed Tom Collins was right in the mix and narrowly missed out on his first silverware. He said: "That was an excellent race I really enjoyed it. I was sat in sixth for most of it, waiting for the chance to open up. I got into fifth, then fourth and then went back to fifth. It was chopping and changing constantly."

Talking about the last lap he said: "I was in sixth and lost a bit of time through McLeans

"It is physical out there, you've got to accept there's going to be little rubs and things like that. You are all racing for that top step at the end of the day and everyone wants the same piece of tarmac. As long as its not malicious I'm happy to take it."

so when I came around the right hander [Coppice] the others were two car lengths in front of me so I couldn't quite get in the tow. But they were quite slow going into the chicane so I thought I'd try and carry as much momentum as I could and see what happens. Luckily both Tom and Liam went wide and I managed to slip up the inside of both of them. Sixth to fourth in one corner."

He revealed: "It is physical out there, you've got to accept there's going to be little rubs and things like that. You are all racing for that top step at the end of the day and everyone wants the same piece of tarmac. There's going to be a bit of leaning, its just part of it unfortunately. I think as long as its not malicious I'm happy to take it."

Fifth place went the way of Liam Murphy who said: 'I thought me and James were going to make the break at the start, but James just kept backing everyone up to the point that if you made one little mistake four cars would come past.

"Tom Collins just pipped me at the line, he just carried the momentum through the chicane. Still at least we know that we're quick enough. I'm happy with that result, it's been a good weekend overall. What with the rain yesterday and the close racing today, it's been full on all the way through. I much prefer it that way though - I had a couple of races earlier on in the season where I was sat on my own. This is what we're here for!"

An unusually irate Tom Roche commented: "It's annoying really. James alright, fair

James Blake-Baldwin heads a six-car scrap for the lead.



enough, he's defending but the thing then is that the guys that are catching, who are not normally at the front seem to have massive egos and don't know when they're beaten.

"They just won't lift out of anything, about five times I had to back out of it or there would have been a huge accident. They are on the grass and just spear back onto the track. Then you get alongside and they just turn across because they haven't seen you. Somebody's going to have a huge crash - everyone just needs to calm down and race properly, it's just like one huge scrap.

"I don't know if it's because they are up the front and they can see the leader and it goes to their head a bit, but you have to back out when you're beaten.

"There was contact all over the place, every corner every lap. People were trying too hard, locking wheels, out-braking themselves, smashing over the kerbs and going through the gravel. It was just all a bit manic. It's not racing it's avoiding accidents. I hope it's better next time, it's not even fun. I remember saying to myself out there 'this is stupid'."

Eighth overall and the honour of being the top Masters Trophy competitor went to championship sponsor Garry Townsend who said: "That was a good result, I was driving defensively all the time to try and keep the others behind. I made a slight mistake at the esses early on which let Jamie Goddard past. Then he made a mistake and I got the place back. Then towards the end I made another mistake and Jamie and Richard Breland got past. Then Richard had a moment and I got him back. It was close racing and I had

James Aspinall and Carl Garnett pushing hard behind as well but I just managed to stay in front."

Ninth place was a just reward for James Aspinall's first meeting of the season but the Paul Sheard-run driver admitted: "I've got mixed emotions. I was really frustrated in that race because I could see the front six weren't that far away for three quarters of the race.

"I was trying to do the stereotypical 'let's work together' signal because I knew we could have caught them so easily. But it was a good battle - a top ten is what I'd set my heart on. It kind of went wrong in qualifying

"Somebody's going to have a huge crash - everyone just needs to calm down and race properly, it's just like one big huge scrap."

because we had an electrical fault and the car wasn't running right. So if I'd qualified better yesterday I could have been higher up the grid today. But it's great to be back, I love this championship."

BLiNK Motorsport's Richard Breland was the second Masters Trophy driver home rounding out the top ten. He said: "I had a really good battle with Garry, Jamie, James and Carl, it was all nice and clean. I passed them all and got up to seventh and I thought I'd get my head down and try to catch the front-running guys because they were all battling together. But I made a slight mistake



David Henderson, Richard Wicklen and Geoff Gouriet were having their own private battle.

and lost momentum and they all just came straight back past me. It's so close that just one mistake can lose you so many places. But I'm really happy with the weekend and the racing has been superb. We'll be back for more."

Andy Coombs crashed out of the race on lap eight. He said: "I got a bit loose and lost it, all my fault. I'm just getting used to the limits of the car. Fortunately there's no damage. I just ended up deep in the gravel."

"It's a shame because I was just settling into a groove, I was going backwards mind, too much driving in my mirrors watching people come past me. I had them coming down the inside of me three abreast at one point. Perhaps I need to be a bit more aggressive in the future."

He added: "I've enjoyed it, the good thing is that the car's been reliable this weekend. I just need a bit more seat time and to change my style of driving from the Caterham. There's a big difference."

With this year's title battle well into the home stretch, on paper at least it appears to now be a two-horse race. With reigning champion Alan Henderson pulling out, it's Surrey's James Blake-Baldwin and Cardiff's Tom Roche who head the standings separated by just two points with only two triple-header meetings remaining.

However, Jon Greensmith is arguably the man in form having finally secured his



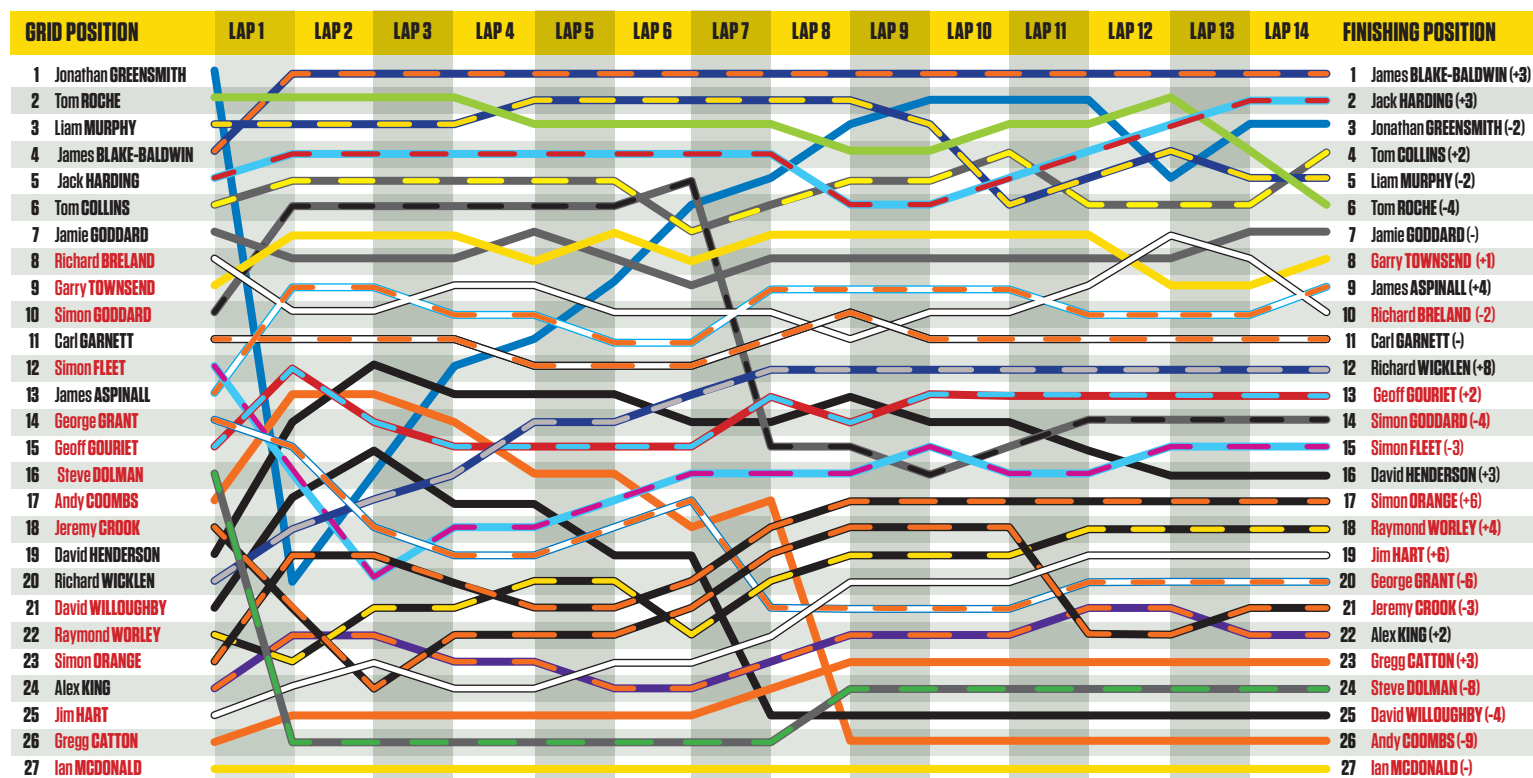
maiden SuperCup victory with a masterclass in the wet, backed up with a storming drive through the field. The consistent Yorkshireman has stepped admirably into the shoes of the departing Henderson to take the challenge to the lead pairing and should not be ruled out of the title race just yet.

But as has been shown often this season it could well be the performances of those in the

"It's so close that just one mistake can lose you so many places."

chasing pack, chiefly Liam Murphy and Jack Harding, who ultimately decide who will walk away with the 2016 crown. All are capable of stealing a victory or two and with big points still to be scored from the remaining rounds they should all be considered to be very much in the mix and the potential for more epic bumper-to-bumper racing is definitely on the cards.

DRIVER TRACKER



■ Drivers in red eligible for BRSCC Masters Trophy



Garry Townsend is beginning to reel in Ray Worley in the fight for the Masters Trophy.

BRSCC Mazda MX-5 SuperCup2016
Masters Trophy
POINTS TABLE AFTER 13 ROUNDS

POS.	NUMBER	DRIVER	TOTAL
1	40	Raymond Worley	339
2	223	Garry Townsend	302
3	41	David Willoughby	276
4	21	Simon Fleet	268
5	46	Simon Goddard	246
6	52	Steve Dolman	246
7	77	Jeremy Crook	240
8	69	George Grant	219
10	85	Ian McDonald	216
11	27	Jim Hart	211
12	13	Gregg Catton	166
13	71	Geoff Gouriet	110
14	67	Simon Orange	44
15	96	Michael Lawson	73
16	18	Paul Sheard	66
17	811	Richard Breland	63
18	11	Nick Dougill	54
19	8	Andy Coombs	49

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: JON GREENSMITH LAP 4 TIME: 1:22.897 SPEED: 85.94 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	14	19:56.573			83.24	1:24.169	7
2	43	Jack HARDING	Mazda MX-5 Mk3	14	19:58.618	2.045	2.045	83.10	1:23.784	9
3	5	Jonathan GREENSMITH	Mazda MX-5 Mk3	14	19:58.773	2.200	0.155	83.09	1:22.897	4
4	20	Tom COLLINS	Mazda MX-5 Mk3	14	19:59.002	2.429	0.229	83.07	1:23.910	3
5	3	Liam MURPHY	Mazda MX-5 Mk3	14	19:59.054	2.481	0.052	83.07	1:23.816	8
6	25	Tom ROCHE	Mazda MX-5 Mk3	14	19:59.122	2.549	0.068	83.06	1:23.666	2
7	91	Jamie GODDARD	Mazda MX-5 Mk3	14	20:05.219	8.646	6.097	82.64	1:24.126	3
8	223	Garry TOWNSEND	Mazda MX-5 Mk3	14	20:06.141	9.568	0.922	82.58	1:23.680	3
9	28	James ASPINALL	Mazda MX-5 Mk3	14	20:06.615	10.042	0.474	82.55	1:24.683	6
10	811	Richard BRELAND	Mazda MX-5 Mk3	14	20:07.295	10.722	0.680	82.50	1:24.144	9
11	19	Carl GARNETT	Mazda MX-5 Mk3	14	20:07.311	10.738	0.016	82.50	1:24.533	5
12	76	Richard WICKLEN	Mazda MX-5 Mk3	14	20:09.696	13.123	2.385	82.34	1:24.443	5
13	71	Geoff GOURIET	Mazda MX-5 Mk3	14	20:14.396	17.823	4.700	82.02	1:24.783	6
14	46	Simon GODDARD	Mazda MX-5 Mk3	14	20:14.525	17.952	0.129	82.01	1:24.055	3
15	21	Simon FLEET	Mazda MX-5 Mk3	14	20:18.672	22.099	4.147	81.73	1:24.557	7
16	36	David HENDERSON	Mazda MX-5 Mk3	14	20:22.289	25.716	3.617	81.49	1:25.542	3
17	67	Simon ORANGE	Mazda MX-5 Mk3	14	20:28.297	31.724	6.008	81.09	1:25.680	5
18	40	Raymond WORLEY	Mazda MX-5 Mk3	14	20:35.592	39.019	7.295	80.61	1:25.791	5
19	27	Jim HART	Mazda MX-5 Mk3	14	20:43.142	46.569	7.550	80.12	1:26.604	10
20	69	George GRANT	Mazda MX-5 Mk3	14	20:44.292	47.719	1.150	80.05	1:25.308	4
21	77	Jeremy CROOK	Mazda MX-5 Mk3	14	20:44.557	47.984	0.265	80.03	1:25.128	5
22	152	Alex KING	Mazda MX-5 Mk3	14	20:47.969	51.396	3.412	79.81	1:27.108	7
23	13	Gregg CATTON	Mazda MX-5 Mk3	14	21:11.098	1:14.525	23.129	78.36	1:27.649	13
24	52	Steve DOLMAN	Mazda MX-5 Mk3	12	20:11.854	2 Laps	2 Laps	70.43	1:24.880	11
NC	41	David WILLOUGHBY	Mazda MX-5 Mk3	9	20:17.894	5 Laps	3 Laps	52.53	1:26.213	6
DNF	8	Andy COOMBS	Mazda MX-5 Mk3	7	10:19.251	7 Laps	2 Laps	80.31	1:26.130	5
DNF	85	Ian McDONALD	Mazda MX-5 Mk3	0						

■ Drivers in red eligible for BRSCC Masters Trophy

DONINGTON: Trophy winners' gallery

ROUND 12



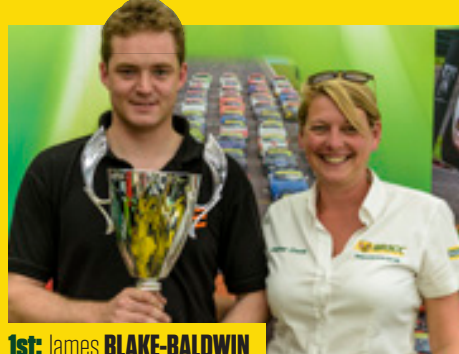
1st: Jon GREENSMITH



2nd: Tom ROCHE



ROUND 13



1st: James BLAKE-BALDWIN



2nd: Jack HARDING



3rd: Jon GREENSMITH

BRSCC Mazda MX-5 **SuperCup2016**

CHAMPIONSHIP STANDINGS

POS.	DRIVER	ACCURED POINTS	ADJUSTED TOTAL
1	James Blake-Baldwin	1274	988
2	Tom Roche	1224	986
3	Jonathan Greensmith	1227	955
4	Liam Murphy	1197	929
5	Jack Harding	1167	921
6	Alan Henderson	870	870
7	Richard Wicklen	917	855
8	Jamie Goddard	1001	853
9	Carl Barnett	942	810
10	Garry Townsend	800	800
11	Ray Worley	900	716
12	Simon Fleet	716	716
13	David Henderson	736	680
14	David Willoughby	716	662
15	Simon Goddard	654	654
16	Steve Dolman	632	632
17	Jeremy Crook	628	628
18	Geoff Bouriet	574	574
19	Alex King	622	572
20	George Grant	572	563
21	Ian McDonald	546	546
22	Jim Hart	538	538
23	Tom Collins	528	528
24	Gregg Catton	440	440
25	Alex Preston	416	416
26	John Davies	392	392
27	Will Chappell	350	350
28	Anthony Nield	272	272
29	Charlie Charman	252	252
30	Michael Lawson	194	188
31	Paul Sheard	168	168
32	Richard Breland	168	168
33	David Chapman	164	164
34	Andrew Caird	164	164
35	James Aspinall	160	160
36	Nick Dougill	160	160
37	James Harris	150	150
38	Andy Coombs	138	138
39	Simon Orange	124	124
40	Phillip Callow	82	82
41	Chris Dawkins	0	0

NEXT MEETING: ROCKINGHAM, 17th & 18th September 2016

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