

British Racing & Sports Car Club



Cadwell Park 2017



6th-7th May, 2017 | Rounds 4, 5 & 6

RACE REPORT

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CADWELL PARK

BRIEF:

“The Green Hell” - a nickname which has been deservedly earned by the brutal motoring mecca that is the Nürburgring in Germany.



Dancing Team Mates – Simon Orange and Ben Short

Its numerous twists, turns, undulations and unforgiving nature will test even the most accomplished drivers, often seeing the overly bold ferrying their prized vehicle home as a crippled and crumpled reminder!

Consequently, it is with no sense of irony that Cadwell Park, a narrow track nestled within a steep Lincolnshire valley, has been dubbed “The Mini-Nürburgring”.

In stark contrast to its famously flat Lincolnshire surroundings, Cadwell Park boasts some intense gradient changes – epitomised by the form of “The Mountain” complex where it is common to see all four wheels momentarily break free of the tarmac. Going into this second event of the series, with just a one point advantage, Jack Harding leads the Clapham North, DPA Technologies and PRG Trailers sponsored BRSCC SuperCup Championship.

Therefore, it was with almost comical degrees of plastic “corner-bollard” destruction, that all thirty-four competitors entered the fray of Britain’s very own “Green Hell”.....



Luke Herbert



Carl Garnet & Aiden Hills

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QUALIFICATION:

Brands Hatch had seen superbly sunny weather – In stark contrast, the Friday's practise session before the main event exhibited an overcast blanket of cloud and a biting wind as a pointed reminder of how varied the conditions can be out on track.

With many of the competitors having trained their eye and familiarised themselves with Cadwell's narrow and demanding corners, there were high expectations amongst the spectators of another intensely close qualifying session to rival proceedings from Brands Hatch, where a mere second had separated the top twenty-five drivers!

Quick out of the gate and instantly pushing hard, the green machine of Tom Roche posted an eye-opening first lap of 1 minute 42 seconds!

Retorts to Roche's efforts came in the form of reigning champion James Blake-Baldwin, Ben Short and Luke Herbert, although none managed to defeat the Blendini driver's time until lap three when Mike Comber broke into the 1 minute 41 category.

Following suit, Brian Chandler shaved another tenth off Comber's time before Rob Boston, seemingly biding his time for the first few laps, simply annihilated the competition on lap four by setting a 1 minute 40 second lap time!

With this feat unbeknown to the rest of the field, other drivers pushed down into the 1 minute 41 marker,

with Richard Stylin and Chandler posting very low times, but none would threaten Boston's time to such a degree as Jack Harding.

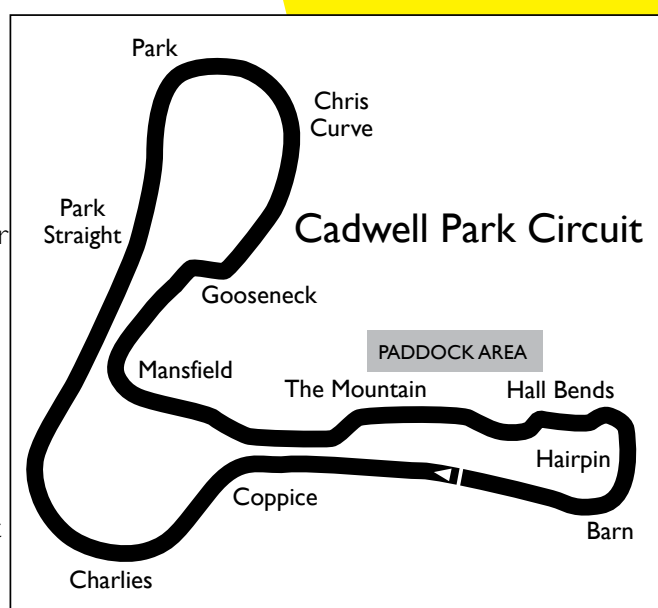
That said, it was to no avail, as Boston remained triumphantly alone in the forty second lap time zone to deservedly secure himself Pole Position for the first SuperCup "A" race at Cadwell Park, 2017!

The start-straight limit at Cadwell Park is limited to twenty-eight racing machines on the grid, meaning select competitors were placed to run in the "B" race as part of the split grid system employed by the BRSCC.

In this case, the lower six qualifying times from the SuperCup would go on to share track time with the "B" race contenders of the MX5 Championship.



Extra points for the apex marker board!



Therefore, with battles lines drawn and the top eleven all setting less than 1 minute 42 seconds, it was obvious any brief mistake out on track would be harshly punished by the array of talent on show.



Alex King & Richard Breland

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RACE 1



Chandler - Fastest Race 1A

With two race wins to his name already this season, Boston would be keen to assert himself at Cadwell Park to wrest control of the championship from Jack Harding – ahead by a solitary point!

As such, two-Litre engines primed, clutches straining to be released and twenty-eight pairs of eyes fixated upon the gantry lights; followed by a fantastic start from Boston with Herbert in hot pursuit as the jostling pack headed into Coppice for the start of Race 1A.

The two former champions led the charge, followed closely by Harding, Roche and a rapid Chandler tucking in close behind, while pandemonium began to break out during the first lap.

With the commentators spotting several competitors off-track and grass-skiing at Charlies, it soon became clear that incidents for Richard Styrin and Steve Roberts had seemingly ended their respective races as they retired their limping machines to later return in race 2B.

Mere seconds later those same microphone pundits were yet again

animated over the apparent departure from the "grey-stuff" of James Blake-Baldwin and Richard Breland around the Goose Neck, also bringing their pursuit of the leaders to an end and relegating them to the second "B" race.

As the field exited Mansfield and into The Mountains almost line astern, Jake Bailey had a cheeky look around Alex King before breaking through the defence of the yellow #35 MX5.

I was clear by lap four that Boston continued to break away still further from those frantically trying to hunt him down.

Indeed the "Rob Boston Racing" driver would go on to dominate the entire race, seeing the top four finish as they started, albeit punctuated by a close squabble between Harding and Roche as they traded places back and forth.

At times the battle intensified around The Mountain as Roche and Harding closed up on Herbert, darting left and right in a bid to pass. With Boston now six seconds ahead, it was unknown whether this was his sheer pace or if the brawl for second place was holding up Herbert's pursuit.

With four cars out of the race, all drivers from position six to the back of the field

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received an instant promotion up the standings.

Ben Short and Jonathon Greensmith capitalised on the opportunity to close in on Brian Chandler and commence another intense battle between the championship rivals; with close proximity driving that saw Short momentarily take the group lead, before Greensmith passed them both going into lap nine, only to fall behind and into the clutches of Liam Murphy on lap ten.

Up to that moment Murphy had been enjoying a skirmish with Mike Comber until the latter driver made a mistake that would cost him four places, introducing Richard Wicklen to Murphy and forcing Comber to lock horns with Carl Garnett and Sam Tatler – ultimately his efforts were rewarded as he fought past both cars #19 and #66 to claim the last slot in the top ten.

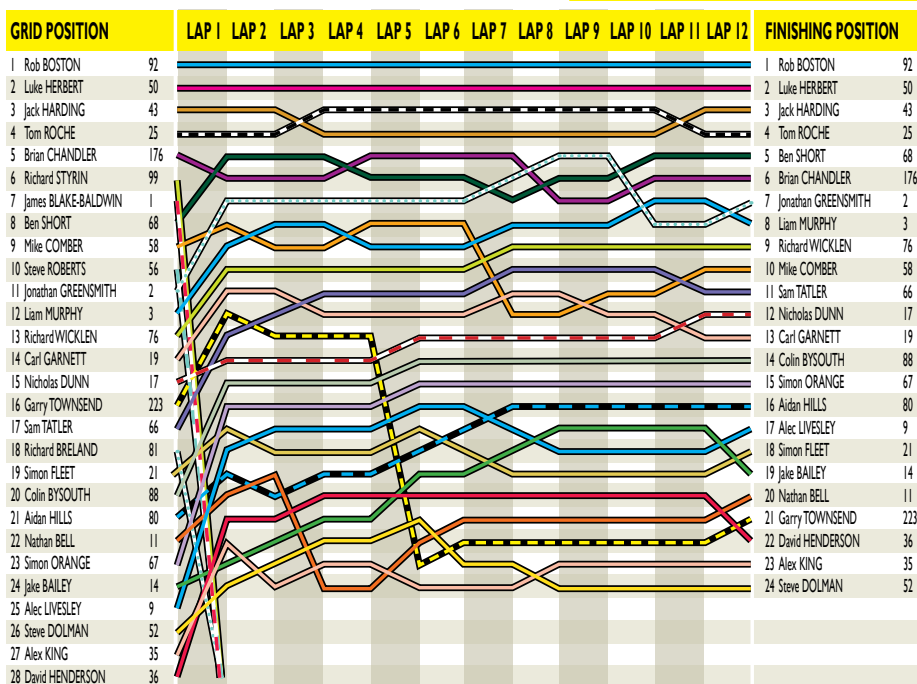
Further down the field, the position changes had stabilised save for the unfortunate hiccups from Gary Townsend and Nathan Bell (way out onto the grass at an unforgiving “Charlies”) that were harshly punished with loss of places due to the incredibly tight lap times now associated with the championship.

A huge scrap continued to broil from positions six to nine, with spectators seemingly witnessing drivers three abreast through the Chris curve!

Lap eight bore witness to an impressive charge from Aiden Hills and Jake Bailey as they climbed up from positions twenty-one and twenty-four, for Hills to occupy sixteenth and Bailey immediately following. Hills would go on to hold position, while Bailey, never breaking pace was ambushed on the last lap by Alec Livesley and Simon Fleet.



Boston - Winner Race 1A



RACE 1A - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	92	Rob BOSTON	Mazda MX-5 MK3	12	20:32.623			76.64	01:41.217	9
2	50	Luke HERBERT	Mazda MX-5 MK3	12	20:42.051	9.428	9.428	76.06	01:41.779	2
3	43	Jack HARDING	Mazda MX-5 MK3	12	20:42.538	9.915	0.487	76.03	01:41.770	2
4	25	Tom ROCHE	Mazda MX-5 MK3	12	20:42.830	10.207	0.292	76.01	01:41.664	2
5	68	Ben SHORT	Mazda MX-5 MK3	12	20:42.984	10.361	0.154	76.00	01:41.558	2
6	176	Brian CHANDLER	Mazda MX-5 MK3	12	20:46.104	13.481	3.120	75.81	01:41.066	2
7	2	Jonathan GREENSMITH	Mazda MX-5 MK3	12	20:48.009	15.386	1.905	75.70	01:41.678	2
8	3	Liam MURPHY	Mazda MX-5 MK3	12	20:48.672	16.049	0.663	75.66	01:41.558	2
9	76	Richard WICKLEN	Mazda MX-5 MK3	12	20:54.476	21.853	5.804	75.31	01:42.410	2
10	58	Mike COMBER	Mazda MX-5 MK3	12	20:54.716	22.093	0.240	75.29	01:41.800	3
11	66	Sam TATLER	Mazda MX-5 MK3	12	20:55.300	22.677	0.584	75.26	01:42.482	4
12	17	Nicholas DUNN	Mazda MX-5 MK3	12	20:55.624	23.001	0.324	75.24	01:42.903	3
13	19	Carl GARNETT	Mazda MX-5 MK3	12	20:56.062	23.439	0.438	75.21	01:42.471	4
14	88	Colin BYSOUTH	Mazda MX-5 MK3	12	21:00.110	27.487	4.048	74.97	01:43.327	4
15	67	Simon ORANGE	Mazda MX-5 MK3	12	21:05.925	33.302	5.815	74.63	01:43.861	6
16	80	Aidan HILLS	Mazda MX-5 MK3	12	21:08.467	35.844	2.542	74.48	01:43.685	10
17	9	Alec LIVESLEY	Mazda MX-5 MK3	12	21:09.204	36.581	0.737	74.43	01:43.893	10
18	21	Simon FLEET	Mazda MX-5 MK3	12	21:09.559	36.936	0.355	74.41	01:43.982	10
19	14	Jake BAILEY	Mazda MX-5 MK3	12	21:12.936	40.313	3.377	74.22	01:43.295	10
20	11	Nathan BELL	Mazda MX-5 MK3	12	21:13.336	40.713	0.400	74.19	01:43.088	10
21	223	Garry TOWNSEND	Mazda MX-5 MK3	12	21:13.641	41.018	0.305	74.17	01:42.859	9
22	36	David HENDERSON	Mazda MX-5 MK3	12	21:14.291	41.668	0.650	74.14	01:44.216	4
23	35	Alex KING	Mazda MX-5 MK3	12	21:26.321	53.698	12.030	73.44	01:44.958	11
24	52	Steve DOLMAN	Mazda MX-5 MK3	12	21:28.622	55.999	2.301	73.31	01:44.886	12

NOT CLASSIFIED

DNF 99	Richard STYRIN	Mazda MX-5 MK3	0
DNF 1	James BLAKE-BALDWIN	Mazda MX-5 MK3	0
DNF 56	Steve ROBERTS	Mazda MX-5 MK3	0
DNF 81	Richard BRELAND	Mazda MX-5 MK3	0

FASTEST LAP

176	Brian CHANDLER	Mazda MX-5 MK3	2	01:41.066	77.9 mph/125.37 kph
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Grant - Winner, Race 2B

A similar surprise lay in store for David Henderson who had been consistently holding on to twentieth, only to have the recovering forms of Nathan Bell and Gary Townsend tear past shortly before crossing the chequered flag.

In the end, Boston comfortably took the chequered flag, hand raised high in celebration while nine seconds later Herbert took second from Harding in third, completing the podium.

After a valiant effort, Roche claimed fourth closely followed by Short, Chandler (fastest lap) and Greensmith.

Rounding out the top ten were the performances from Murphy, Wicklen and a resurgent Comber.

In the first "B" race there were some unexpected developments early on.

David Willoughby and George Grant hooked up and catapulted forward to both make a spectacular charge to the front.

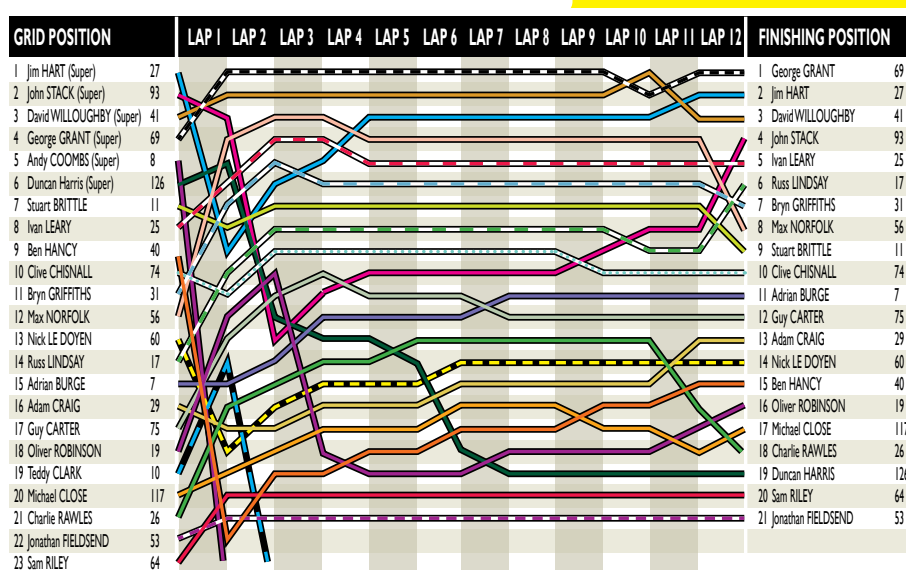
Jim Hart and John Stack, seemingly caught unawares were plunged down the field by the end of the first lap as Grant took the lead while repelling continued attacks from Willoughby.

Disaster struck for Andy Coombs as he was forced to nurse his orange #8 racing machine in to the pit lane with what appeared to be a smoking engine – moments later the steam and water across the tarmac betrayed the failure of its cooling system, forcing Coombs into the second "B" race of the event.

With Hart and Stack flung to the



Hart - Fastest Race 1B



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back of the mark-3 standings, Hart began a frenzied endeavour to reel in Willoughby with each passing lap.

Grant continued to put on an impressive display of pace and defensive driving as Willoughby locked his brakes attempting to force past into The Mountain. Come lap eleven, his efforts were seemingly rewarded as he triumphantly passed Grant, only for fate to show its hand once more around the Mountain, seeing Grant seemingly force an error to once more claim the lead.

Hart jumped on the situation to keep the throttle pinned and claim second place for himself on the penultimate lap, consigning Willoughby to third position.

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Due to the quanta of drivers this year and limitation on the number of drivers for a grid, the BRSCC runs "B" races for both the SuperCup and MX5 Championship, seeing both classes sharing the same track time.

It was therefore unfortunate when Stack, determined to recover from his earlier misfortune, experienced contact with a mark-1 that ensured he would only be able to take fourth overall.

Duncan Harris, surely suffering from critical mechanical issues, steadily fell down the standings of even the lesser powered mark-1 cars – to his credit he honourably kept going to successfully complete the race, being rewarded a promotion along with the other top five finishers into the second SuperCup A race.

With Willoughby on the podium in

RACE 1B - CLASSIFICATION

POS	NO	CL	PIC	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	69	SUPIB	1	George GRANT	Mazda MX-5 Mk3	12	21:46.634			72.30	01:47.272	9
2	27	SUPIB	2	Jim HART	Mazda MX-5 Mk3	12	22:06.486	19.852	19.852	71.22	01:46.085	11
3	41	SUPIB	3	David WILLOUGHBY	Mazda MX-5 Mk3	12	22:06.942	20.308	0.456	71.20	01:46.985	6
4	93	SUPIB	4	John STACK	Mazda MX-5 Mk3	12	22:12.191	25.557	5.249	70.91	01:47.629	5
5	25	IB	1	Ivan LEARY	Mazda MX-5	12	22:13.566	26.932	1.375	70.84	01:48.866	8
6	17	IB	2	Russ LINDSAY	Mazda MX-5	12	22:13.965	27.331	0.399	70.82	01:48.891	6
7	31	IB	3	Bryn GRIFFITHS	Mazda MX-5	12	22:14.611	27.977	0.646	70.79	01:49.016	8
8	56	IB	4	Max NORFOLK	Mazda MX-5	12	22:15.284	28.650	0.673	70.75	01:48.931	5
9	11	IB	5	Stuart BRITTLE	Mazda MX-5	12	22:15.497	28.863	0.213	70.74	01:48.988	8
10	74	IB	6	Clive CHISNALL	Mazda MX-5	12	22:16.275	29.641	0.778	70.70	01:48.901	6
11	7	IB	7	Adrian BURGE	Mazda MX-5	12	22:28.106	41.472	11.831	70.08	01:49.273	7
12	75	IB	8	Guy CARTER	Mazda MX-5	12	22:29.008	42.374	0.902	70.03	01:49.754	11
13	29	IB	9	Adam CRAIG	Mazda MX-5	12	22:32.511	45.877	3.503	69.85	01:49.121	9
14	60	IB	10	Nick LE DOYEN	Mazda MX-5	12	22:33.325	46.691	0.814	69.81	01:48.557	9
15	40	IB	11	Ben HANCY	Mazda MX-5	12	22:34.209	47.575	0.884	69.76	01:48.689	8
16	26	IB	12	Charlie RAWLES	Mazda MX-5	12	22:38.792	52.158	4.583	69.53	01:49.284	7
17	19*	IB	13	Oliver ROBINSON	Mazda MX-5	12	22:42.022	55.388	3.230	69.36	01:49.234	10
18	117*	IB	14	Michael CLOSE	Mazda MX-5	12	22:42.808	56.174	0.786	69.32	01:48.655	8
19	126	SUPIB	5	Duncan HARRIS	Mazda MX-5 Mk3	12	22:53.491	01:06.857	10.683	68.78	01:51.357	4
20	64	IB	15	Sam RILEY	Mazda MX-5	11	22:03.459	1 Lap	1 Lap	65.43	01:57.070	7
21	53	IB	16	Jonathan FIELDSEND	Mazda MX-5	11	22:05.863	1 Lap	2.404	65.31	01:57.058	8

NOT CLASSIFIED

DNF	10	IB	Teddy CLARK	Mazda MX-5	1	02:08.264	11 Laps	10 Laps	61.38	02:08.264	1
DNF	8	SUPIB	Andy COOMBS	Mazda MX-5 Mk3	0						

FASTEST LAP

	27	SUPIB	Jim HART	Mazda MX-5 Mk3	11	01:46.085				74.21 mph/119.43 kph
	60	IB	Nick LE DOYEN	Mazda MX-5	9	01:48.557				72.52 mph/116.71 kph

Cars 19 & 117 - 5 Second penalty for exceeding track limits

third and Hart in second (as well as fastest lap), the man of the moment was George Grant, as he tore across the line to claim the chequered flag and a well-deserved first ever SuperCup race win!

"George Grant Racing" elaborates on the championship sponsor's delight:

"...It was a great moment, we were delighted that in the first ever race in the new championship sponsored by Clapham North, we came home with the goodies!

At first I was quite frustrated, as I knew I had the pace to be in the A race, but I stayed focused and was confident of challenging for victory - My starts have always been good, so I just put the hammer down and went straight into the lead on the run up to Coppice. It makes it even sweeter to know that it will be televised as well..."

George Grant emphatically celebrates his first SuperCup win



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RACE 2



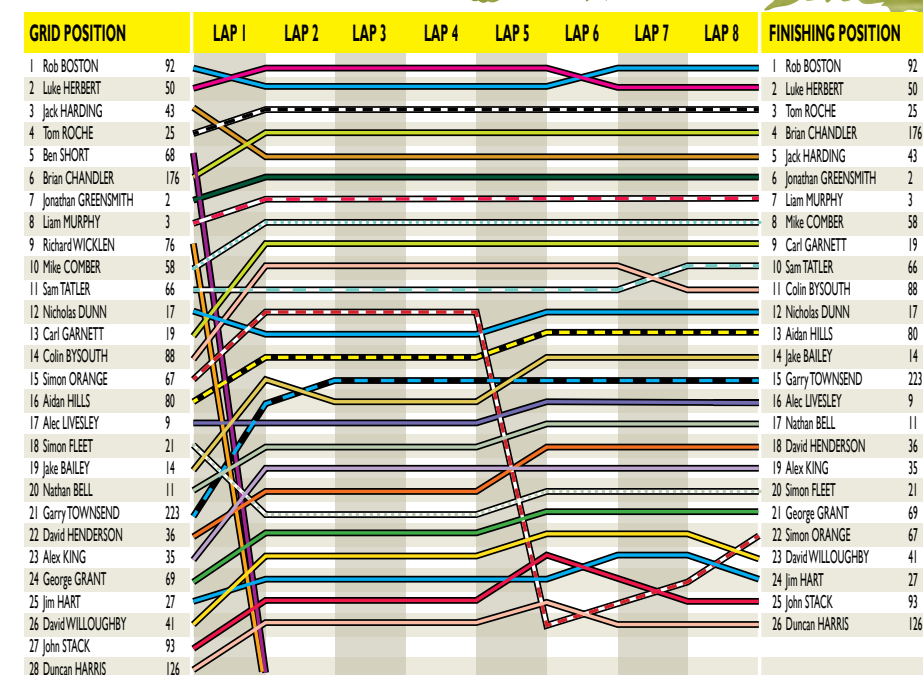
Boston – Winner & Fastest Lap Race 2A

The second “A” race of Cadwell Park began with the ominous omen of marshals clearing up an oil slick at the bottom of The Mountain.

Due to the significant talents of Richard Stylin and James Blake-Baldwin noticeably missing from the grid (now in race 2B), it provided a chance for some of the mid-field runners to leap a few positions early on in the race.

As the gantry lights went out and throttle hammers went down, Boston grabbed a marginal lead ahead of Herbert into the first corner, while Chandler surged forward to leap from sixth into fourth past Short and Harding, with the latter also having been pipped into Coppice by Roche.

Boston came under huge pressure from Herbert as the two MX5 veterans hurtled into the bottom of The Mountain, seeing Boston run



slightly wide allowing Herbert to grab the lead on exit and into Hall Bends.

Race tracks make look picturesque with the acres of grass surrounding them, but the pretty “green-stuff” may as well be ice for all the traction it provides; as Ben Short was all too

painfully reminded when he careened through the Goose Neck chicane, ploughed into the grass and was unable to wipe-off sufficient speed in time.

Short’s hard luck with the tyre wall was emulated by Richard Wicklen,

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also on the first lap, who was forced to encounter the limit out of Charlies and embed his #76 MX5 into a similar area of the barriers that claimed James Blake-Baldwin during race 1A.

Both Short and Wicklen were fine; but with such a high degree of competitive talent among the drivers, all regularly pushing themselves and their machines to the very edges of plausible capability, off-track excursions are inevitable yet solid proof of each racer's commitment!

With the MSA's, new to 2017 "Code 60" safety protocol activated, the marshals simultaneously deployed purple "60" flags restricting the entire field to 60kph and theoretically ensuring they maintain any hard-fought distance from the surrounding race cars.

Consequently, several laps were spent under Code 60 conditions as the barrier repairs ensued until start of lap five, with just over seven minutes left, the Code 60 was lifted and all twenty six drivers did their utter best to ambush their fellow rivals.

Herbert still led the race until Boston skilfully manoeuvred down the grid straight to draw alongside into Coppice and gain the inside line for Charlies.

The general destruction of a few apex bollards into The Mountain heralded Boston successfully pulling past Herbert to reclaim the lead and begin the task of building a gap.

The Code 60 had also allowed Jake Bailey, David Henderson and John Stack to position themselves to obtain a jump on the MX5s ahead of them to climb further up the field.

Conversely, Simon Orange, pushing hard out of the Code 60 was ignominiously rewarded with a green

RACE 2A - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	92	Rob BOSTON	Mazda MX-5 Mk3	8	20:13.986			51.88	01:41.694	
2	50	Luke HERBERT	Mazda MX-5 Mk3	8	20:15.087	1.101	1.101	51.83	01:41.736	
3	25	Tom ROCHE	Mazda MX-5 Mk3	8	20:15.750	1.764	0.663	51.80	01:41.768	
4	176	Brian CHANDLER	Mazda MX-5 Mk3	8	20:18.365	4.379	2.615	51.69	01:42.790	
5	43	Jack HARDING	Mazda MX-5 Mk3	8	20:18.535	4.549	0.170	51.68	01:42.543	
6	2	Jonathan GREENSMITH	Mazda MX-5 Mk3	8	20:19.025	5.039	0.490	51.66	01:42.435	
7	3	Liam MURPHY	Mazda MX-5 Mk3	8	20:19.552	5.566	0.527	51.64	01:42.553	
8	58	Mike COMBER	Mazda MX-5 Mk3	8	20:20.032	6.046	0.480	51.62	01:42.658	
9	19	Carl GARNETT	Mazda MX-5 Mk3	8	20:20.913	6.927	0.881	51.58	01:42.935	
10	66	Sam TATLER	Mazda MX-5 Mk3	8	20:22.110	8.124	1.197	51.53	01:42.696	
11	88	Colin BYSOUTH	Mazda MX-5 Mk3	8	20:22.785	8.799	0.675	51.50	01:43.371	
12	17	Nicholas DUNN	Mazda MX-5 Mk3	8	20:22.997	9.011	0.212	51.50	01:42.828	
13	80	Aidan HILLS	Mazda MX-5 Mk3	8	20:24.123	10.137	1.126	51.45	01:42.854	
14	14	Jake BAILEY	Mazda MX-5 Mk3	8	20:26.185	12.199	2.062	51.36	01:43.439	
15	223	Garry TOWNSEND	Mazda MX-5 Mk3	8	20:27.106	13.120	0.921	51.32	01:43.626	
16	9	Alec LIVESLEY	Mazda MX-5 Mk3	8	20:29.759	15.773	2.653	51.21	01:44.145	
17	11	Nathan BELL	Mazda MX-5 Mk3	8	20:30.095	16.109	0.336	51.20	01:43.994	
18	36	David HENDERSON	Mazda MX-5 Mk3	8	20:33.228	19.242	3.133	51.07	01:44.693	
19	35	Alex KING	Mazda MX-5 Mk3	8	20:34.470	20.484	1.242	51.02	01:45.049	
20	21	Simon FLEET	Mazda MX-5 Mk3	8	20:34.713	20.727	0.243	51.01	01:45.154	
21	69	George GRANT	Mazda MX-5 Mk3	8	20:44.181	30.195	9.468	50.62	01:47.296	
22	67	Simon ORANGE	Mazda MX-5 Mk3	8	20:44.653	30.667	0.472	50.60	01:44.933	
23	41	David WILLOUGHBY	Mazda MX-5 Mk3	8	20:45.507	31.521	0.854	50.57	01:47.378	
24	27	Jim HART	Mazda MX-5 Mk3	8	20:46.097	32.111	0.590	50.54	01:46.543	

NOT CLASSIFIED

DNF	68	Ben SHORT	Mazda MX-5 Mk3	0
DNF	76	Richard WICKLEN	Mazda MX-5 Mk3	0

FASTEST LAP

92	Rob BOSTON	Mazda MX-5 Mk3	7	01:41.694	77.42 mph/124.59 kph
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roller-coaster ride, losing fifteen places and sent to the back of the race.

Undamaged and never one to be deterred, Orange evidently set his crosshairs on each subsequent rear bumper as he rocketed his way back up through the grid in the remaining laps to reclaim five places.

Save for a final pass by Sam Tatler on Colin Bysouth, the final minutes of the race saw no further promotions as Boston – hand held high in victory – once more claimed the top spot on the podium and fastest lap.

Quickly joining him on the podium were Herbert and Roche while a train of cars consisting of Chandler, Harding, Greensmith, Murphy, Comber and Garnet brought home most of the top ten – Sam Tatler rounded the group off in tenth place.

Race 2B was something of an odd sight with so many of the top drivers in the

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championship caught up in a six-way battle for the "B" race victory.

A cautious start for Andy Combes in his previously overheating mark-3 MX5 was soon followed by

Steve Dolman, starting on Pole, falling prey to the rapid advance of James Blake-Baldwin, and Richard Breland.

Richard Styryn was also seemingly ambushed, finding himself tailing Breland, only to glue his car to the latter's tail and bide his time until lap four where he committed the overtake to take third place – this marked the only overtake during the race that wasn't on lap one!

Andy Combes was evidently still suffering from mechanical gremlins when he suddenly veered off track at Barn – following a tyre kicking assessment from a marshal, Andy attempted to continue around the circuit before frustratingly, yet sensibly retiring out of the race!

Meanwhile, the battles still raged as Roberts in #56 and Blake-Baldwin in #1, continued to juke it out nose to tail, seeing Robert's tail stepping out of line, but caught, on the exit of Charlies which had already claimed several machines that weekend.

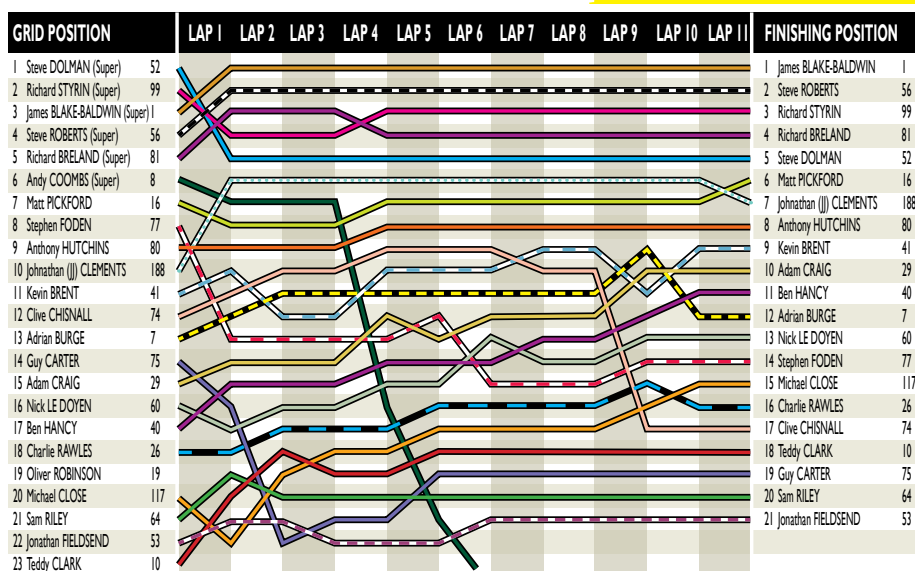
As the pressure was maintained on the current SuperCup champion, Roberts barrelled in side-by-side to Park only for Blake-Baldwin to dive deep, using his experience to consistently fend off the opportunity seeking #56.

In the end the mark-3 race cars spaced out, giving Blake-Baldwin a decisive victory.

Second place was rightly earned by Roberts, followed by Styryn onto the podium; while the battle between Breland and Dolman saw them cross the line in fourth and fifth respectively.



James Blake-Baldwin - Winner & Fastest Lap Race 2B



RACE 2B - CLASSIFICATION

POS	NO	CL	PIC	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	1	SUP2B	1	James BLAKE-BALDWIN	Mazda MX-5 Mk3	11	18:59.264			76.01	01:41.966	11
2	56	SUP2B	2	Steve ROBERTS	Mazda MX-5 Mk3	11	19:00.600	1.336	1.336	75.92	01:42.123	4
3	99	SUP2B	3	Richard STYRIN	Mazda MX-5 Mk3	11	19:01.642	2.378	1.042	75.86	01:42.213	6
4	81	SUP2B	4	Richard BRELAND	Mazda MX-5 Mk3	11	19:16.218	16.954	14.576	74.90	01:42.863	2
5	52	SUP2B	5	Steve DOLMAN	Mazda MX-5 Mk3	11	19:31.898	32.634	15.680	73.90	01:45.180	2
6	16	2B	1	Matt PICKFORD	Mazda MX-5	11	20:09.737	01:10.473	37.839	71.59	01:48.156	9
7	188	2B	2	Johnathan (J) CLEMENTS	Mazda MX-5	11	20:14.360	01:15.096	4.623	71.31	01:47.006	3
8	80	2B	3	Anthony HUTCHINS	Mazda MX-5	11	20:14.596	01:15.332	0.236	71.30	01:48.527	6
9	41	2B	4	Kevin BRENT	Mazda MX-5	11	20:27.264	01:28.000	12.668	70.56	01:47.755	10
10	29	2B	5	Adam CRAIG	Mazda MX-5	11	20:29.361	01:30.097	2.097	70.44	01:49.610	8
11	40	2B	6	Ben HANCY	Mazda MX-5	11	20:29.670	01:30.406	0.309	70.42	01:49.079	8
12	7	2B	7	Adrian BURGE	Mazda MX-5	11	20:29.884	01:30.620	0.214	70.41	01:49.427	11
13	60	2B	8	Nick LE DOYEN	Mazda MX-5	11	20:30.338	01:31.074	0.454	70.39	01:49.377	11
14	77	2B	9	Stephen FODEN	Mazda MX-5	11	20:34.272	01:35.008	3.934	70.16	01:48.164	7
15	117	2B	10	Michael CLOSE	Mazda MX-5	11	20:36.049	01:36.785	1.777	70.06	01:48.311	11
16	26	2B	11	Charlie RAWLES	Mazda MX-5	11	20:37.559	01:38.295	1.510	69.98	01:48.740	11
17	74	2B	12	Clive CHISNALL	Mazda MX-5	11	20:43.897	01:44.633	6.338	69.62	01:48.435	5
18	10	2B	13	Teddy CLARK	Mazda MX-5	10	18:59.704	1 Lap	1 Lap	69.08	01:50.687	8
19	75	2B	14	Guy CARTER	Mazda MX-5	10	19:10.222	1 Lap	10.518	68.44	01:50.801	10
20	64	2B	15	Sam RILEY	Mazda MX-5	10	19:42.859	1 Lap	32.637	66.56	01:54.610	10
21	53	2B	16	Jonathan FIELDSEND	Mazda MX-5	10	20:04.455	1 Lap	21.596	65.36	01:57.095	4

NOT CLASSIFIED												
DNF	8	SUP2B		Andy COOMBS	Mazda MX-5 Mk3	5	10:07.585	6 Laps	5 Laps	64.79	01:47.165	3

FASTEST LAP												
1	SUP2B			James BLAKE-BALDWIN	Mazda MX-5 Mk3	11	01:41.966			77.21 mph/124.26 kph		
188	2B			Johnathan (J) CLEMENTS	Mazda MX-5	3	01:47.006			73.57 mph/118.41 kph		

CADWELL PARK

RACE 3

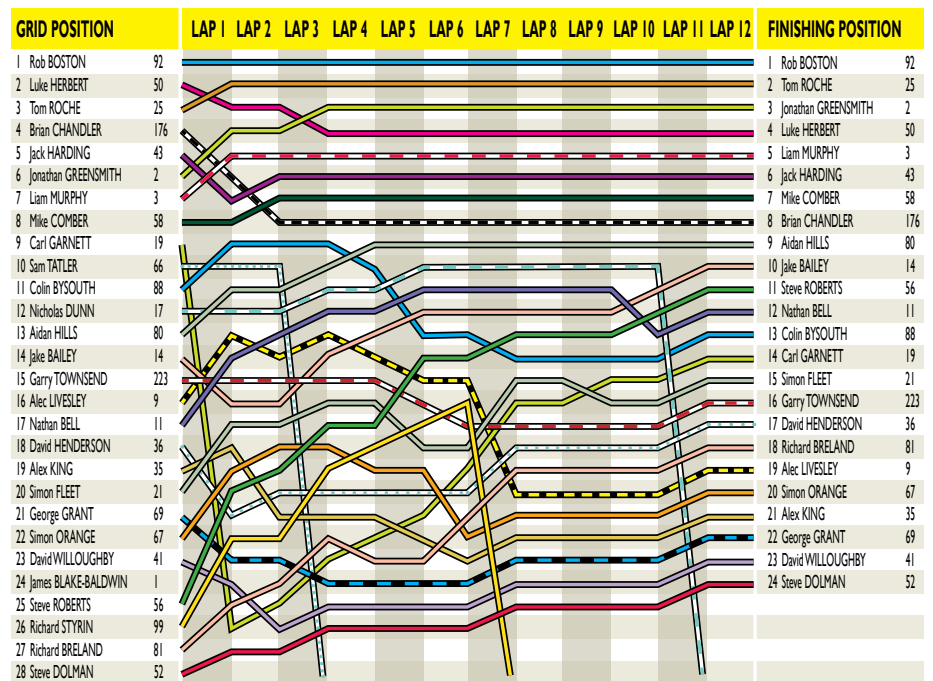
The third and final "A" race of the BRSCC SuperCup at Cadwell Park 2017, started with Boston producing another lightning get-away ahead of immediate threats from Herbert and Roche – along with the tightly packed formation of the other twenty-five cars baying at their heels!

Bizarrely all of the position changes in the top eight happened within three laps before settling into an embattled set of laps that ultimately saw a stalemate.

With Boston leading, Roche had moved up to second place by the end of lap one to demote Herbert into third and bring on the attentions of Greensmith – Insult would be added to injury when, two laps later, Herbert would find himself further demoted by Greensmith himself.

Good initial performances from Murphy and Comber made life difficult for Harding, but not to the degree that was experienced by Chandler as he plunged from fourth to eighth by the end of lap two.

Even so, the fracas between position two back to positions eight was



enormous with mere fractions of a second separating them.

Even so, the fracas between position two back to positions eight was enormous with mere fractions of a second separating them.

If progress within the upper echelons had waned, the mid-pack backwards was a veritable riot!

Carl Garnett suffered a tough first lap as he commenced his race by falling back down the grid from ninth to twenty-sixth, before gathering himself



Roche - Winner Race 3A

CADWELL PARK

and absolutely barnstorming back up through the field to finish in fourteenth.

Elsewhere the merciless track began to claim its victims, as first Sam Tatler failed to finish lap three – then Richard Styrin, who had been climbing the race positions at a meteoric rate alongside Steve Roberts, was removed on lap seven, followed not long after by Nicholas Dunn falling from tenth place to become the last “Did Not Finish”.

Of the promoted “B” race drivers Richard Breland was best suited to take advantage of his racing colleagues calamities as he pushed up from twenty-seventh to eighteenth.

Up front, Boston was building a comfortable lead and an assured victory – however, in his bid to fend off any later danger from Roche, Boston had accrued several “track limits” warnings, resulting in a disastrous five second penalty being issued.

This was wonderful news for Roche, as he explained “...When I saw the time penalty for Rob I knew I could ease off the pressure a little...”, but Boston still had enough of a lead that there was a slim chance he could regain that coveted top slot back.

Roche kept up his blistering pace in response to Boston, ultimately ensuring he earned first place on the podium.

Netting the fastest lap, Boston has built enough of a lead that even with his penalty he received a solid second place with Greensmith awarded third.

The fully embattled Herbert, Murphy, Harding, Comber and Chandler crossed the line almost as one, while Hills and Bailey rounded out the top ten some twenty seconds later.

The final “B” race and final race of the event saw Hart on Pole momentarily jump the lights. The confusion caused



Boston - Fastest Race 3A

RACE 3A - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	25	Tom ROCHE	Mazda MX-5 Mk3	12	20:25.740			77.07	01:40.746	8
2	92*	Rob BOSTON	Mazda MX-5 Mk3	12	20:28.680	2.940	2.940	76.89	01:40.587	2
3	2	Jonathan GREENSMITH	Mazda MX-5 Mk3	12	20:29.051	3.311	0.371	76.87	01:41.460	5
4	50	Luke HERBERT	Mazda MX-5 Mk3	12	20:29.785	4.045	0.734	76.82	01:41.378	6
5	3	Liam MURPHY	Mazda MX-5 Mk3	12	20:30.492	4.752	0.707	76.78	01:41.595	4
6	43	Jack HARDING	Mazda MX-5 Mk3	12	20:30.745	5.005	0.253	76.76	01:41.288	11
7	58	Mike COMBER	Mazda MX-5 Mk3	12	20:33.127	7.387	2.382	76.61	01:41.376	6
8	176	Brian CHANDLER	Mazda MX-5 Mk3	12	20:34.089	8.349	0.962	76.55	01:41.305	6
9	80	Aidan HILLS	Mazda MX-5 Mk3	12	20:55.784	30.044	21.695	75.23	01:43.199	4
10	14	Jake BAILEY	Mazda MX-5 Mk3	12	20:56.031	30.291	0.247	75.21	01:42.715	11
11	56	Steve ROBERTS	Mazda MX-5 Mk3	12	20:56.582	30.842	0.551	75.18	01:42.648	7
12	11	Nathan BELL	Mazda MX-5 Mk3	12	20:57.041	31.301	0.459	75.15	01:42.915	11
13	88	Colin BYSOUTH	Mazda MX-5 Mk3	12	20:57.606	31.866	0.565	75.12	01:42.614	12
14	19	Carl GARNETT	Mazda MX-5 Mk3	12	21:03.629	37.889	6.023	74.76	01:42.700	2
15	21	Simon FLEET	Mazda MX-5 Mk3	12	21:04.493	38.753	0.864	74.71	01:43.143	12
16	223	Garry TOWNSEND	Mazda MX-5 Mk3	12	21:09.548	43.808	5.055	74.41	01:44.083	10
17	36	David HENDERSON	Mazda MX-5 Mk3	12	21:09.980	44.240	0.432	74.39	01:43.978	5
18	81	Richard BRELAND	Mazda MX-5 Mk3	12	21:10.306	44.566	0.326	74.37	01:43.468	2
19	9	Alec LIVESLEY	Mazda MX-5 Mk3	12	21:18.908	53.168	8.602	73.87	01:43.399	3
20	67	Simon ORANGE	Mazda MX-5 Mk3	12	21:25.453	59.713	6.545	73.49	01:43.938	10
21	35	Alex KING	Mazda MX-5 Mk3	12	21:27.880	01:02.140	2.427	73.35	01:43.984	4
22	69	George GRANT	Mazda MX-5 Mk3	12	21:31.624	01:05.884	3.744	73.14	01:45.480	9
23	41	David WILLOUGHBY	Mazda MX-5 Mk3	12	21:40.363	01:14.623	8.739	72.65	01:46.484	12
24	52	Steve DOLMAN	Mazda MX-5 Mk3	12	21:41.166	01:15.426	0.803	72.61	01:44.343	5

NOT CLASSIFIED

DNF	17	Nicholas DUNN	Mazda MX-5 Mk3	10	0.012138993	2 Laps	2 Laps	75.06	0.00119	5
DNF	99	Richard STYRIN	Mazda MX-5 Mk3	6	0.007383079	6 Laps	4 Laps	74.05	0.001183981	4
DNF	66	Sam TATLER	Mazda MX-5 Mk3	2	0.002506296	10 Laps	4 Laps	72.71	0.001198183	2

FASTEST LAP

92	Rob BOSTON	Mazda MX-5 Mk3	2	01:40.587		78.27 mph	125.96 kph
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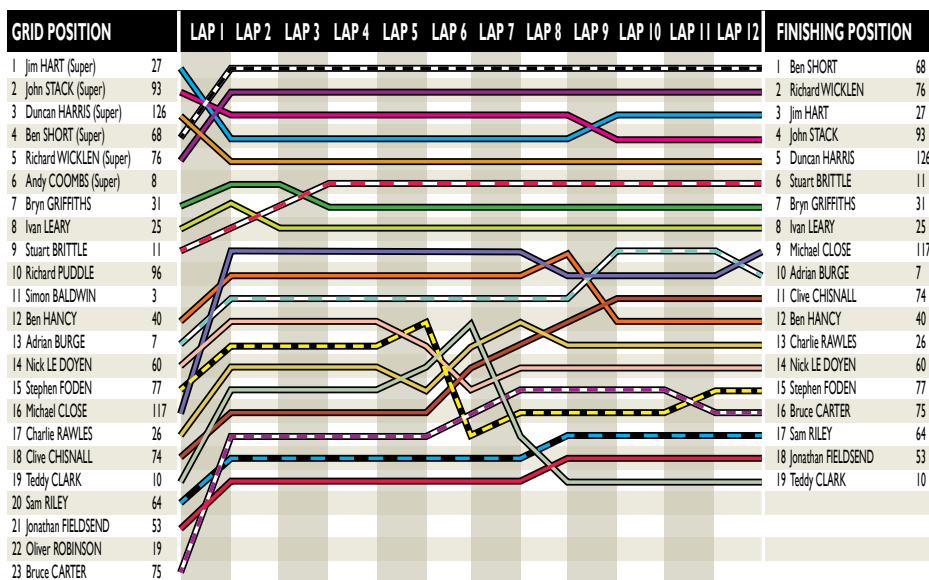
Car 92 - 5 Second penalty for exceeding track limits



Short - Winner & Fastest Lap Race 3B

him to be waylaid by the remaining SuperCup drivers as the gantry lights finally extinguished moments later. Short soon took the lead and set a fast pace as Wicklen caught and matched him by the time they had reached The Mountain. The race then settled down to a

high speed procession, momentarily broken by the brawl between "old adversaries" Hart and Stack, where Hart recovered from fourth to third during lap nine. The final podium hosted Short in first with the fastest lap, Wicklen second and Hart third.



RACE 3B - CLASSIFICATION

POS	NO	CL	PIC	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	68	SUP3B	1	Ben SHORT	Mazda MX-5 Mk3	12	20:35.3			76.48	01:41.204	8
2	76	SUP3B	2	Richard WICKLEN	Mazda MX-5 Mk3	12	20:51.332	16.050	16.050	00:00.000	01:42.658	3
3	27	SUP3B	3	Jim HART	Mazda MX-5 Mk3	12	21:28.984	53.702	37.652	57:36.000	01:45.665	7
4	93	SUP3B	4	John STACK	Mazda MX-5 Mk3	12	21:29.165	53.883	0.181	43:12.000	01:45.788	11
5	126	SUP3B	5	Duncan HARRIS	Mazda MX-5 Mk3	12	21:59.535	01:24.253	30.370	09:36.000	01:47.672	9
6	11	3B	1	Stuart BRITTLE	Mazda MX-5	12	21:59.750	01:24.468	0.215	71.58	01:48.150	11
7	31	3B	2	Bryn GRIFFITHS	Mazda MX-5	12	22:00.816	01:25.534	1.066	71.53	01:48.359	8
8	25	3B	3	Ivan LEARY	Mazda MX-5	12	22:01.130	01:25.848	0.314	71.51	01:48.175	9
9	117	3B	4	Michael CLOSE	Mazda MX-5	12	22:11.121	01:35.839	9.991	70.97	01:48.739	2
10	7	3B	5	Adrian BURGE	Mazda MX-5	12	22:11.296	01:36.014	0.175	70.96	01:49.080	3
11	74	3B	6	Clive CHISNALL	Mazda MX-5	12	22:11.976	01:36.694	0.680	70.93	01:47.986	11
12	40	3B	7	Ben HANCY	Mazda MX-5	12	22:12.440	01:37.158	0.464	70.90	01:48.255	11
13	26	3B	8	Charlie RAWLES	Mazda MX-5	12	22:13.211	01:37.929	0.771	70.86	01:48.390	11
14	60	3B	9	Nick LE DOYEN	Mazda MX-5	12	22:17.661	01:42.379	4.450	70.62	01:48.891	10
16	75	3B	11	Bruce CARTER	Mazda MX-5	12	22:19.217	01:43.935	1.363	70.54	01:49.268	10
17	64	3B	12	Sam RILEY	Mazda MX-5	11	21:11.109	1 Lap	1 Lap	68.13	01:51.760	10
18	53	3B	13	Jonathan FIELDSEND	Mazda MX-5	11	21:47.624	1 Lap	36.515	66.23	01:56.396	9
19	10	3B	14	Teddy CLARK	Mazda MX-5	9	21:00.883	3 Laps	2 Laps	56.19	01:48.653	5

FASTEST LAP	LAP	NAME	ENTRY	LAPS	TIME	MPH
68	SUP3B	Ben SHORT	Mazda MX-5 Mk3	8	01:41.204	77.79 mph/125.19 kph
77	3B	Stephen FODEN	Mazda MX-5	8	01:47.297	73.37 mph/118.08 kph

FINAL THOUGHTS:

Motor racing is not easy and definitely has its risks.

However, it is these very same challenges that keep people hooked and coming back for more to experience the thrill, the rush; as well as the satisfaction from developing their talent to conquer the cars, the tracks and the competition alike!

While the risks and potential damage are not attractive in themselves, it all adds up to make for an addictive recipe that is nearly impossible to replicate!

This common understanding amongst drivers, builds a fantastic community and a strong sense of comradery in and around the paddock that is rarely seen, even on an open track day.

To this end the Championship owes its thanks to its sponsors, "Clapham North -

Services, MOT and Tyres", "DPA Technologies" and "PRG Trailers" for helping to make this possible for so many competitors.

Sincere thanks, as always, goes to Cadwell Park's marshals, the dedicated BRSCC staff and the devoted crews of the race-teams who maintain the MX5 race cars (and their drivers).

In addition to the podiums, the BRSCC run additional awards:

Generously sponsored by "FIX AUTOS", the "Overall Winner" at Cadwell had joint winners, Garry Townsend & Simon Fleet, both with 1 fastest lap each – However there can be only one and the fastest lap of 1.42.85 wins, Garry Townsend.

The "Best Improver" award, a total of 10 accumulated places over the weekend has been given to Richard Breland.

Mazda Owner's Club are presenting the "Star of the Meeting" accolade, of which the winner will also to be announced at the next event.

Rob Boston now dominates the top of the championship table, but as has been seen, fortunes can rapidly change!

The next event will be at Silverstone, the home of British motorsport – will decades of motorsport history inspire a new pretender to the crown of the BRSCC SuperCup Championship?

NEXT EVENT: SILVERSTONE NATIONAL CIRCUIT