

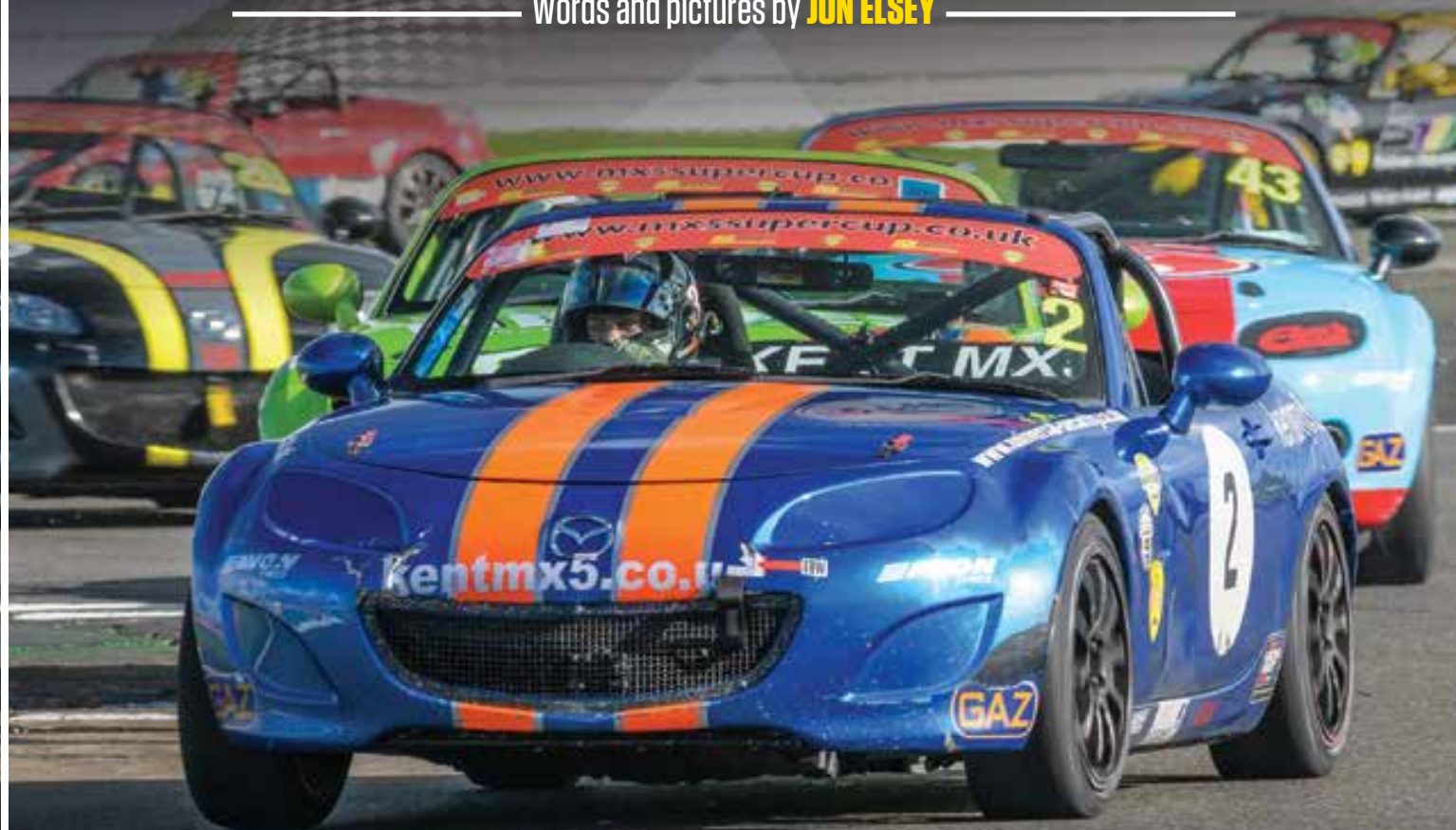
2016 BRSCC MAZDA MX-5 SUPERCUP

RACE REPORT

October 15 & 16, 2016 | **Rounds 17, 18 & 19**

SILVERSTONE

Words and pictures by **JON ELSEY**



AVON
TYRES

Eibach
LIFTING

Pipercross

TOWNSEND
VEHICLE HIRE RUGBY

RACING
BEST EUROPE

GAZ SHOCKS

Sanspeed

MaX5 regular Nick Dunn made his BRSCC debut at Silverstone in a Paul Sheard run machine.



Cometh the hour, cometh the man

Silverstone showdown set to bring down curtain on stunning season - but who would walk away with the crown?

If you wanted a dramatic set-up for a championship finale, then you needed to look no further than the final three races of this season's Mazda MX-5 SuperCup. Just 60 minutes of racing remained, before the identity of 2016's BRSCC MX-5 Supercup champion would be revealed.

With tensions running high in the midst of some spectacular racing last time out at Rockingham, the scene was set for a title fight that could conclude in epic fashion.

A bumper entry of 31 drivers headed to the hallowed tarmac of Silverstone's International circuit for the titanic triple header, with the finely balanced outcome potentially being played out on the last corner of the last lap of the last race - it really was that close a call.

Things couldn't be much closer between the two main protagonists with just a solitary point separating Surrey's James Blake-Baldwin from Cardiff's Tom Roche. Both are former winners of the BRSCC's sister MK1 MX-5 championship and are vying to follow in the wheel tracks of Rob Boston and clinch both Mk1 and Mk3 MX-5 titles. Realistically, the only other driver still in with a shot was

"It's going to be interesting, it's the first time all year that Tom and I haven't gone out for dinner together before the racing starts."

Paul O'Neill was also running with the Paul Sheard team.



Jon Greensmith. The Sheffield racer who also has a Mk1 MX-5 championship to his name secured a long-awaited maiden SuperCup victory in the pouring rain at Donington and has been a thorn in the side of the lead duo ever since. His recent improvement in form coupled with season-long consistency had seen him move to within 30 points of

Blake-Baldwin. With over 300 points on offer at Silverstone he would be pushing hard to cause an upset.

That said, the top three men wouldn't have it all their own way. Far from it, as there were a plethora of top quality drivers waiting in the wings ready to put the proverbial cat among the pigeons.

Chief among them was Wakefield wonder Jack Harding. The 23-year-old was in a rich vein of form underlined by his two victories and a second at Rockingham. Heading to Silverstone the AK Automotive-run racer was in fourth place in the overall standings, his front-running pace no doubt inspired by driver coaching received from outgoing champion and former teammate Alan Henderson.

Others not to be ruled out in the hunt for silverware included Liam Murphy, Tom Collins and Jamie Goddard. All three had been in the mix of late and would be looking to finish their respective campaigns on a high. The strong supporting cast was also bolstered by experienced campaigners Simon Goddard and Chris Dawkins, both frequent podium visitors in the past and well capable of doing so again.

But perhaps the real threats to the winner's laurels would come in the shapes of reigning BRSCC MX-5 Mk1 champion Brian Chandler and ex-BTCC racer turned commentator Paul O'Neill.

After an impressive Rockingham debut, Suffolk-based Chandler was looking forward to another crack at taming a Mk3. With a well-sorted set-up, and confidence garnered from seat time in the car, he could cause a surprise or two.

Always a popular figure in motorsport paddocks up and down the country, O'Neill was out to showcase his BTCC race-winning credentials. He's been on the pace every time he's stepped into a SuperCup car and his record speaks for itself. He's never been off the podium, securing four victories, two seconds and a third, so people weren't surprised to see him fighting it out at the front with the Mazda regulars.

Away from the race for the overall 2016 crown, there's also the matter of the Master's Trophy to wrap up. The popular category for drivers over the age of 45 saw yet another strong entry with over half the field eligible to score points.

The ever-present Ray Worley headed to the Northampton circuit leading the Masters table and was no doubt aiming for back-to-back titles. The Essex driver was more than 30 points ahead of his nearest rival Garry Townsend in the keenly fought contest with David Willoughby third.

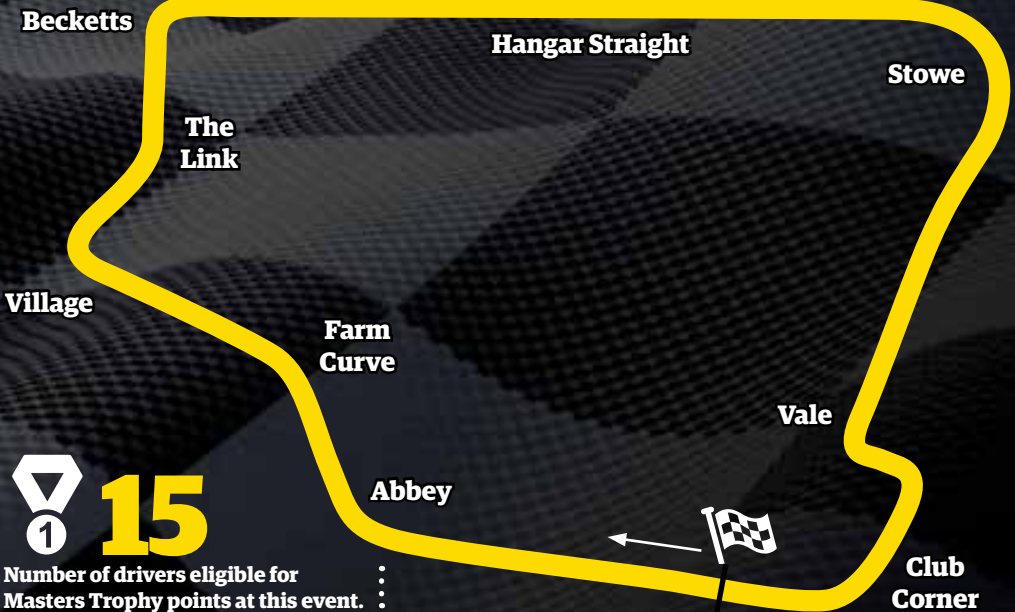
But with three rounds still to complete and plenty of points up for grabs, the tables could be easily be turned in the 'race within a race' contest.

We also welcomed MaX5 front-runner Nick Dunn and former Caterham racer Nathan Bell. Both drivers were making their championship debuts and we hope that they will be back for more in 2017.

This season has been without a shadow of a doubt the biggest and brightest year yet for the MX-5 SuperCup and what a way to round off the season - a true title showdown set to take place at the 'Home of British Motorsport'.

SILVERSTONE (International)

The inside line with Brian Chandler



15
 Number of drivers eligible for Masters Trophy points at this event.

31
 The number of drivers entered for this event.

42MPH
 The speed the slowest corner, the Vale chicane is taken.

9
 The number of corners in one lap of the circuit.

1.85 MILES
 The length of one lap of the circuit.

54MPH
 The speed retardation in the heaviest braking zone. Slowing from 96mph to 42mph in 120metres on the approach to the Vale chicane.

100MPH
 The speed at which the circuit's fastest corner, Abbey is taken.

10
 The number of gear changes on a flying lap.

1.4G
 The highest lateral 'g-force' recorded turning through Stowe.

1.1G
 The highest longitudinal 'g-force' is recorded three times braking for Village, Stowe and Vale.

115MPH
 The highest speed achieved on a flying lap on Hangar Straight.

1:19.343
 The quickest lap time during the meeting set by Jack Harding in Race 2. Recording an average of 83.20MPH



Tom Roche threw down the gauntlet to James Blake-Baldwin by taking pole position.



Qualifying: It was first blood to Roche as he grabbed pole ahead of nemesis

The script couldn't have been more perfect for the first encounter as the two main rivals shared the Race 1 front row.

THE first big test of the weekend would reveal who could cope best with the demands of the Silverstone International Circuit in qualifying. At the end of an exciting 20-minute session, the top ten drivers were split by less than one second with Tom Roche topping the timing screens recording a time of 1:19.425. So it was first blood to the Blendini Motorsport frontman, who commented: "I'm feeling pretty pleased, we actually did some testing before this weekend. I thought we might as well take it a bit seriously and the car feels the best it has all year. It's not as much fun to drive but it is quicker and it doesn't feel like it's using up the tyres. Previously I was always struggling with getting them too hot. "I'd be confident that if we were to go out and do qualifying again that I'd be quickest again, but the race is totally different."

Talking of the race, he added: "I've got James alongside me but I've got no real plans. I'll have the inside for the first corner, and then outside for the second corner and then inside again for the third corner. The first couple of

TOP TEN

1. T. ROCHE
2. J. BLAKE-BALDWIN
3. N. DUNN
4. T. COLLINS
5. J. HARDING
6. J. GODDARD
7. L. MURPHY
8. J. GREENSMITH
9. S. GODDARD
10. P. O'NEILL

MASTERS TROPHY

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

Nick Dunn surprised many by qualifying with the third fastest time.



corners will be flat out because we're going from a standing start so it will be all down to who gets the best get-away.

"I would imagine people will defend pretty hard right from the start, I mean there's only four tenths separating the top eight or so. I

think I've got to finish in front of James twice out of the three races if I'm not too far behind him in the other one.

"It's great to see that everyone's so close up at the front now - I just hope that they can be trusted in the race. You know I was a bit

annoyed at Donington because some were overdriving - I know nobody means to make mistakes but there's always the worry when drivers get to the front for the first time."

He continued: "It's not hugely important that I win, it's more where I finish in relation to James really, so it's better for me to be second and James to be fifth than if I win and James is second."

He likes Silverstone but admitted: "It's a shame it's not the full GP version, The international layout is a little bit simple with not that many corners and lots of straights."

"It's a real power circuit, a good engine would really help here. There are lots of overtaking opportunities, because it's so wide meaning it's going to be quite difficult to defend. If you defend properly to the inside

"It will be interesting, of course I could just fire Tom off, I can afford a DNF, he can't."

you're so far away from where the racing line should be. Some of the narrowed tracks like Oulton for example when you're defending there, you're only two car widths further across from where you would normally be so you can still get an okay exit from a corner.

He added wryly: "I see that James has got Brian and Chris out for him this weekend. I suppose I'd better go around and do a deal with a few of the others."

Just losing out on pole by four hundredths of a second was James Blake-Baldwin who said: "I got stuck in traffic so many times, I know there's more time to be had. On the last lap I was half-a-second up coming into the last chicane, then there was a car in the way and that was that. It's going to be ridiculously close - Tom's not going to disappear."

"I'm going out for the win, I have to beat Tom, if he beats me he leads the championship, there's only one point in it. It's going to be interesting, it's the first time all year that Tom and I haven't gone out for dinner together before the racing starts. I'm sure we will after but we're both working hard on it. I'm trying to stay relaxed and take each lap as it comes."

"I think there will be a train of four or five cars at the front and the only way that will break up is if someone makes a lunge."

The Universal Security backed racer continued: "I don't think it will be all about outright speed in the race, you have to keep it tidy. The moment you make a mistake around here it's quite difficult to get it back, because it's so flat out."

He also echoed Roche's thoughts saying: "It's so difficult to defend around here, you can take an inside line but you're then going so much slower because the other car can take a wider angle, but then again if you are attacking from behind and you lunge up the

Brian Chandler followed by Simon Goddard.



Geoff Gouriet.



Nathan Bell leads Simon Orange.



Simon Fleet.



David Henderson.



Andy Coombs being tracked by the Paul Sheard run pairing of Russell Tamplin and Steve Dolman.



Jamie Goddard.



Garry Townsend.



Jon Greensmith struggled for pace in qualifying.



George Grant.



Chris Dawkins.



Paul O'Neill was further down the grid than he would have liked.



inside you run the risk of running wide and getting hung out to dry.

"Of course I could just fire Tom off, I can afford a DNF, he can't."

Nick Dunn pulled off one of the shocks of the season to post the third fastest time of the session. He said: "I was a bit surprised when I saw my pit board - especially because I think I only got about three flying laps in the end due to the traffic."

"I have been doing MaX5 for three years now and to be honest I've had it pretty much my own way this season. There's been times when I've had a 20 second lead and it felt like a test session, so it wasn't really interesting me any more."

"But here with 31 cars on the grid, no matter what speed you're doing you are going to be playing with someone and that was a big pull."

"You look at all the names in front and everyone on there is a respected driver, it really is a top championship to be involved in."

He added: "I'm using one of Paul Sheard's cars for this meeting and the hope is that he will convert my car to SuperCup spec and budget not withstanding, if I race next season it will be here."

"I'm looking forward to it, looking at the time sheets there's absolutely nothing between first and tenth which is what you want really. I think a podium will be a tough shout but it's a fun track to race around."

A happy Tom Collins was next up, he said: "Once again, I've never raced this circuit. We did Friday testing and I put it in the gravel twice! I was really struggling like a lot of people to get the car set up. I mean, apparently the first corner is normally flat but at the moment we're having to feather the throttle to get around there."

"Me and Liam [Murphy] worked together to try and boost our lap times, and it was working, I was in third for a while."

"The main aim was to be in the top half a dozen for qualifying because if you're not as I found at Rockingham you just can't get to the front because the guys that are around you are still really quick and know how to defend. Being where I am I just need to get a good start and hopefully have a good race."

A downbeat Jack Harding said of his fifth place qualifying: "That went okay for others but not too good for me. I know there's not much in it and I think those ahead of me all had the benefit of a tow whereas I was on my own for most of the session - all down to bad positioning on my part really."

"However, one positive that we can take is that it's a true representative of our race pace which is good to know if I managed to get into the lead."

Building on his strong performance at

Ray Worley shadowed
by Alex King.



Rockingham he added: "I'm definitely going for wins this weekend, I know I can do it. Tom [Roche] and James [Blake-Baldwin] are going to battle, it wouldn't surprise me if they tried to hold each other up. But other than the last corner there isn't really much opportunity to do that here because there aren't really any slow corners, which will make it much more interesting, much more of a race. If I can get a good start then hopefully I can be in the top three by the end of the first lap and then take it from there."

Not quite so pleased was outside title

contender Jon Greensmith who could only manage eighth fastest. He said: "It was a combination of not getting a clear lap and having old tyres on. It would appear that every one in front had new tyres on and I didn't go with the gang."

"But at the end of the day it's the fourth row and I should be able to battle my way through from there. I mean, it'll probably be 20-wide down Hangar Straight on the first lap."

Also a little off the pace was Brian Chandler who would line up two rows behind Greensmith. He said: "Help... I'm a little bit

**"I'm definitely
going for wins this
weekend, I know I
can do it."**

shocked with that, I don't know if I'll be able to see the lights from back there. It's mega tight on times, the problem is you look at all the names in front and everyone on there is a respected driver, it really is a top championship to be involved in.

"Obviously we've got some pace to find, the speed was there but we can't really bump draft in these cars. I was in a little gaggle with James [Blake-Baldwin] and Simon [Goddard] and they have both qualified better than me, despite me being right with them. Every time I felt that it was a good lap, one of them would make a little mistake and then that compromised my lap and then I ran out of time."

He added: "What is very weird is that most drivers put their quickest time in early on, and from what I've experienced of the SuperCup so far it takes a couple of laps for the tyres to kick in, maybe it's down to not having new tyres."

"I'm next to [Paul] O'Neill, so that shows the quality of the drivers out there. I respect him as a driver and if he can only put it alongside me then it says something about the class of drivers in the championship - hence why I'm here."

Paul O'Neill said of his appearance at Silverstone: "Paul Sheard and his mega team has brought me back. I was just talking to Nick Dunn's dad as to how privileged it is to get a phone call inviting me to drive in one of the most competitive series in the UK. I've tried to get out to other races this year but I couldn't

Richard Wicklen.



Carl Garnett sweeps through the ultra-fast Abbey corner.



James Blake-Baldwin missed out on pole by four hundredths of a second.



Liam Murphy posted the seventh fastest time.



due to work, but I've cancelled other stuff to do this because the competition's always good, the guys are a good craic, they take the Mick out of me, call me fat all the time, so why wouldn't I want to come back?"

Discussing his past record of never being off a SuperCup podium he laughed: "That's not going to happen this weekend. I was still half asleep this morning to be honest, but the championship's moved on. I'm tenth after qualifying and I couldn't really have gone any quicker, perhaps if I was being honest with myself I may be P8 or P7 but nothing else - I just didn't time the tow right."

"I have got a good record but that is down to Paul Sheard and his team doing such a mega job with the cars."

"He was probably the best driver in a club championship I've ever driven against, as good as many of the national drivers I raced against professionally."

"I know the other drivers in the team are good lads, it's 70 per cent banter and 30 per cent racing. It was the other way around when I used to race professionally and that's why I don't race professionally any more. This is as close as you'll get to the best competition in the country - I love it."

He then explained how he came to be racing in the SuperCup: "I know Paul [Sheard] through his son Christian Dick who runs Speedworks. I used to work with Christian and he introduced me to Paul and I drove an MX-5 years ago, around 2005 I think, with the two of them. I remember them both drifting around the outside of me at Druids at Oulton. I was about 59th on the grid and they were first and second and I thought I was a bit good because I'd just finished fourth in the British Touring Car Championship. That taught me a lesson that day and I've had massive respect for them ever since."

He continued: "I find the standard of the drivers in this championship to be very good. There's one stand-out guy for me... Tom Roche, he's THE boy, I had a mega race with him at Oulton a couple of years back, side-by-side, most of a lap. He didn't touch me and I didn't touch him. He was probably the best driver in a club championship I've ever driven against, as good as many of the national drivers I raced against professionally."

"I've just got massive respect for Tom, he's a proper nice fella as well, but I'm not quite so keen on him now I've found out he's Welsh... only joking."

"It's wicked, they've got a championship to win this weekend so hopefully I'll be well out of the way of that, but at the same time if I'm up the front I'll be trying to get a win, so we'll see how we get on."

Jack Harding was hoping for things to improve for the races.



QUALIFYING RESULT

POLE POSITION

DRIVER: TOM ROCHE LAP 3 TIME: 1:19.468 SPEED: 83.89

POSITION	NUMBER	DRIVER	CAR	BEST TIME	BEST LAP	TOTAL LAPS	GAP	DIFF	MPH
1	25	Tom ROCHE	Mazda MX-5 Mk3	1:19.425	3	14			83.89
2	2	James BLAKE-BALDWIN	Mazda MX-5 Mk3	1:19.468	1	14	0.043	0.043	83.84
3	17	Nick DUNN	Mazda MX-5 Mk3	1:19.555	13	13	0.130	0.087	83.75
4	20	Tom COLLINS	Mazda MX-5 Mk3	1:19.582	3	14	0.157	0.027	83.72
5	43	Jack HARDING	Mazda MX-5 Mk3	1:19.658	10	12	0.233	0.076	83.64
6	91	Jamie GODDARD	Mazda MX-5 Mk3	1:19.685	6	12	0.260	0.027	83.61
7	3	Liam MURPHY	Mazda MX-5 Mk3	1:19.694	6	14	0.269	0.009	83.61
8	5	Jonathan GREENSMITH	Mazda MX-5 Mk3	1:19.715	4	14	0.290	0.021	83.58
9	46	Simon GODDARD	Mazda MX-5 Mk3	1:19.894	13	14	0.469	0.179	83.40
10	29	Paul O'NEILL	Mazda MX-5 Mk3	1:20.010	2	13	0.585	0.116	83.27
11	176	Brian CHANDLER	Mazda MX-5 Mk3	1:20.307	8	14	0.882	0.297	82.97
12	22	Chris DAWKINS	Mazda MX-5 Mk3	1:20.379	5	12	0.954	0.072	82.89
13	811	Nathan BELL	Mazda MX-5 Mk3	1:20.560	10	14	1.135	0.181	82.71
14	223	Garry TOWNSEND	Mazda MX-5 Mk3	1:20.713	3	13	1.288	0.153	82.55
15	76	Richard WICKLEN	Mazda MX-5 Mk3	1:20.852	3	13	1.427	0.139	82.41
16	40	Raymond WORLEY	Mazda MX-5 Mk3	1:20.916	3	13	1.491	0.064	82.34
17	71	Geoff GOURIET	Mazda MX-5 Mk3	1:21.089	8	13	1.664	0.173	82.17
18	67	Simon ORANGE	Mazda MX-5 Mk3	1:21.219	10	14	1.794	0.130	82.04
19	69	George GRANT	Mazda MX-5 Mk3	1:21.380	3	13	1.955	0.161	81.87
20	77	Jeremy CROOK	Mazda MX-5 Mk3	1:21.606	6	13	2.181	0.226	81.65
21	21	Simon FLEET	Mazda MX-5 Mk3	1:21.646	12	13	2.221	0.040	81.61
22	93	Russell TAMPLIN	Mazda MX-5 Mk3	1:21.730	10	13	2.305	0.084	81.52
23	52	Steve DOLMAN	Mazda MX-5 Mk3	1:21.863	6	13	2.438	0.133	81.39
24	19	Carl GARNETT	Mazda MX-5 Mk3	1:21.911	8	12	2.486	0.048	81.34
25	36	David HENDERSON	Mazda MX-5 Mk3	1:22.386	11	14	2.961	0.475	80.87
26	8	Andy COOMBS	Mazda MX-5 Mk3	1:22.426	12	13	3.001	0.040	80.83
27	152	Alex KING	Mazda MX-5 Mk3	1:22.526	9	13	3.101	0.100	80.74
28	96	Michael LAWSON	Mazda MX-5 Mk3	1:23.265	4	14	3.840	0.739	80.02
29	41	David WILLOUGHBY	Mazda MX-5 Mk3	1:23.948	12	13	4.523	0.683	79.37
30	85	Ian McDONALD	Mazda MX-5 Mk3	1:24.095	9	13	4.670	0.147	79.23
31	13	Gregg CATTON	Mazda MX-5 Mk3	1:24.302	9	13	4.8778	0.207	79.03

Drivers in red eligible for BRSCC Masters Trophy

POLE POSITION

2 James BLAKE-BALDWIN	1 Tom ROCHE
4 Tom COLLINS	3 Nick DUNN
6 Jamie GODDARD	5 Jack HARDING
8 Jon GREENSMITH	7 Liam MURPHY
10 Paul O'NEILL	9 Simon GODDARD
12 Chris DAWKINS	11 Brian CHANDLER
14 Garry TOWNSEND	13 Nathan BELL
16 Ray WORLEY	15 Richard WICKLEN
18 Simon ORANGE	17 Geoff GOURIET
20 Jeremy CROOK	19 George GRANT
22 Russell TAMPLIN	21 Simon FLEET
24 Carl GARNETT	23 Steve DOLMAN
26 Andy COOMBS	25 David HENDERSON
28 Michael LAWSON	27 Alex KING
30 Ian MCDONALD	29 David WILLOUGHBY
	31 Gregg CATTON

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



James Blake-Baldwin inherited the race win after Tom Roche was controversially penalised post race.

Race 1: Clerk's decision hands it to Blake-Baldwin

Post-race time penalty robs Roche of easy victory and gave crucial advantage to rival.

AS the cars lined up in the afternoon autumn sunshine for the first of the three title deciding races of the season, it couldn't have been scripted any better with the two championship front-runners Tom Roche and James Blake-Baldwin sharing the front row. Behind them sat the surprise pairing of Nick Dunn and Tom Collins while Jack Harding and Jamie Goddard occupied the third row.

The race got off to the perfect start with the two title protagonists fighting it out door handle to door handle around the opening lap with Roche just edging it by a mere four thousandths of a second as they screamed across the stripe for the first time of asking. The dicing duo were half-a-second clear of the chasing Harding, Greensmith, Collins and Jamie Goddard. With Liam Murphy, Chris Dawkins, Nick Dunn and Simon Goddard completing the top ten.

With the leaders still wheel-to-wheel approaching Abbey for the second time, Blake-Baldwin drifted wide allowing Harding to dive through in Roche's slipstream. Blake-Baldwin's loss of momentum on the dust also

OVERALL PODIUM

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

MASTERS TROPHY

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

allowed Greensmith a sniff of third and he duly slipped past on the brakes for Village.

With so much at stake, Blake-Baldwin was not about to take this lying down and immediately set about reclaiming the lost positions - initially unsuccessful at Vale he eventually retook third from Greensmith with a well-timed lunge up the inside in the braking zone for Village.



Jon Greensmith was in the thick of the action from the start.

Behind, Dunn displayed battle damage following earlier contact while Brian Chandler was fighting a rear guard action to keep Richard Wicklen, Jamie Goddard, Simon Goddard and Paul O'Neill at bay. It was the beginnings of an epic encounter which would enthrall for the majority of the race.

Meanwhile at the front Roche was busy defending the lead which resulted in chaos behind as the closely matched machines tripped over one another while at the same time trying to find a way past the Blendini driver.

Blake-Baldwin forced his way past Harding to grab second at Club on lap four but in the process the pair ran wide allowing a grateful Greensmith to sneak through. With second,

"They admitted they didn't put out any warning flags and that that was a 'total failure on their part'."

third and fourth falling over themselves Roche suddenly found himself in clean air and edged away.

Greensmith's tenure of second was short lived however as a slight mistake under pressure exiting The Link on to Hangar Straight saw the Sheffield driver take to the grass and that was all the invitation the squabbling Blake-Baldwin and Harding needed as both eased alongside making it three abreast by Stowe corner.

But once again Harding and Blake-Baldwin found themselves off line and Greensmith gratefully grabbed the opportunity to hold on to the position.

As previously, the infighting slowed the trio's progress and not only allowed Roche to gain further breathing space but also brought Collins and Murphy into the mix to create a fantastic five-way scrap for second.

But even closer was the now eight-car train disputing seventh headed by Chris Dawkins gamely defending from Dunn, Chandler, Jamie Goddard, Wicklen, Simon Goddard, Nathan Bell and Garry Townsend - all blanketed by just two seconds.

These two multi-car battles were truly entertaining the Mazda faithful and the trio of Blake-Baldwin, Harding and Greensmith in particular impressing as they swapped positions corner-by-corner, as they circulated bumper-to-bumper.

By lap 10 Murphy and Collins had fallen away but they were nevertheless in the midst of a strong fight for fifth. A battle which would ultimately be decided in favour of Collins three laps later when Murphy spun exiting The Link dropping the 20-year-old racer outside the top ten.

Elsewhere in the action-packed field other two and three car scraps were catching the eye, like Carl Garnett fighting with an unusually out of sorts Paul O'Neill for 13th,

Brian Chandler was in a multi-car scrap for the majority of the race.



Simon Goddard's sixth place also secured him the Masters Trophy victory.



Nick Dunn showed strong pace until forced to pit to repair damage to the rear of his Mazda.



or Simon Orange and Geoff Gouriet squabbling over 15th.

Meanwhile at the head of the field Blake-Baldwin, Harding and Greensmith had worked together to reel in leader Roche. A tactic that worked well as the trio ate into the Welshman's three second advantage to whittle the gap down to less than a second. However they ran out of laps just as they were about to pick up his tow and Roche held on for a crucial victory - or so it seemed...

Speaking directly after the race Tom Roche said: "That was the perfect race really. All I could have done better was get the fastest lap - but at least James didn't get it.

"I was relieved when I saw James drop down to fourth. I got a bit of luck and managed to get away. Then it was the longest 20 minutes of my life, I just kept telling myself: 'Just don't make any mistakes... And don't look in your mirrors too much!'"

The 29-year-old continued: "We were pretty even off the line, I think James and I both got a bit of a rubbish start to be honest. I got a bit of wheelspin - too keen - but we were level through turn one and turn two but he was

"I was battling from the second the lights went out to the chequered flag. It was full-on, hard core, defending, battling racing."

able to come across in front of me for turn three.

"As always, it's great racing with James, I managed to get the run on him exiting Club and I managed to pass him into Abbey. I think Jack then followed me and pushed James out and from that point they scrapped for a lap or two.

"It's difficult to concentrate on putting in a good lap time when you're looking in the mirror the whole time, so you have to tell yourself to concentrate and pretend it's qualifying."

Second on the road James Blake-Baldwin said: "Jack 'bloody' Harding... Twice he lunged up the inside of me and sent me off. I got the jump on Tom at the start and all was fine until Jack decided to look alongside. I moved to the left and then Tom got up the inside exiting Vale and that was that.

"Then I got into a battle with Jack and he just lunged up the inside of me and hit the side of the car which dropped me down to about fourth by which time Tom was gone - he had such a lead at that time."

"I think I need to go and have a chat with Jack. He was on the outside and he sent me on to the grass coming into the chicane. He had the line - I couldn't go any further off the side of the circuit, but it's always contact with

Russell Tamplin on his way to 18th place.



James Blake-Baldwin leads Tom Roche through The Link on the opening lap.



him!"

He added: "I mean look at Tom and Jon Greensmith, they are racing side-by-side and not touching each other once! I shouldn't be bitching."

Following Blake-Baldwin home was Jack Harding who said: "I got into third on the first lap and got past James on the second. The car felt absolutely mint. I caught Tom but I made the mistake of trusting him to push on, but basically came down the straight and Tom told me to push him which I did but then when we came into the chicane he backed me right up, and then they all started battling and I ended up coming out of it back down in fourth."

"Tom wasn't quick enough on his own and I should have just gone past him - it's my own fault really. I'll know for next time."

The Yorkshire driver admitted: "I know James isn't happy with me but at the end of the day I'm racing my own race. He obviously wanted to minimise the points difference between himself and Tom but maybe sometimes he should just think that others are just as quick as him. I mean I wouldn't have got up to second within two laps if I wasn't quick. He should have pushed me and used his head, but he doesn't like it when I won't let him past. It was his fault that Tom

"He should have pushed me and used his head, but he doesn't like it when I won't let him past."

got away. If he'd have just pushed me then we could have caught back up, passed him and gone from there.

"I'll know tomorrow, and I'll just do the same thing. I'm not going to trust any of them."

Fourth place at the flag went to Jon Greensmith who enthused: "You won't get a much better motor race than that. It was really hard work, it's a shame we couldn't have kept up with Tom but a couple of drivers mucked it up for us."

"When Jack tried a few naughty lunges on me and James it allowed Tom to get away, so I then let James through and tried to push him along the straights. I think we'd have done it if there's been another lap or two."

"The car was handling beautifully, but I'm not going to spoil it for James and Tom, it's not worth it at the end of the day."

Looking towards the remaining races he laughed: "I'm aiming for the top step of the podium, they've had their chance now. I mean even if I have a win and they come second and third it doesn't really affect their championship, I just don't want to come in between them. I think I had better pace than either of them in that

George Grant auditions for the next Dukes of Hazzard movie.



Tom Collins put in his best ever SuperCup performance to finish in fifth place.



Simon Fleet came home 19th.



A strong top ten finish for Chris Dawkins.



Geoff Gouriet and Ray Worley duke it out side-by-side.



race.”

Team owner Paul Sheard shed some light on Nick Dunn's race saying: “Nick said pretty much everything on the track hit him. Chris Dawkins came over to apologise afterwards but Nick doesn't think that he was the offending article. He got black flagged for mechanical damage about halfway through and had to come in. He's had good pace and has ticked that particular box. After such a strong qualifying he's now got to come through from the back to get to around 13th /14th and then try for a top ten in the final race.”

Regarding Paul O'Neill, another of Sheard's drivers he commented: “We're feeling awful because we know he should be up there, but we can't find anything definitively wrong with the car. His car raced here on the same circuit last weekend in another championship and was following Nick Dunn's car around inch by inch. Nothing is fundamentally different other than the updates to make it a SuperCup car. I keep hoping I find something so I can say to Paul, 'Right I've found this and everything's good to go'. But I just can't it's very strange and we're all a bit bewildered. We've swapped a few things just to tick a few boxes but Paul's not come in complaining of a lack of power - and he would know.

“He said if he's in the draft he can't overtake but they're not losing him. The only thing we can think it might have been is the SuperCup

ECU, so we've uploaded another one just in case something was odd with the map. Fingers crossed really.”

Sixth placed Simon Goddard was also the front-running Masters Trophy competitor. He said: “I've got to say, that felt like a win for me, I was battling from the second the lights went out to the chequered flag. It was full-on, hard core, defending, battling racing.”

The Blendini motorsport run driver added:

“Obviously I have to keep finishing – that's a given, but when there's another position to take from another Masters competitor, I'll try because otherwise that's not racing.”

“There was Brian [Chandler], Jamie [Goddard] and Richard Wicklen it was just a lot of activity I really enjoyed it.

“It's typical, the end of season and I have my best race. This year there have been three races where I've come off the circuit saying 'that's fantastic, that's why I do it' and that was one of them.”

The honour of being second in the Masters Trophy went to 11th overall Garry Townsend. The Warwickshire racer said: “That was great, I really struggled over the first couple of laps



to get the tyres to come in, I even waved the BLiNK car past because we were losing ground, and I thought that if he got back in front of me at least he'd drag us back up, which he did do.

"By then my tyres were good and I was kind of okay. I caught up with Simon [Goddard] but I drifted off the pace a little in the last couple of laps."

Talking about the Masters Trophy he had this to say: "I just think it's wrong that every single round counts, if it was like the main championship then you can drop three rounds. It just gives you more of a chance, otherwise you can be like Ray [Worley] and just pootle around and never be the front guy and yet still win the title!"

Speaking of Masters Trophy points leader Ray Worley, he said: "I'm feeling very happy... During the race I was going through the numbers in my head trying to make sure I was in the right place.

"Obviously I have to keep finishing - that's a given, but when there's another position to take from another Masters competitor, I'll try because otherwise that's not racing. The last lap was fantastic because I managed to gain two - Russell [Tamplin] and Steve [Dolman]. Steve and Jeremy [Crook] both spun in front of me during the race and Jeremy was a little bit naughty, I have a little bit of contact on my wheel from his, but never mind. I can't now say that we've now raced without any contact,

but it wasn't terrible."

Looking forward to the raining two races he said: "I'm still looking at all the options and I need to make sure I finish, if I don't then my lead could quite quickly disappear. The level of detail I'm thinking about: if I spin off in the second race and don't finish then I'm going to be starting towards the back of the last one and the number of people between me and Garry could be enough that he could clinch it. And Garry always goes for it.

"I'm just fortunate that Simon Goddard is right up there - I call him Simon Godsend. He probably doesn't realise this but inadvertently he's done me a massive favour, I'll have to buy him a beer if it all works out tomorrow."

After the dust had settled and many drivers had headed home for the day, there was a sting in the tale to this race. Nearly an hour after the flag fell, the talk in the paddock centred around a late call from race control which saw Tom Roche handed a five-second penalty for exceeding track limits. This dropped the Welshman down to fourth and gifted title rival James Blake-Baldwin the all-important victory and would also see Jon Greensmith and Jack Harding promoted ahead of Roche to steal the remaining two podium positions.

A reflective Roche said the morning after: "I can't change anything now, I'll just have to do what I can today, you never know I might get a bit of luck.

Andy Coombs in full flight, after launching himself off the sausage kerb at The Link.



Michael Lawson and Ian McDonald.



Jeremy Crook has Russell Tamplin breathing down his neck.



A strong drive from Simon Orange saw him take third in the Masters Trophy.



Richard Wicklen and Brian Chandler battle for position.



"I am a bit disappointed, I think it could have been handled much better and I certainly would have driven the rest of the race differently had I known I'd done something wrong, which is annoying.

"But at the end of the day they are the rules and I can't prove I didn't do it. Derek [Clerk of the Course] and everyone else were as helpful as they could have been. "It's really down to the marshal who for whatever reason didn't decide to radio in the track limit message until well after the race had finished.

"As a result, they admitted they didn't put out any warning flags and that that was a 'total failure on their part'. They also told me that there was no excuse for it and that there was definitely time and should have done it - it was 'totally their mistake.' But that doesn't change anything."

Looking forward he said: "I've got to go out and try to win the next race and then see where the points are. If I can win then it will depend on where James finishes which could make the last race very interesting."

James Blake-Baldwin commented: "I don't want to win a championship like this. I saw people's numbers being shown by the start marshal but I didn't see Tom's, mind you I wasn't looking for anyone's in particular - well you don't do you?"

"Maybe it's justified because I had six

Paul O'Neill struggled to find the pace in an ailing car.



"You won't get a much better motor race than that."

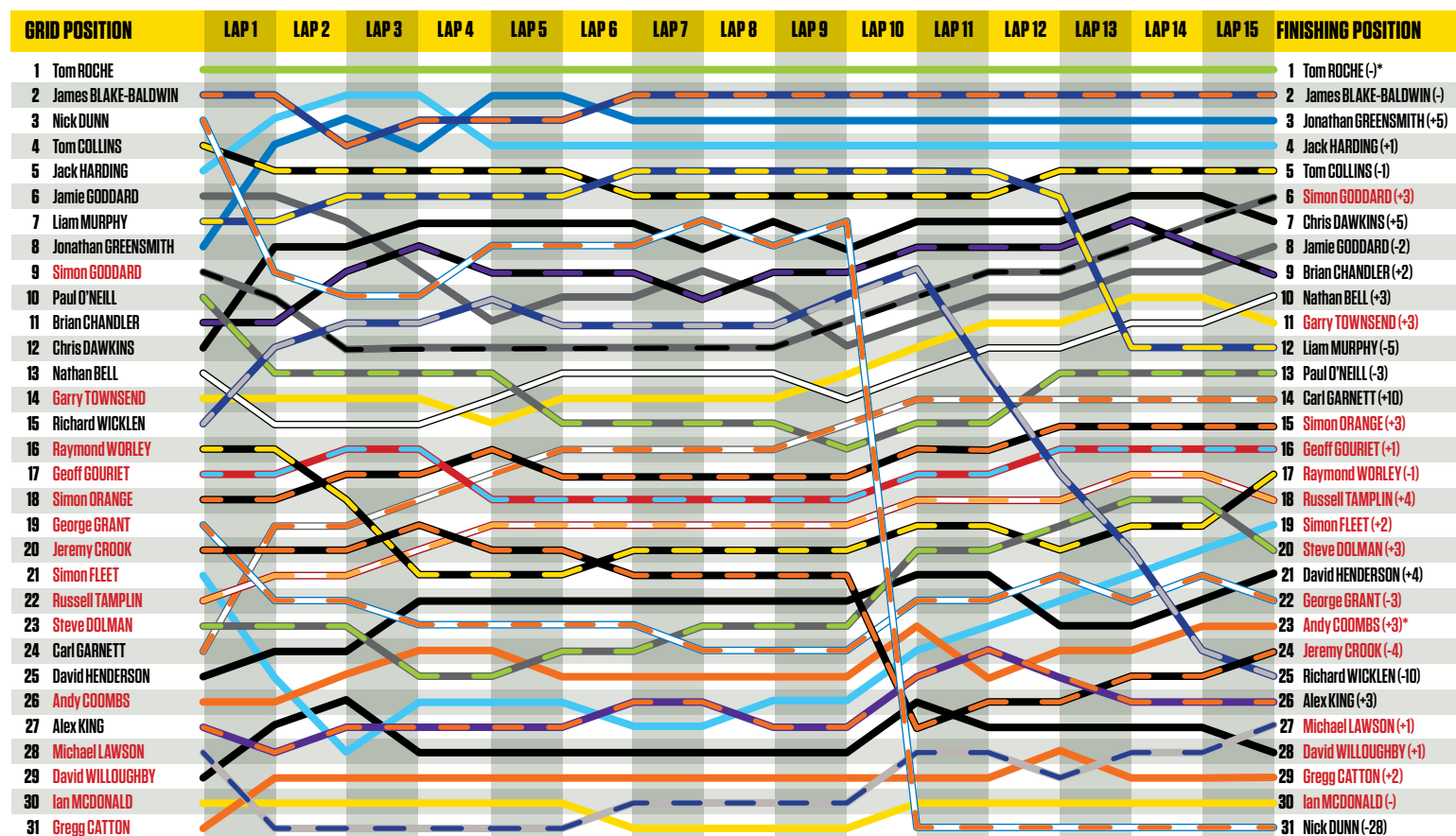
championship points taken off me following Rockingham and now Tom's had effectively six points taken off him. But that's not the way the championship should be going. I don't want to regain the lead like that - I want to fight it out on track until the bitter end.

"Which I suppose it still will be because he's

still only seven points behind with two races to go. I just hope that the championship won't be decided in the clerk's office!"

Jon Greensmith said: "It's balanced it up in a way, after James got the penalty at Rockingham but it would have been more interesting if there'd only been one point in it."

DRIVER TRACKER



*Driver later given time penalty dropping him down the order.

Despite leading from the first lap, All Tom Roche's hard work would be undone by a delayed marshal's report.



RACE 1 RESULT

FASTEST LAP

DRIVER: JACK HARDING LAP 15 TIME: 1:19.343 SPEED: 83.98 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	15	20:05.762			82.89	1:19.447	3
2	5	Jonathan GREENSMITH	Mazda MX-5 Mk3	15	20:05.984	0.222	0.222	82.87	1:19.493	10
3	43	Jack HARDING	Mazda MX-5 Mk3	15	20:06.276	0.514	0.292	82.85	1:19.343	15
4	25	Tom ROCHE	Mazda MX-5 Mk3	15	20:09.803	4.041	3.527	82.61	1:19.687	9
5	20	Tom COLLINS	Mazda MX-5 Mk3	15	20:14.995	9.233	5.192	82.26	1:19.852	7
6	46	Simon GODDARD	Mazda MX-5 Mk3	15	20:25.365	19.603	10.370	81.56	1:20.169	3
7	22	Chris DAWKINS	Mazda MX-5 Mk3	15	20:25.732	19.970	0.367	81.54	1:20.273	4
8	91	Jamie GODDARD	Mazda MX-5 Mk3	15	20:26.013	20.251	0.281	81.52	1:20.087	12
9	176	Brian CHANDLER	Mazda MX-5 Mk3	15	20:26.299	20.537	0.286	81.50	1:20.434	11
10	811	Nathan BELL	Mazda MX-5 Mk3	15	20:28.638	22.876	2.339	81.34	1:20.382	7
11	223	Garry TOWNSEND	Mazda MX-5 Mk3	15	20:29.239	23.477	0.601	81.30	1:20.542	10
12	3	Liam MURPHY	Mazda MX-5 Mk3	15	20:31.221	25.459	1.982	81.17	1:19.656	3
13	29	Paul O'NEILL	Mazda MX-5 Mk3	15	20:36.811	31.049	5.590	80.81	1:20.141	3
14	19	Carl GARNETT	Mazda MX-5 Mk3	15	20:37.215	31.453	0.404	80.78	1:20.602	14
15	67	Simon ORANGE	Mazda MX-5 Mk3	15	20:42.868	37.106	5.653	80.41	1:21.355	7
16	71	Geoff GOURIET	Mazda MX-5 Mk3	15	20:43.339	37.577	0.471	80.38	1:21.434	6
17	40	Raymond WORLEY	Mazda MX-5 Mk3	15	20:52.999	47.237	9.660	79.76	1:21.704	7
18	93	Russell TAMPLIN	Mazda MX-5 Mk3	15	20:53.648	47.886	0.649	79.72	1:21.686	7
19	21	Simon FLEET	Mazda MX-5 Mk3	15	20:56.816	51.054	3.168	79.52	1:21.890	10
20	52	Steve DOLMAN	Mazda MX-5 Mk3	15	20:59.415	53.653	2.599	79.36	1:21.583	10
21	36	David HENDERSON	Mazda MK-5 Mk3	15	21:00.358	54.596	0.943	79.30	1:21.740	11
22	69	George GRANT	Mazda MX-5 Mk3	15	21:02.295	56.533	1.937	79.17	1:21.500	8
23	77	Jeremy CROOK	Mazda MX-5 Mk3	15	21:08.358	1:02.596	6.063	78.80	1:21.658	8
24	76	Richard WICKLEN	Mazda MX-5 Mk3	15	21:10.849	1:05.087	2.491	78.64	1:20.158	3
25	152	Alex KING	Mazda MX-5 Mk3	15	21:10.958	1:05.196	0.109	78.64	1:21.837	11
26	8	Andy COOMBS	Mazda MX-5 Mk3	15	21:13.140	1:07.378	2.182	78.50	1:22.038	10
27	96	Michael LAWSON	Mazda MX-5 Mk3	15	21:20.332	1:14.570	7.192	78.06	1:22.577	7
28	41	David WILLOUGHBY	Mazda MX-5 Mk3	15	21:20.702	1:14.940	0.370	78.04	1:23.257	5
29	13	Simon CATTON	Mazda MX-5 Mk3	15	21:21.045	1:15.283	0.343	78.02	1:23.884	14
30	85	Ian McDONALD	Mazda MX-5 Mk3	14	20:10.592	1Lap	1Lap	77.05	1:23.744	7
31	17	Nick DUNN	Mazda MX-5 Mk3	14	20:15.219	1Lap	4.627	76.76	1:19.900	13

■ Cars 8, 25, 85 - 5 second penalty - track limits ■ Drivers in red eligible for BRSCC Masters Trophy

POLE POSITION

2 Jon GREENSMITH	1 James BLAKE-BALDWIN
4 Tom ROCHE	3 Jack HARDING
6 Simon GODDARD	5 Tom COLLINS
8 Jamie GODDARD	7 Chris DAWKINS
10 Nathan BELL	9 Brian CHANDLER
12 Liam MURPHY	11 Garry TOWNSEND
14 Carl GARNETT	13 Paul O'NEILL
16 Geoff GOURIET	15 Simon ORANGE
18 Russell TAMPLIN	17 Ray WORLEY
20 Steve DOLMAN	19 Simon FLEET
22 George GRANT	21 David HENDERSON
24 Richard WICKLEN	23 Jeremy CROOK
26 Andy COOMBS	25 Alex KING
28 David WILLOUGHBY	27 Michael LAWSON
30 Ian MCDONALD	29 Gregg CATTON
	31 Nick DUNN

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

Another epic encounter saw Jack Harding take his third win of the season.



Race 2: Exclusion sees the title go to Blake-Baldwin

Roche's championship dream is shattered after clerk penalises him for Greensmith contact.

FOLLOWING heavy rain showers the track was still damp in places when the cars came to form up for the penultimate race of the 2016 campaign.

Perhaps worst affected was the section of track on the start/finish straight in the shadow of Silverstone's imposing Wing building. This certainly hampered the getaway of polesitter James Blake-Baldwin which allowed not only Jon Greensmith to get the jump on him by Abbey, but crucially also the fast-starting Tom Roche from row two who slotted into second place by Farm corner. Roche then stormed past Greensmith at Stowe to take the lead finishing the opening lap just a quarter of a second ahead of Greensmith, with Blake-Baldwin, Simon Goddard, Nathan Bell in close company. Jack Harding, Tom Collins, Liam Murphy, Paul O'Neill and Brian Chandler rounded out the top ten.

By the time the leaders had reached Stowe for the second time of asking Greensmith had slingshot his way back past Roche to hit the front, almost taking Blake-Baldwin with him, resulting in all three arriving at the

OVERALL PODIUM

1. J. HARDING
2. J. BLAKE-BALDWIN
3. P. O'NEILL

MASTERS TROPHY

1. S. GODDARD
2. G. GOURIET
3. R. TAMPLIN

Vale chicane as one. As a result Greensmith received the slightest tap on the rear from under pressure Roche. The Sheffield driver spun around and was stranded broadside across the track with the rest of the 31-car field bearing down.

In the melee that followed, he was hit first by the unsighted Simon Orange and then David Willoughby. Greensmith and

Jamie Goddard was spun out on the opening lap.



Willoughby would take no further part in proceedings while Orange would soldier on until retirement later in the race. All this left Blake-Baldwin ahead of Roche and Blendini teammate Simon Goddard. O'Neill had also benefited from the confusion and was running sixth, the mechanical maladies of Race 1 seemingly cured.

With Greensmith's and Willoughby's cars still in a dangerous position the safety car was called into action. It took two laps to retrieve the two stricken roadsters and on the restart Garry Townsend spun out exiting the still slippery Club Corner.

Once underway again Roche immediately put the leader under immense pressure coming into Vale, so much so that Blake-Baldwin drifted wide onto the sodden Astroturf on the exit of Club, but thanks to some inspired car control just managed to save himself from spinning out. Although the loss of momentum saw him lose places to not only Roche, but also Harding and Collins.

With six laps completed it had effectively become an eleven-car train fighting for the lead with O'Neill on a charge which saw him pass Simon Goddard to take fifth at Club.

Obviously out to make amends for his error a fired-up Blake-Baldwin retook third at the expense of Collins when he ran wide exiting The Link. Moments later Harding attempted to wrest the lead from Roche at Stowe and the pair ran side by side through Vale until the

After Tom Roche's post-race exclusion, James Blake-Baldwin's second place was enough to secure him the 2016 title with one race still to go.



inside line at Club handed the advantage back to Roche.

A lap later and the same scenario played out in O'Neill's favour when he slipped past Collins on the brakes with Murphy following his lead. Murphy made it one place higher by overtaking O'Neill at The Link.

It was equally entertaining further down the field with several other multi-car scraps catching the eye.

The first of which was the fight being played out for eighth

"I'm sure had there been another lap I'd have panicked and would have lost the lead, it was so close between us."

between Bell, Chris Dawkins, Chandler and Richard Wicklen.

Not to be outdone, were the six drivers disputing 16th, where Steve Dolman was fighting a rearguard action to keep the rapidly progressing Nick Dunn at bay, while at the same time trying to defend from Ray Worley, Andy Coombs, Simon Fleet and the battle scarred Simon Orange.

And just two seconds behind came another six-car train fronted by Garry Townsend and Alex King. This sextet also featured David Henderson, Michael Lawson, Jeremy Crook

This little tap by Tom Roche on Jon Greensmith would ultimately cost the pair dear.



As a result of being spun out of the lead by Tom Roche, Jon Greensmith was a sitting duck sat broadside across the track with nearly thirty other racers bearing down on him. He was unfortunately collected by first Simon Orange and then David Willoughby.





Un sighted Simon Orange collided with the stationary Jon Greensmith at Club on the second lap.



Steve Dolman leads the recovering Jamie Goddard.



A very mud splattered Brian Chandler.



Simon Goddard kicks up the spray at Club, followed closely by Tom Collins.



Tom Roche leads Jon Greensmith on the opening lap.

and George Grant.

It all just goes to show the strength in depth in the championship, no matter where you are on the grid or what your ability level you will always find yourself having an epic race in a Mazda.

By lap 10 Blake-Baldwin had found a way to pass Harding at Stowe and the fight for victory was now a three car affair as the top trio had pulled clear by some three seconds. Behind Murphy, O'Neill, Collins were enjoying their own private threesome while Simon Goddard, Richard Wicklen, Chris Dawkins, Carl Garnett Chandler and Bell were battling for the remaining top ten positions.

As the laps ticked down, Harding and Blake-Baldwin were putting Roche under increasing pressure.

Further back a great scrap was being played out between Andy Coombs, Simon Fleet, David Henderson, the recovering Townsend and Alex King. Followed closely by George Grant, Michael Lawson and Jeremy Crook. Henderson spun at The Link.

Onto the penultimate lap and it was still anyone's race and Blake-Baldwin made the first move and overtook Roche into Stowe with Harding following suit by the next corner.

"That race was such an amazing battle and I thought I'd lost it at one point, I just put one wheel on the wet Astroturf and thought 'Oh dear' but thankfully managed to get it back."

So onto the last lap and the three amigos were still tied together and it looked like it would take something special to upset Blake-Baldwin. And so it transpired when Harding pulled off one of the moves of the season to grasp the lead with a simply awesome move around the outside of Stowe. And he just held on at the flag to take the win by two tenths of a second from Blake-Baldwin with Roche a similar gap behind. O'Neill nicked fourth from Murphy, again by two tenths.

Collins once again had a strong showing to cross the line in sixth with leading Masters Trophy runner Simon Goddard seventh and Wicklen an impressive 16 place climbed from his grid position, Dawkins and Garnett completed the top ten.

Nick Dunn made up 17 places to finish 14th. Once again for Roche his championship



aspirations would be dealt another hammer blow when he was excluded from the results by the Clerk of the Course for his second-lap contact with Greensmith.

Jack Harding said: "That was quite tough, it was great that us three broke away making it a straight fight between us. To be honest at the start I struggled a bit with pace, I was trying to hold James off and hope that he'd work with me to get Tom, but James was just dying to get past so I let him go.

"Tom was defending hard but we managed to get around the outside of Stowe. Then on the next lap I thought well I've done it once I could probably do it again, so I came onto the Hangar Straight, pulled out of the slipstream and signalled to Tom to push me which brought me alongside James and then I went hard into the corner, jammed it down to third and found some grip from somewhere and drove around the outside of him. I didn't even know it was the last lap so I was quite thankful to see the flag because there's so much tow that it's almost impossible to defend.

"I'm sure had there been another lap I'd have panicked and would have lost the lead, it was so close between us."

With Roche's exclusion a relieved James

Blake-Baldwin had done enough to secure the title with one race still to go. He said: "Thank god for that. It's been a hard year and it's been the most stressed I've ever been."

"I knew the car had the pace in it, Chris [Dawkins] at Kent MX-5 Services has done an amazing job all year and I can't thank him enough. He's been a true friend as well as a great engineer. Thankfully we've managed to hold it all together and now we've won the title. The BRSCC have done a superb job to put together such a competitive championship and I feel very privileged to be number one."

He also recalled how it could have gone so wrong: "That race was such an amazing battle and I thought I'd lost it at one point, I just put one wheel on the wet Astroturf and thought

"One good thing I've learned in the past is not to speak to anyone and just do your own thing. Which is difficult for me because I do like the social side of the MX-5s."



Simon Fleet hounds George Grant.



Richard Wicklen passed 16 other competitors on his way to seventh.



Jeremy Crook.



Alex King fends off Garry Townsend and David Henderson.

Ray Worley.



Liam Murphy has Paul O'Neill bearing down on him.



Andy Coombs.



Chris Dawkins



Simon Goddard.



Geoff Gouriet drifts his way around Club Corner.



'Oh dear' but thankfully managed to get it back and everything worked out right in the end."

With Tom Roche's removal from the results a surprised Paul O'Neill was promoted to the final podium position. He said: "I don't know where that came from, it was a bit weird really. That was probably one of the best races I've had in the championship, and I've had some epic ones. The amazing thing about these cars is that once you pass someone they don't tend to go away, they're like wasps."

"I was disappointed yesterday, but I'm very privileged to come racing and I know that. The lads expect me to do well and not to be that far down the field. I know the competition's got stronger but I should have been able to pedal a bit better than that."

"The last thing in the world I wanted to do was take Jonny off – I needed him to be between me and James. We were braking together and Johnny just backed up a little more than I expected. It was an ever so slight touch but it turned him around. The punishment was fair enough, after all I did hit him and that caused him to spin."

"I knew the lads had worked on the car overnight and changed a few things but they said that there was nothing that would constitute a massive jump up the grid. So I thought OK I'll go with what I've got and see what it's like."

"However, the car felt worse than the first race which is just bizarre! But I think a lot of it was down to the damp conditions, we've all got the same cars and Paul and the lads have obviously fixed something. Or maybe it was the fact that I put the windscreen wipers up which found me about three miles an hour down the straight!" He joked.

Talking of the title fight he said: "I never assume I'm going to be at the front of this or any championship, but the last thing you want to do is upset someone else's championship. If the title's still to be decided then I won't be putting any stupid moves on."

"One good thing I've learned in the past is not to speak to anyone and just do your own thing. Which is difficult for me because I do like the social side of the MX-5s."

Following O'Neill home was Liam Murphy who said: "I got a good start then Jonny got spun around which gave me a place or two. Then I had a great race with Paul [O'Neill] and we were pushing each other trying to get on the back of the three in front, I was hoping that they'd hold themselves up a bit more. In the end it was a very close finish and after

Paul O'Neill claimed that by having his windscreen wipers vertical he 'gained three miles per hour down the straights'..



yesterday fourth is a great result."

Another who picked himself up after a nightmare in Race 1 was Nick Dunn. The Paul Sheard run racer carved his way through from the back and said: "I looked at that as qualifying for the third race, so considering I started at the back I'm pretty happy with thirteenth."

"I was gutted after yesterday - I was too friendly at the start. I left half a gap and you don't do that with these boys. I got a slight nudge and that created the damage which caused the black flag."

A predictably downbeat Jon Greensmith commented on his demise: "I got a tap from Tom which span me around and I prayed that no one would hit me but they did. It's not a good way to end the championship, the car's absolutely knackered."

He added: "I don't think it was deliberate but he shouldn't have done it. The front and rear are badly bent. Whether I'll be able to get the car out for the last race I don't know."

A philosophical Tom Roche said: "Never mind, there was only a very small chance today and I would have rather gone for it and get excluded than sit back and hope the results went my way. I had to give it a go, I had to try and get into the lead quickly and then try and back everyone up - but it just didn't quite work out."

"The last thing in the world I wanted to do was take Jonny off - I needed him to be between me and James. We were braking together and Johnny just backed up a little more than I expected. It was an ever so

slight touch but it turned him around. The punishment was fair enough, after all I did hit him and that caused him to spin."

He added: "It was a good race after that, James has been great all year, but Jack has made such a step forward he's driving really well. He used to make mistakes but not now."

Such is the camaraderie in the SuperCup paddock that Roche had this offer for one of his rivals: "Obviously I got excluded so that's a zero points score I can't drop, but Jonny is still

"That was probably one of the best races I've had in the championship, and I've had some epic ones"

in the title hunt. And I said to him that he was more than welcome to use my car for the last race but I think he's trying to get his repaired. "I wasn't going to bother going out for the last race but there's no point in sulking. So I'll have a bit of fun and see where we can get to."

Blake-Baldwin too could have sat out the last race safe in the knowledge that the title was his. But ever the racer the Surrey man decided to lock horns with Harding and O'Neill one last time.

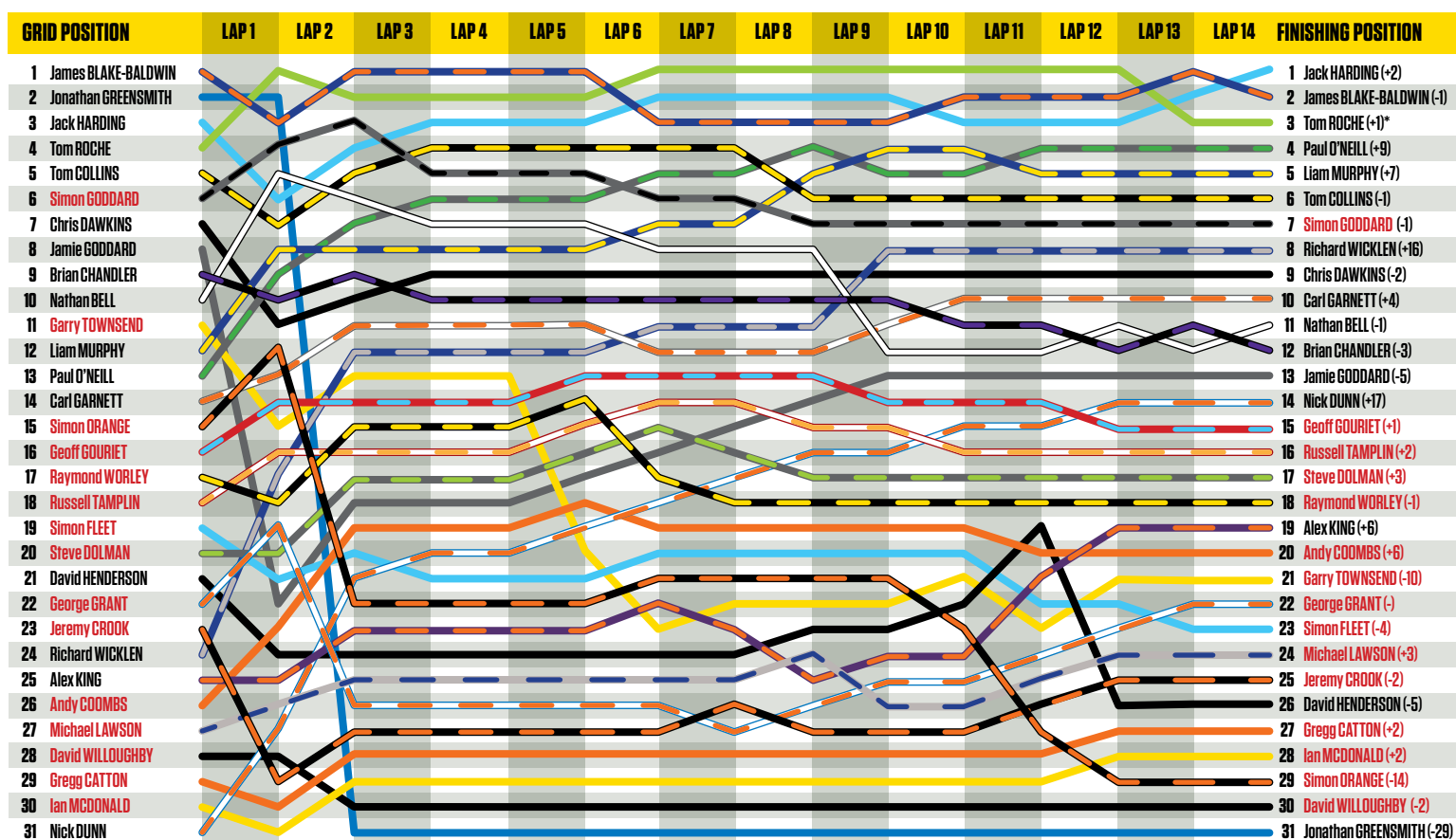


Carl Garnett and Nathan Bell run side by side.



Nick Dunn put in a stellar drive to gain 17 places.

DRIVER TRACKER



*Driver later excluded from results



A great scrap for fourth position headed by Paul O'Neill, chased by Liam Murphy, Tom Collins, Simon Goddard and Richard Wicklen.

RACE 2 RESULT

FASTEST LAP

DRIVER: RICHARD WICKLEN LAP 11 TIME: 1:20.078 SPEED: 83.20 MPH

POSITION	NUMBER	DRIVER	CAR	LAPS	RACE TIME	GAP	DIFFERENCE	AVERAGE MPH	BEST LAP TIME	BEST LAP
1	43	Jack HARDING	Mazda MX-5 Mk3	14	20:50.675			74.58	1:20.257	9
2	2	James BLAKE-BALDWIN	Mazda MX-5 Mk3	14	20:50.902	0.227	0.227	74.57	1:20.234	9
3	29	Paul O'NEILL	Mazda MX-5 Mk3	14	20:53.223	2.548	2.321	74.43	1:20.833	13
4	3	Liam MURPHY	Mazda MX-5 Mk3	14	20:53.376	2.701	0.153	74.42	1:20.839	13
5	20	Tom COLLINS	Mazda MX-5 Mk3	14	20:54.658	3.983	1.282	74.35	1:20.764	14
6	46	Simon GODDARD	Mazda MX-5 Mk3	14	20:55.908	5.233	1.250	74.27	1:20.562	11
7	76	Richard WICKLEN	Mazda MX-5 Mk3	14	20:57.008	6.333	1.100	74.21	1:20.078	11
8	22	Chris DAWKINS	Mazda MX-5 Mk3	14	20:58.922	8.247	1.914	74.09	1:20.657	11
9	19	Carl GARNETT	Mazda MX-5 Mk3	14	20:59.428	8.753	0.506	74.06	1:20.617	11
10	811	Nathan BELL	Mazda MX-5 Mk3	14	21:01.136	10.461	1.708	73.96	1:21.000	8
11	176	Brian CHANDLER	Mazda MX-5 Mk3	14	21:01.894	11.219	0.758	73.92	1:20.859	11
12	91	Jamie GODDARD	Mazda MX-5 Mk3	14	21:05.934	15.259	4.040	73.68	1:20.725	9
13	17	Nick DUNN	Mazda MX-5 Mk3	14	21:09.802	19.127	3.868	73.46	1:20.669	14
14	71	Geoff GOURIET	Mazda MX-5 Mk3	14	21:13.764	23.089	3.962	73.23	1:22.300	11
15	93	Russell TAMPLIN	Mazda MX-5 Mk3	14	21:18.135	27.460	4.371	72.98	1:22.723	7
16	52	Steve DOLMAN	Mazda MX-5 Mk3	14	21:18.857	28.182	0.722	72.94	1:22.337	14
17	40	Raymond WORLEY	Mazda MX-5 Mk3	14	21:26.194	35.519	7.337	72.52	1:23.196	9
18	152	Alex KING	Mazda MX-5 Mk3	14	21:29.508	38.833	3.314	72.34	1:27.565	11
19	223	Garry TOWNSEND	Mazda MX-5 Mk3	14	21:30.610	39.935	1.102	72.27	1:22.499	9
20	69	George GRANT	Mazda MX-5 Mk3	14	21:30.979	40.304	0.369	72.25	1:22.814	11
21	21	Simon FLEET	Mazda MX-5 Mk3	14	21:31.167	40.492	0.188	72.24	1:23.215	14
22	96	Michael LAWSON	Mazda MX-5 Mk3	14	21:31.594	40.919	0.427	72.22	1:22.808	14
23	77	Jeremy CROOK	Mazda MX-5 Mk3	14	21:31.875	41.200	0.281	72.20	1:22.773	14
24	36	David HENDERSON	Mazda MX-5 Mk3	14	21:32.207	41.532	0.332	72.19	1:22.149	9
25	8	Andy COOMBS	Mazda MX-5 Mk3	14	21:35.442	44.767	3.235	72.01	1:23.537	10
26	13	Gregg CATTON	Mazda MX-5 Mk3	14	21:49.240	58.565	13.798	71.25	1:24.490	13
27	85	Ian McDONALD	Mazda MX-5 Mk3	14	21:51.393	1:00.718	2.153	71.13	1:24.426	13
DNF	67	Simon ORANGE	Mazda MX-5 Mk3	11	17:31.896	3 Laps	3 Laps	69.67	1:23.689	9
DNF	41	David WILLOUGHBY	Mazda MX-5 Mk3	11	19:40.371	3 Laps	2:08.475	62.09	1:25.319	7
DNF	5	Jonathan GREENSMITH	Mazda MX-5 Mk3	1	1:24.644	13 Laps	10 Laps	78.71		
EX	25	Tom ROCHE	Mazda MX-5 Mk3							

■ Cars 8 & 152 - 5 second time penalty included - track limits ■ Car 25 excluded from race result - driving standards ■ Drivers in red eligible for BRSCC Masters Trophy

POLE POSITION

2 James BLAKE-BALDWIN	1 Jack HARDING
4 Liam MURPHY	3 Paul O'NEILL
6 Simon GODDARD	5 Tom COLLINS
8 Chris DAWKINS	7 Richard WICKLEN
10 Nathan BELL	9 Carl GARNETT
12 Jamie GODDARD	11 Brian CHANDLER
14 Geoff GOURIET	13 Nick DUNN
16 Steve DOLMAN	15 Russell TAMPLIN
18 Alex KING	17 Ray WORLEY
20 George GRANT	19 Garry TOWNSEND
22 Michael LAWSON	21 Simon FLEET
24 David HENDERSON	23 Jeremy CROOK
26 Gregg CATTON	25 Andy COOMBS
28 Simon ORANGE	27 Ian MCDONALD
30 Jon GREENSMITH	29 David WILLOUGHBY
31 Tom ROCHE	

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



Jack Harding is chased by Liam Murphy and Chris Dawkins on his way to his fourth win of the year.

Race 3: Harding edges out new champ for fourth win

But Roche puts in drive of the year to take fourth after starting at the back of a 29-car grid.

THE final race of the season had a definite 'end of term' feel to it and saw Jack Harding on pole with 2016 champion elect James Blake-Baldwin alongside. A rejuvenated Paul O'Neill and Liam Murphy sat behind with Simon Goddard and Tom Collins sharing row three.

With the title now sewn up those in the know were not looking towards the front but instead were focusing on the lime green machine taking up the final grid slot. Just how far up the 29-car field could Tom Roche reach? His view ahead was ironically obscured by the hastily repaired roadster of Jon Greensmith.

When the lights went out it was Blake-Baldwin who got the best start to lead the mass of Mazdas through Abbey. Harding immediately tucked in behind with Murphy and O'Neill right in his wheel tracks. Chris Dawkins was the man on the move over the opening 1.8 miles climbing from eighth on the grid to complete the first lap in fourth. Going in the other direction was Master's Trophy title contender Ray Worley, obviously aiming to keep out of trouble and get the all-important finish he needed.

OVERALL PODIUM

1. J. HARDING
2. J. BLAKE-BALDWIN
3. P. O'NEILL

MASTERS TROPHY

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

A plan that could easily have back-fired for the Essex driver when the three cars of Alex King, Steve Dolman and George Grant came together at the Vale chicane right in front of him. The collision ripped a wheel from Dolman's car and broke the suspension of Grant's. And while King continued, he would ultimately retire a few laps later.

All this drama coupled with some sublime

Paul O'Neill thought he could have won had it not been for a missed gear change.



racecraft from Roche had seen the Welshman pick off 13 rivals on the first lap alone. A lap later and he'd incredibly homed in on the nine-car train squabbling over sixth led by Richard Wicklen, Collins and Simon Goddard with Carl Garnett, Brian Chandler, Nathan Bell, Nick Dunn, Garry Townsend and Jamie Goddard also in the mix.

By the end of the third tour Roche had overtaken Bell, Dunn, Townsend and Jamie Goddard, his progress helped a lap later when Garnett and Simon Goddard both spun out at The Link. So 29th to eighth in four laps was an astounding feat but surely he'd struggle to catch the front runners?

Blake-Baldwin and Harding had begun to work together in an attempt to break free of

"I sat down with Tom earlier and although it's not how we wanted it to end we've had some amazing racing, some of the best in the country."

the feuding Dawkins, Murphy and the hard charging O'Neill. The former BTCC ace picked off Murphy to take fourth at Village before going one better with a well-timed dive up the inside at Stowe.

Seconds later Harding stole the lead on the approach to Vale, once again Blake-Baldwin was having none of it and repaid the favour at Abbey.

These two brief moments of attack and defence from the lead duo was enough to bring O'Neill into play and before long it was any one from three for the win.

With the gaze firmly focused on the titanic scrap for victory, it was easy to have missed that Roche had dispatched both Collins and Wicklen and was now into sixth albeit some five seconds behind fifth-placed Murphy.

Back in the depths of the mid-pack there were two equally tight three-way battles going on. The first starred Wicklen, Townsend and Simon Goddard and the second between Simon Fleet, Geoff Gouriet and Russell Tamplin, two closely fought contests that would see barely a second separate them for the entire race.

Andy Coombs and Michael Lawson would also run nose-to-tail for over six laps.

Halfway through the race and both Jon Greensmith and Nick Dunn would visit the pit lane, and while Greensmith would return to the fray, Dunn retired.

At the sharp end with Blake-Baldwin defending hard the lead trio went three abreast into Village with O'Neill stealing second at The Link. With his mirrors now full of Harding this allowed some breathing space for Blake-Baldwin.

Harding retook O'Neill by Stowe on the following lap and set about closing the gap to

Simon Goddard once again was top Masters runner.



Steve Dolman surveys the damage to his car following the opening lap incident with George Grant and Alex King.



Nick Dunn, Jamie Goddard, Garry Townsend and Simon Goddard arrive at the Vale chicane line astern.



Chris Dawkins fends off Liam Murphy and Paul O'Neill.



Sportingly, Tom Roche had offered Jon Greensmith the use of his car but amazingly he managed to repair his car in time.



Geoff Gouriet took third in the Masters Trophy.



Tom Collins put in another strong performance to take seventh.



the leader and soon he was right back on his tail.

Roche in the meantime had been setting a string of fastest laps to haul himself onto the rear bumper of Murphy who in turn was now battling with Dawkins.

Behind, the scrap for eighth had become a six-car affair with Chandler, Jamie Goddard, Wicklen, Bell, Townsend and Simon Goddard blanketed by less than two seconds.

Entering the final lap the leaders ran side-by-side down the start/finish straight with Harding gaining the advantage at Abbey. Roche replicated the move to pass Murphy and unbelievably passed Dawkins at Stowe.

Blake-Baldwin tried one more attempt to steal victory with a move around the outside of Harding but Harding just held on to take his fourth victory of the year by two tenths of a second with O'Neill a similar gap behind.

Incredibly despite starting in 29th position Roche came home third just over one and a half seconds behind the race leader. It was probably the drive of the year and had there been one more lap a win was not off the cards.

Dawkins crossed the line in fifth although a post race time penalty for exceeding track limits would ultimately see him drop a place behind Murphy, Wicklen, Collins, Jamie Goddard and Chandler completed the top ten.

The Masters Trophy yet again went to Simon Goddard with Garry Townsend and Geoff Gouriet completing the top three.

Despite finishing 21st Ray Worley did what he needed to secure the overall 2016 Masters Trophy title.

Race winner Jack Harding said: "I had a plan with James to get away at the start and then have a little bit of a battle. So we did that but straight away Paul O'Neill was all over us. I knew he wasn't quite fast enough so I had to get past him as quickly as I could and catch James back up.

"James defended quite hard really, you

"I messed up and went from second to fifth coming onto the pit straight. I lost a lot of time and I don't know how I managed to catch them back up."

could tell that he wanted to end the year with a win, but I managed to get the cutback out of the last corner and that was it really."

He added: "Considering the bad luck I had at the start of the season we've ended up third in the championship which is brilliant, but if I'd had the same momentum I'd had at the end at the start of the year I might have been in the title fight. AK [Automotive] have done a brilliant job with the car and Alan [Henderson] has done a great job with the tuition. On to next year."

Second place went to newly crowned



champion James Blake-Baldwin who said: "I didn't need to go out and to be fair I didn't defend that hard from Jack. I had a little bit of a play and it's amazing how much your driving changes when you're relaxed. It was like a bit of fun in testing."

"This year has been really hard work, it's a shame that me and Tom didn't get to battle it out to the bitter end. I would have loved it to have gone down to the absolute wire but that wasn't to be. Nevertheless, we can't say that

"I may have some champagne tonight so I might have a bit of a headache going into the office tomorrow."

we didn't fight for it all year and it feels great to be a Mk1 and a Mk3 champion. This title matters a hell of a lot more to me."

He added: "I think we'll be coming back for more next year. Jack can be a nightmare sometimes but he's coming on every time he gets in the car. He's going to be a very quick boy and I feel like I'm getting old now - compared to him anyway."

"I've learned a lot this year, despite being upset at times I've thoroughly enjoyed it."

He revealed: "I sat down with Tom earlier and although it's not how we wanted it to end we've had some amazing racing, some of the best in the country. Some of the drivers are

so competitive every circuit we've been to there's been a tenth of a second in it. I mean, here the top 12 drivers were separated by eight tenths of a second - what other series do you get that in?

"I may have some champagne tonight so I might have a bit of a headache going into the office tomorrow."

Third place went to Paul O'Neill who said with a glint in his eye: "I should have won that one! The lads battled hard and that brought me into it and then I messed up and went from second to fifth coming onto the pit straight. I lost a lot of time and I don't know how I managed to catch them back up."

"The car definitely needs work on it but it just goes to show how fast Paul's cars are. It's one of the best championships in the UK, it's not Clio Cup and I know the guys don't want to go Touring Car racing but at the same time if you want a hobby that's as competitive as anything on the TOCA package why would you go and spend all that money? It's bad of me to say that, but if you don't want to do touring cars come and do MX-5s. If I had the money this is what I'd do. Hopefully I'll come back next year for a few more runs."

Tom Roche said of his amazing drive to fourth: "That was good fun, I just needed another lap. But it was a great way to finish an otherwise disappointing day."

Sixth-placed Chris Dawkins said: "James and I were bouncing ideas off each other before

Tom Roche put all the disappointment of the weekend behind him to produce possibly the drive of the year.

Russell Tamplin and Simon Fleet were this close for the majority of the race.



An epic six-car battle headed by Richard Wicklen, Brian Chandler and Tom Collins.



David Henderson on his way to 18th.



Brian Chandler leads Nathan Bell around Club corner.



the last race and we decided that he'd do one thing and I'd do the other. He got it right and I got it slightly wrong. It was working to start with, for the first four or five laps you get sucked into things.

"I pulled up behind Jack and I genuinely thought the speed the car had at the time 'yeah, I could do this'. Then a few laps later the tyres started to go and that dropped me into the clutches of Liam and I had a really good, clean and fair fight with him. He gave me plenty of room into the first corner which can be a bit hair raising when you go two by two into there.

"Then Paul [O'Neill] came through which dropped me to fourth, and now I find I've been slapped with a five-second penalty for track limits which I probably deserve.

"It was a great way to finish because I haven't raced for a year, and it just goes to show how much work these guys put in. Last year there were maybe three or four people of whom two have left, who you think 'yeah they've got it'. Now there's 15 or 16 of them and it shows in the qualifying lap times. You make the slightest mistake and you are out of it.

"I had some great battles in the other two races with Brian Chandler and we said afterwards that neither of us had had so much fun that far down the field - we got out of the cars laughing!"

Even though he was lapped and only



James Blake-Baldwin leads
Jack Harding and Chris
Dawkins through Club corner

managed to finish 24th in his repaired car, Jon Greensmith was still smiling.

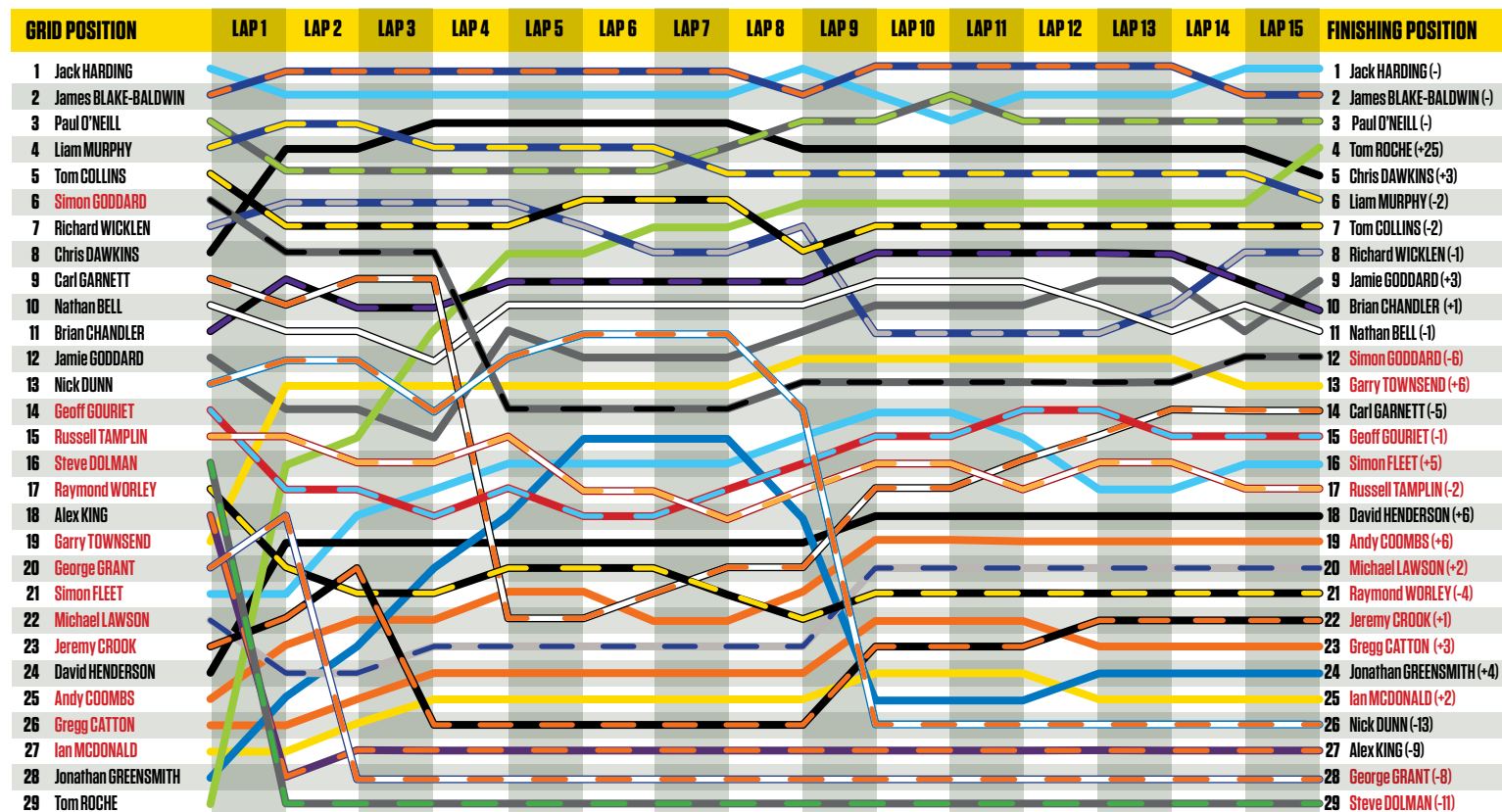
He said: "I wasn't expecting to get second in the championship, I came here expecting to finish third unless something major happened... and it did. It's a shame that it had to be settled in the clerk's office though and not on the race track."

A clearly relieved Ray Worley said of

**"I'm not here to
make the numbers
up but I wasn't
prepared to take
any risks today."**

claiming the 2016 Masters Trophy: "I was awake all night last night going through all different scenarios, trying to get it clear in my mind what I needed to do. Because I did well yesterday, the first race today I needed to push a bit to give me that cushion so I knew I only needed to finish in race three. Obviously I'm not here to make the numbers up but I wasn't prepared to take any risks today."

DRIVER TRACKER





Ray Worley did exactly what he needed to do to ensure he walked away from Silverstone with the coveted 2016 Masters Trophy title.

Another stellar season has helped to cement the reputation of the BRSCC's MX-5 SuperCup as possibly the most competitive race series in the UK. The 'Class of 2016' proudly showcased its intoxicating cocktail of high-octane bumper-to-bumper, back-

"We can't say that we didn't fight for it all year."

to-basics battling at racetracks across the length and breadth of the country and beyond. A massive thanks goes to all who made the year truly memorable. Here's to 2017 where we look forward to even bigger and better things.

BRSCC Mazda MX-5 SuperCup2016

MastersTrophy

POINTS TABLE AFTER 19 ROUNDS

POS.	NUMBER	DRIVER	TOTAL
1	40	Raymond Worley	491
2	223	Garry Townsend	466
3	46	Simon Goddard	442
4	21	Simon Fleet	392
5	77	Jeremy Crook	379
6	41	David Willoughby	362
7	52	Steve Dolman	349
8	85	Ian McDonald	329
9	27	Jim Hart	277
10	69	George Grant	265
11	13	Gregg Catton	263
12	96	Michael Lawson	199
13	71	Geoff Gouriet	194
14	811	Richard Breland	152
15	67	Simon Orange	126
16	8	Andy Coombs	114
17	93	Russell Tamplin	79
18	18	Paul Sheard	66
19	11	Nick Dougill	54
20	189	Roy Stephenson	39

RACE 3 RESULT

FASTEST LAP

DRIVER: TOM ROCHE LAP 13 TIME: 1:19.409 SPEED: 83.91 MPH

POSITION	NUMBER	DRIVER	CAR	LAPS	RACE TIME	GAP	DIFFERENCE	AVERAGE MPH	BEST LAP TIME	BEST LAP
1	43	Jack HARDING	Mazda MX-5 Mk3	15	20:09.009			82.66	1:19.555	11
2	2	James BLAKE-BALDWIN	Mazda MX-5 Mk3	15	20:09.273	0.264	0.264	82.65	1:19.737	12
3	29	Paul O'NEILL	Mazda MX-5 Mk3	15	20:09.484	0.475	0.211	82.63	1:19.836	5
4	25	Tom ROCHE	Mazda MX-5 Mk3	15	20:10.667	1.658	1.183	82.55	1:19.409	13
5	3	Liam MURPHY	Mazda MX-5 Mk3	15	20:11.729	2.720	1.062	82.48	1:19.979	12
6	22	Chris DAWKINS	Mazda MX-5 Mk3	15	20:16.191	7.182	4.462	82.18	1:19.700	3
7	76	Richard WICKLEN	Mazda MX-5 Mk3	15	20:27.792	18.783	11.601	81.40	1:19.994	7
8	20	Tom COLLINS	Mazda MX-5 Mk3	15	20:28.224	19.215	0.432	81.37	1:19.983	6
9	91	Jamie GODDARD	Mazda MX-5 Mk3	15	20:29.184	20.175	0.960	81.31	1:20.279	10
10	176	Brian CHANDLER	Mazda MX-5 Mk3	15	20:29.522	20.513	0.338	81.29	1:20.454	5
11	811	Nathan BELL	Mazda MX-5 Mk3	15	20:29.794	20.785	0.272	81.27	1:20.673	10
12	46	Simon GODDARD	Mazda MX-5 Mk3	15	20:30.486	21.477	0.692	81.22	1:20.576	5
13	223	Garry TOWNSEND	Mazda MX-5 Mk3	15	20:35.665	26.656	5.179	80.88	1:20.437	11
14	19	Carl GARNETT	Mazda MX-5 Mk3	15	20:46.840	37.831	11.175	80.16	1:20.596	3
15	71	Geoff GOURIET	Mazda MX-5 Mk3	15	20:47.437	38.428	0.597	80.12	1:21.018	7
16	21	Simon FLEET	Mazda MX-5 Mk3	15	20:49.138	40.129	1.701	80.01	1:21.429	14
17	93	Russell TAMPLIN	Mazda MX-5 Mk3	15	20:50.332	41.323	1.194	79.93	1:21.933	13
18	36	David HENDERSON	Mazda MX-5 Mk3	15	20:52.133	43.124	1.801	79.82	1:21.945	10
19	8	Andy COOMBS	Mazda MX-5 Mk3	15	20:59.941	50.932	7.808	79.32	1:22.413	8
20	96	Michael LAWSON	Mazda MX-5 Mk3	15	21:00.760	51.751	0.819	79.27	1:22.174	8
21	40	Raymond WORLEY	Mazda MX-5 Mk3	15	21:03.701	54.692	2.941	79.09	1:23.048	5
22	77	Jeremy CROOK	Mazda MX-5 Mk3	15	21:12.620	1:03.611	8.919	78.53	1:21.777	10
23	13	Gregg CATTON	Mazda MX-5 Mk3	15	21:13.075	1:04.066	0.455	78.50	1:23.302	13
24	5	Jonathan GREENSMITH	Mazda MX-5 Mk3	14	20:12.727	1 Lap		76.92	1:21.660	5
25	85	Ian McDONALD	Mazda MX-5 Mk3	14	20:17.579	1 Lap		76.61	1:24.572	2
DNF	17	Nick DUNN	Mazda MX-5 Mk3	8	11:05.424	7 Laps	6 Laps	80.10	1:20.618	5
DNF	152	Alex KING	Mazda MX-5 Mk3	2	3:32.879	13 Laps	6 Laps	62.60		
DNF	69	George GRANT	Mazda MX-5 Mk3	1	1:32.959	14 Laps	1 Lap	71.67		
DNF	52	Steve DOLMAN	Mazda MX-5 Mk3							

■ Cars 22, 77 & 223 - 5 second time penalty applied - track limits ■ Car 20 - 9.5 second time penalty applied - Driving Standards ■ Drivers in red eligible for BRSCC Masters Trophy

Silverstone: Winners' gallery

ROUND 17



1st: James **BLAKE-BALDWIN**

2nd: Jon **GREENSMITH** **3rd:** Jack **HARDING**

ROUND 18



1st: Jack **HARDING**

2nd: James **BLAKE-BALDWIN** **3rd:** Paul **O'NEILL**

ROUND 19



1st: Jack **HARDING**

2nd: James **BLAKE-BALDWIN** **3rd:** Paul **O'NEILL**



CONGRATULATIONS

James **BLAKE-BALDWIN** 2016 BRSCC MAZDA MX-5 SUPERCUP CHAMPION

CHAMPIONSHIP TOP TEN

Pos	Driver	Points
1	James BLAKE-BALDWIN	1570
2	Jonathan GREENSMITH	1525
3	Jack HARDING	1509
4	Liam MURPHY	1475
5	Tom ROCHE	1450
6	Jamie GODDARD	1357
7	Richard WICKLEN	1330
8	Carl GARNETT	1254
9	Garry TOWNSEND	1216
10	Simon GODDARD	1152