

British Racing & Sports Car Club



Silverstone National 2017



27th-28th May, 2017 | Rounds 7, 8 & 9

RACE REPORT

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SILVERSTONE NATIONAL

BRIEF:



Alec Livesley speeds up the Pit Straight

There are tracks that are good for driving and then there are tracks that are good for racing!

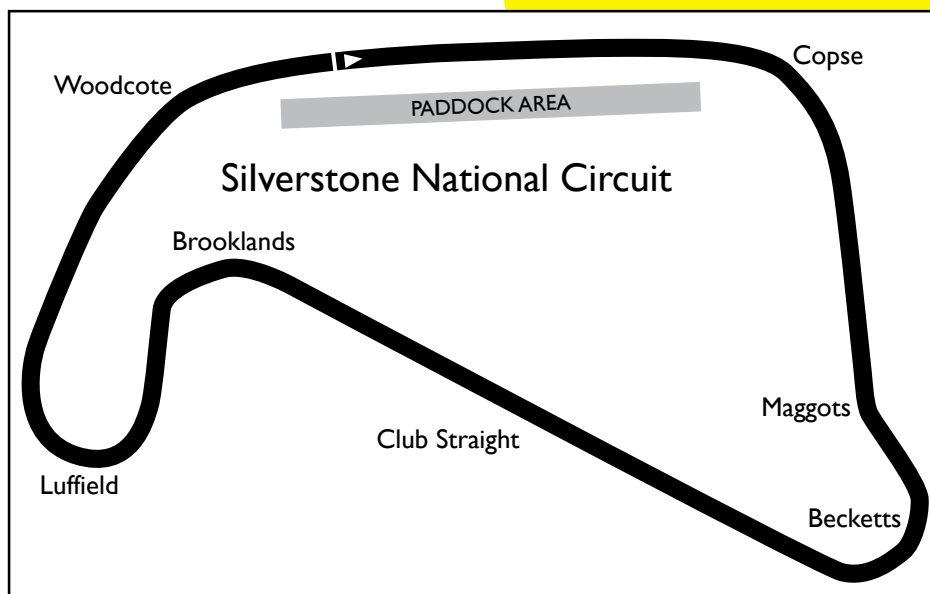
The likes of Cadwell Park and Oulton Park are complex, being an interesting challenge for any driver even on a simple track day; doubly-so while under competitive pressure!

However some of the simpler tracks, while often flat with limited corners, are rapid and encourage intensive, close-quarters battles that become part of racing legend - The unassuming "National" circuit at Silverstone is one such track.

When combined with its "International" configuration cousin, the National circuit forms part of the "GP" circuit made famous by Formula 1 and endurance racing.

However, the National format only has four significant corners to speak of, connected by long high-speed straights that encourage aerodynamic "drafting" – often seeing proverbial trains of cars, mere inches apart and barrelling along line-astern, tucked tight into each other's wake.

Therefore, thirty-nine BRSCC specification Mazda MX5 SuperCup mark-3 race cars, configured for speed instead of twisting corners, landed on the Northamptonshire



based venue thanks to the generous sponsorship from Clapham North, DPA Technologies and PRG Trailers.

With manic thrills and most definitely some spills, the weekend's racing delivered an unexpected twist that forced a controversial reaction from the race officials...

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QUALIFICATION:



Simon Orange (#67) & Mike Comber (#58)

As the qualification session commenced with the sequential cry of each accelerating MX5, early respectable times in the region of 1 minute 12 seconds were posted by Jonathan (JJ) Clements, Mike Comber, Liam Murphy and Adam Bessell.

Tom Roche had a notably measured approach to begin with, but was soon hitting the same benchmark times before submitting an impressive 1:09.591 time by lap 3 – surpassing the momentarily superior 1:10 lap times of, Herbert, Murphy, Townsend and Bessell on their second iteration.

Following Roche's example, Herbert, Murphy and a plethora of fellow competitors began to show similar pace by also breaking into the 1:09 club, initiating a fight for mere hundredths of a second!

However, the sleeping giant of Boston then awoke having been lapping sedately and biding his time, before screeching into a 1:09.259 and obliterating the previous 1:09 times!

As a direct retort, Roche hit back

with a startling 1:09.064, shaving 195 hundredths off of Boston's time.

If this alone was not enough to re-affirm the competitive level of the SuperCup championship, the point was suitably demonstrated during the mid-point of qualifying by Harding, Short, Herbert, Chandler, Comber, Clements, Townsend and Greensmith all pulling into the 1:09's; with Tatler, Bysouth and Hills sneaking in during the closing minutes.

With Roche, Clements and Short having set highly competitive times, Roche seemed dominant and sure to have nailed the fastest lap overall!

In the second half of qualification, the average pace increased with Boston making a challenge on Roche, but was still 148 hundredths off of the Blendini driver. The racing veteran would deliver several 1:09's with one (his fastest lap) making a substantial challenge before the end of the session, ultimately lining up second on the grid.

Garnet and Bessell also broke into the 1:09 club with their fastest times in the latter half of the session.

Harding set a rapid time on lap nine, with Luke Herbert snapping at his heels being only a mere 24 hundredths behind Harding, netting them third and fourth on the grid.

In the end, the top sixteen would break the 1:09 time barrier; with the trailing eleven submitting 1:10 times, proving there were eighteen drivers less than a second apart!

When the dust had finally settled at the end of the session, Roche triumphantly led the pack, Boston lining up alongside with Harding and Herbert following respectively.

Keen to chase them all down, Short secured fifth place alongside Clements in sixth.

The remaining members of the top ten consisted of Comber, Garnett, Roberts and Murphy - all talented drivers who would only be ignored by a foolhardy driver!

That being said, there were perhaps a few wildcard "jokers in the pack"....



Darren Stapleton

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RACE 1

With an impending threat from torrential rain circling the outskirts of the track, the first SuperCup race of Silverstone 2017 lined up on the grid.

The thunderous resonance of thirty-eight sets of revving two litre engines bellowed the pack's eager readiness to be released by the presiding gentry.

Lights out, tyres clawing at the track, the whole field catapulted into Copse corner for the first time; before barrelling on towards Maggots, cleanly making their way through into Becketts as a tight swarm and then onto the long Wellington Straight.

The high speed sections at Silverstone provide lucrative drafting opportunities and a chance to ambush the competitors ahead – this was to be no different, as many drivers hurtled towards the Brooklands complex with mere inches between them!

Frustratingly for some, it would prove to be their undoing, as a tight pack means little scope for error.

In a blink of an eye, the cause unknown, brakes had locked into Brooklands among the mid-field group, others momentarily lost control, leading to a colossal metal-crunching altercation as Simon Orange, Alex King, Jake Bailey and David Willoughby were instantly taken out of the race.

Other competitors were also involved, suffering varying extents of damage to their steeds, but none as extreme as experienced by Bailey; his faithful #14 MX5 utterly destroyed from a succession of severe frontal and rear collisions.



Tom Roche - Winner Race 1

GRID POSITION		LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	LAP 9	LAP 10	LAP 11	FINISHING POSITION		
1	Tom ROCHE	25											1	Tom ROCHE	25
2	Rob BOSTON	92											2	Jack HARDING	43
3	Jack HARDING	43											3	Ben SHORT	68
4	Luke HERBERT	50											4	Rob BOSTON	92
5	Ben SHORT	68											5	Brian CHANDLER	176
6	Johnathan (J) CLEMENTS	81											6	Carl GARNETT	19
7	Mike COMBER	58											7	Liam MURPHY	3
8	Carl GARNETT	19											8	Jonathan GREENSMITH	2
9	Steve ROBERTS	56											9	Aidan HILLS	80
10	Liam MURPHY	3											10	Mike COMBER	58
11	Adam BESSELL	23											11	Sam TATLER	66
12	Garry TOWNSEND (M)	223											12	Adam BESSELL	23
13	Jonathan GREENSMITH	2											13	Johnathan (J) CLEMENTS	81
14	Brian CHANDLER	176											14	Colin BYSOUTH	88
15	Sam TATLER	66											15	Alec LIVESLEY (M)	9
16	Colin BYSOUTH	88											16	Nicholas DUNN	17
17	Aidan HILLS	80											17	Simon FLEET (M)	21
18	Alec LIVESLEY (M)	9											18	Geoff GOURIET (M)	71
19	Nicholas DUNN	17											19	Jeremy CROOK (M)	77
20	Jake BAILEY	14											20	David HENDERSON	36
21	Nathan BELL	11											21	Andy COOMBS (M)	8
22	Simon FLEET (M)	21											22	Darren STAPLETON	44
23	Geoff GOURIET (M)	71											23	Garry TOWNSEND (M)	223
24	Richard WICKLEN	76											24	Mark HOLME	100
25	Jeremy CROOK (M)	77											25	Jim HART (M)	27
26	David HENDERSON	36											26	Michael LAWSON	96
27	Aldo RITI	93											27	George GRANT (M)	69
28	Alex KING	35											28	Aldo RITI	93
29	Andy COOMBS (M)	8											29	Alex MILLER	7
30	Jim HART (M)	27											30	Gregg CATTON (M)	13
31	Darren STAPLETON	44											31	Duncan HARRIS (M)	26
32	Mark HOLME	100											32	Nathan BELL	11
33	Simon ORANGE (M)	67													
34	Michael LAWSON	96													
35	David WILLOUGHBY (M)	41													
36	Alex MILLER	7													
37	George GRANT (M)	69													
38	Duncan HARRIS (M)	26													
39	Gregg CATTON (M)	13													



Ben Short - Fastest lap Race 1

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Fortunately, all the drivers concerned were unharmed, with some immediately exiting their cars – such intense, close proximity racing always runs this sort of risk; ultimately contributing towards the adrenaline fuelled thrill of successfully reaching the chequered flag!

With four competitors beached and broken, the new Code 60 protocol was inevitable, requiring all drivers to slow to 60kph instead of using a safety car – however it did not quite arrive quickly enough.

Up front, Tom Roche was maintaining a lead from Jack Harding and Rob Boston; before suddenly having to consider the barn-storming presence of Luke Herbert who had fought from fourth into second!

Herbert's elation must have been brief, when his MX5 was accidentally tagged by Rob Boston on exit of Woodcote corner, causing the former's #50 race car to wildly spin out of control down the Pit Straight.

Competitors frantically scattered left and right in a bid to avoid the erratic missile, until Steve Roberts was frustratingly collected by the abrupt and unpredictable action – forcing his own race car to careen tangentially onto the grass, before spectacularly exploding through a marker board for Copse Corner and burying the nose-cone into a tyre wall!

The Code 60 brought welcome relief to proceedings as the marshals and recovery trucks fervently worked to clear the track for five laps. Some drivers struggled under the comparatively pedestrian speeds compared to full race pace, letting their throttle pedals incrementally sink. In the end, the rule book was mercilessly applied and a total of nine drivers earned a sixty second time penalty for exceeding 60kph.



Herbert forced into a spin and collects Roberts

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As is now synonymous with Code 60, all drivers were nervously prepared for the inevitable ambush that would occur the instant the purple flags were retracted.

Seeing the Code 60 suddenly cleared, mayhem ensued throughout the field as some competitors were caught unawares, with every remaining racing machine once more gunning up to full speed.

At the back of the field, Garry Townsend made a heroic charge having earlier fallen to the back from twelfth due to the incidents earlier in the race.

In just the opening lap of the restart, his #223 MX5 sliced past five competitors before joining the embattled five car group of Jim Hart, Andy Coombs, Mark Holme, Darren Stapleton and Michael Lawson.

A mere handful of laps remaining saw Coombs lead the pack with Townsend, elbows out and ploughing further up the stranding as he netted a further four positions, not quite able to triumph over Stapleton on the last lap.

The mid-field saw Simon Fleet and Colin Bysouth both make solid headway early-on during the restart, as they each passed two competitors apiece.

However, realising there were only a clutch of laps with which to secure victory, the front of the field became a frenetic commotion of jostling racers.

With three and a half minutes remaining and spots of rain no doubt causing some loss of traction, Roche still led the race, Boston second and Harding third; before Boston made a move on Roche into Becketts to wrench the lead from the #25 Blendini driver.

RACE 1A - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	25	Tom ROCHE	Mazda MX-5 Mk3	11	20:29.794			52.82	1:09.588	10
2	43	Jack HARDING	Mazda MX-5 Mk3	11	20:29.964	0.170	0.170	52.81	1:09.418	10
3	68	Ben SHORT	Mazda MX-5 Mk3	11	20:30.499	0.705	0.535	52.79	1:09.178	10
4	176	Brian CHANDLER	Mazda MX-5 Mk3	11	20:31.283	1.489	0.784	52.75	1:09.503	9
5	19	Carl GARNETT	Mazda MX-5 Mk3	11	20:31.303	1.509	0.020	52.75	1:09.424	10
6	3	Liam MURPHY	Mazda MX-5 Mk3	11	20:31.649	1.855	0.346	52.74	1:09.265	10
7	2	Jonathan GREENSMITH	Mazda MX-5 Mk3	11	20:31.659	1.865	0.010	52.74	1:09.439	9
8	80	Aidan HILLS	Mazda MX-5 Mk3	11	20:32.012	2.218	0.353	52.72	1:09.398	10
9	58	Mike COMBER	Mazda MX-5 Mk3	11	20:32.127	2.333	0.115	52.72	1:09.890	9
10	66	Sam TATLER	Mazda MX-5 Mk3	11	20:32.781	2.987	0.654	52.69	1:09.595	11
11	23	Adam BESSELL	Mazda MX-5 Mk3	11	20:33.392	3.598	0.611	52.66	1:09.842	11
12	81	Jonathan (JJ) CLEMENTS	Mazda MX-5 Mk3	11	20:34.162	4.368	0.770	52.63	1:09.537	9
13	88	Colin BYSOUTH	Mazda MX-5 Mk3	11	20:36.421	6.627	2.259	52.54	1:10.061	11
14	9	Alec LIVESLEY (M)	Mazda MX-5 Mk3	11	20:38.564	8.770	2.143	52.44	1:11.073	10
15	17	Nicholas DUNN	Mazda MX-5 Mk3	11	20:38.581	8.787	0.017	52.44	1:10.870	9
16	21	Simon FLEET (M)	Mazda MX-5 Mk3	11	20:39.366	9.572	0.785	52.41	1:10.518	11
17	71	Geoff GOURIET (M)	Mazda MX-5 Mk3	11	20:40.216	10.422	0.850	52.37	1:10.675	10
18	77	Jeremy CROOK (M)	Mazda MX-5 Mk3	11	20:42.014	12.220	1.798	52.30	1:11.104	9
19	36	David HENDERSON	Mazda MX-5 Mk3	11	20:42.121	12.327	0.107	52.29	1:11.211	11
20	8	Andy COOMBS (M)	Mazda MX-5 Mk3	11	20:42.785	12.991	0.664	52.27	1:11.173	10
21	44	Darren STAPLETON	Mazda MX-5 Mk3	11	20:43.927	14.133	1.142	52.22	1:11.083	11
22	27	Jim HART (M)	Mazda MX-5 Mk3	11	20:45.708	15.914	1.781	52.14	1:10.807	11
23	223	*Garry TOWNSEND (M)	Mazda MX-5 Mk3	11	21:44.173	1:14.379	58.465	49.81	1:10.494	11
24	100	*Mark HOLME	Mazda MX-5 Mk3	11	21:44.945	1:15.151	0.772	49.78	1:10.673	11
25	96	*Michael LAWSON	Mazda MX-5 Mk3	11	21:46.751	1:16.957	1.806	49.71	1:11.369	11
26	69	*George GRANT (M)	Mazda MX-5 Mk3	11	21:48.326	1:18.532	1.575	49.65	1:12.234	11
27	93	*Aldo RITI	Mazda MX-5 Mk3	11	21:48.457	1:18.663	0.131	49.64	1:11.316	11
28	7	*Alex MILLER	Mazda MX-5 Mk3	11	21:50.144	1:20.350	1.687	49.58	1:11.533	10
29	13	*Gregg CATTON (M)	Mazda MX-5 Mk3	11	21:52.826	1:23.032	2.682	49.48	1:12.569	11
30	26	*Duncan HARRIS (M)	Mazda MX-5 Mk3	11	21:53.039	1:23.245	0.213	49.47	1:12.519	11
31	11	*Nathan BELL	Mazda MX-5 Mk3	11	22:01.681	1:31.887	8.642	49.15	1:10.728	11

NOT CLASSIFIED

DNF	50	Luke HERBERT	Mazda MX-5 Mk3	1	01:12.538	10 Laps	10 Laps	81.41	1:12.538	1
DNF	56	Steve ROBERTS	Mazda MX-5 Mk3	1	01:14.703	10 Laps	2.165	79.05	1:14.703	1
DNF	14	Jake BAILEY	Mazda MX-5 Mk3	0						
DNF	35	Alex KING	Mazda MX-5 Mk3	0						
DNF	67	Simon ORANGE (M)	Mazda MX-5 Mk3	0						
DNF	41	David WILLOUGHBY (M)	Mazda MX-5 Mk3	0						
EX	92	Rob BOSTON	Mazda MX-5 Mk3	0						

FASTEST LAP

68	Ben SHORT	Mazda MX-5 Mk3	10	01:09.178				85.36 mph/137.38 kph	
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* Car 92 - Excluded, C1.1.5 avoidable contact.

* Cars 7, 11, 13, 26, 69, 93, 96, 100 & 223 - 60 Second penalty C.2.3, Gaining unfair advantage, Code 60 Infringement.

Clements presently hounded Roche with Harding following suit, but as two minutes of race time remaining came and went, Roche achieved a run on Boston to retake the lead, forcing the #92 driver to begin a downward spiral as Harding first overtook followed by a resurgent Ben Short coming up four places past Clements and Boston to claim third.

Presumably due to a brief, grease induced, off-track excursion; fate was not kind to Clements as his earlier impressive endeavours were foiled, seeing him fall from fourth to thirteenth on the last lap.

As the top five seemingly crossed the line as a cohesive throng, Roche claimed ultimate victory, with Harding second and Short a deserved third, also securing the fastest lap!

Boston took fourth from Chandler in fifth although post-race punitive measures on the former would change the standings.

All exhausted from the manic sprint, Carl Garnett submitted a solid performance to finish sixth from Liam Murphy seventh, with Jonathon Greensmith, Aiden Hills and Mike Comber (later Sam Tatler as well) filling out the top ten.

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RACE LIFE: BRSCC RACE COORDINATOR **Mandy Andrew**

Who are you and what do you do?

I'm Mandy Andrew and I'm the Championship Coordinator for the BRSCC MX5 and SuperCup Championships - Responsible for the smooth running of each event, liaising with scrutineers, clerks and officials, as well as a sounding board for drivers.

How did you get into the role?

I have been a weekend coordinator for over 7 years. When Drew Furlong left the BRSCC, I put myself forward for the role and was happily accepted.

What does a typical race day involve?

Setting up hospitality, speaking to drivers if they have issues/problems at the circuit, welcoming sponsors such as the Mazda Owners Club, speaking to potential new drivers – introducing them to race teams and ensuring the coordinator team have all they need. I also keep TSL updated with grid changes, work with the Clerk, dealing with driver issues/penalties. Occasionally I've been known to have lunch! (Usually liberated from a suitably generous race team) In addition I work with scrutineers in Parc-Ferme and then when it's time to go home, dismantling the hospitality suite, before finally leaving the circuit in the late evening.

Is your role primarily at the race track or is there a lot of "off-track" work as well?

There is a lot of work behind the scenes, speaking to new drivers, sponsors, background paperwork and record keeping as well as planning ahead for the next events. I must make the neighbours talk when I'm found

pushing a heavy trolley full of booze for the Saturday night driver's bash! (How do they drink so much?!). Each year I update the Regulations ready for the next season. The BRSCC HQ are a small team, but we all work together to make the Championships a success.

What do you enjoy most about the role?

Being at the circuit with the drivers, hearing their highs and a shoulder to lean on with their lows. The tears when the drivers win the Championship and sharing the moment when a driver gets their first podium. Seeing new drivers who join the championship, develop their racing craft and progressing up the grid.

What is the most difficult part?

With such close racing in a single make championship, the inevitable contact takes place, and spoils the enjoyment for everyone.

What's the most amusing memory you have while at the track?

Lots of things, especially with our drivers! Every weekend there is something, so it's hard to single-out one event. So many people have a fantastic sense of humour and the antics become the stuff of legend!

What was the scariest/hardest thing to happen?

When my son, Carl, went into the tyre wall at Croft, high speed crash, nearly wiping out the camera man!

What do you do when not at the races or working?

Watching racing! Usually following our Mazda champions who further



their careers in Clio, GT, Ginetta, etc. Volunteering for Mission Motorsport. Occasionally get the chance to holiday in my motorhome!

Any message to the drivers?

My beloved racing family. Each season gets bigger and better! All the drivers should be very proud of themselves - It is them who make the Championships.

Anyone you want to thank?

Big thanks to the ladies, absolutely fantastic team, couldn't do it without them. The Clerks, Chris Baker & Kim Satchell, Jon Elsey for great pics, Alex Soar for fantastic reports & everyone who makes the Mazda Championships possible.

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RACE 2



GO GO GO – opening lap

The second twenty minute sprint of the event suffered a somewhat diluted grid due to the casualties of the first race, but none-the-less proved to be a fabulously chaotic affair of fervent action throughout the entire field.

One to watch was Rob Boston, lining up at the back of the grid as a consequence of the accident with Luke Herbert in the previous race. With Herbert himself back in the mix and also in the bottom ten due to his non-finish, both racing veteran's sheer speed and race craft meant they were highly anticipated to climb the rankings at an impressive rate.

Also of note was Richard Wicklen, another talented competitor who was unable to compete in the first race, but would go on to give Boston and Herbert an ardent "run for their money" while attacking the field of MX5s ahead of him.



Tom Roche - Winner Race 2

As the hair-trigger reactions of each driver simultaneously fired their racing machines once more into the fray, Garry Townsend made a spectacular start as he snapped up six positions before the end of the first lap, going on to net another two during the second lap and locking-horns with Nicholas Dunn.

For eight laps the two sparred for position with interjections from fellow drivers, until lap eleven, where the battle heightened with each passing minute as the duo constantly swapped position. In the closing laps, pressure from David Henderson would give Townsend the opportunity he needed

to break the deadlock and scale from eighteenth to sixteenth, closely followed by Henderson and Dunn as they drew a close to their personal race "2A".

At the front of the race, Roche maintained a dominant hold of first place throughout the sprint despite initial challenges from Harding, who would in-turn find himself under pressure and relegated three places during lap three by the likes of Short.

While Short in #68 would become the main protagonist for Roche over the ensuing laps, Harding fought back with a robust overtake on Carl Garnett before zeroing in on Brian

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Chandler and passing him on the subsequent lap.

Undeterred, the Lancaster Insurance sponsored Chandler continued to harass Harding, until calamity struck on lap ten with engine trouble, seeing him fall from fifth to twelfth in the ranking.

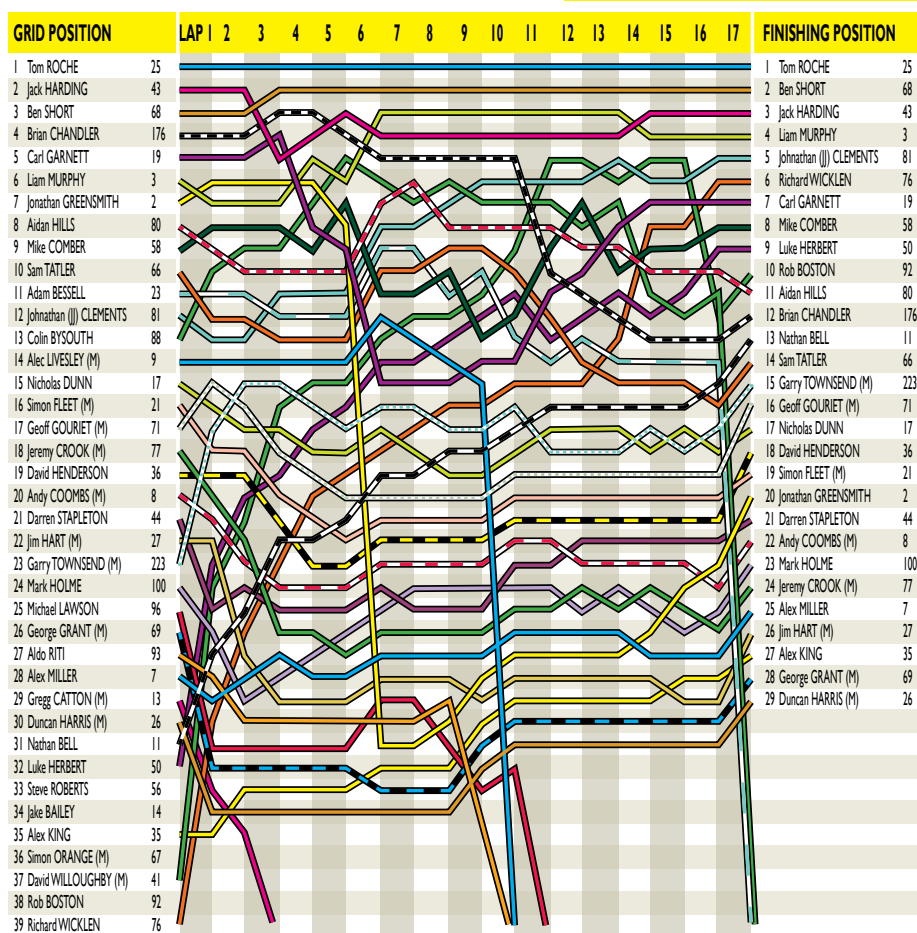
With this stress removed from Harding, the #43 driver went on to hunt down Liam Murphy in third place, eventually succeeding in claiming the position for his own a few laps before the finish line.

After an initial plunge down the positions, Jeremy Crook recovered several places over the proceeding laps to find himself first entangled with Darren Stapleton, before emulating the epic battle sequence shown by Townsend and Dunn; when Crook engaged Mark Holme, leap-frogging each other until the very last lap where Holme triumphed to secure twenty-fourth.

Finishing his race three places ahead of Holme was Jonathon Greensmith, who suffered a disastrous incident to his race on lap five where he fell a staggering twenty-three places from eighth to thirty-first. Recovering and redoubling his efforts, Greensmith delivered an impressive come-back as drove like a man possessed to fight his way back up the field, briefly passing through the Crook/Holme skirmish before climbing three more places for a total of eleven overtakes, completing his race with the tails of Dunn and Henderson in his sights.

If Greensmith's recovery and charge back up the rankings was remarkable enough, his feats were overshadowed by the titanic charge from the back of the field by Herbert (#50), Boston (#92) and Wicklen (#76).

By the end of only lap four, all three



Jonathan Clements - Fastest lap Race 2

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Alex King (#35) and Jim Hart (#27) duke it out

drivers had ascended rapidly into the mid-field with Boston having passed Herbert to lead the meteoric trio.

As Boston punched through the brawling melee surrounding positions seven to fourteen, Herbert was drawn in as he clashed predominantly with Mike Comber.

Biding his time in fifteenth and keeping clear of the involved pack ahead, Wicklen perfectly chose his time to strike! On lap twelve, the #76 driver began a secondary charge up through the field, passing both Herbert and a tumbling Boston to unbelievably net himself sixth overall!

Having achieved fifth by lap eleven, Boston had become entangled with Clements, eventually seeing him ambushed and sent careening back down the rankings to finally cross the line in tenth.

With Boston book-ending the top ten, a relieved Herbert claimed ninth behind Comber in eighth and Garnett Seventh. The impressive show from Wicklen secured him sixth as he closely followed Clements and Murphy in fifth and fourth respectively.

Inevitably, the top three podium positions went to Harding in third,

RACE 2A - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	25	Tom ROCHE	Mazda MX-5 Mk3	17	19:49.164			84.42	1:09.271	2
2	68	Ben SHORT	Mazda MX-5 Mk3	17	19:49.382	0.218	0.218	84.41	1:09.336	4
3	43	Jack HARDING	Mazda MX-5 Mk3	17	19:51.497	2.333	2.115	84.26	1:09.401	2
4	3	Liam MURPHY	Mazda MX-5 Mk3	17	19:51.678	2.514	0.181	84.24	1:09.169	2
5	81	Johnathan (JJ) CLEMENTS	Mazda MX-5 Mk3	17	19:58.926	9.762	7.248	83.73	1:08.999	2
6	76	Richard WICKLEN	Mazda MX-5 Mk3	17	19:59.209	10.045	0.283	83.71	1:09.376	15
7	19	Carl GARNETT	Mazda MX-5 Mk3	17	19:59.592	10.428	0.383	83.69	1:09.367	2
8	58	Mike COMBER	Mazda MX-5 Mk3	17	19:59.834	10.670	0.242	83.67	1:09.245	3
9	50	Luke HERBERT	Mazda MX-5 Mk3	17	20:01.311	12.147	1.477	83.57	1:09.160	7
10	92	Rob BOSTON	Mazda MX-5 Mk3	17	20:01.576	12.412	0.265	83.55	1:09.522	7
11	80	Aidan HILLS	Mazda MX-5 Mk3	17	20:02.055	12.891	0.479	83.52	1:09.258	3
12	176	Brian CHANDLER	Mazda MX-5 Mk3	17	20:03.866	14.702	1.811	83.39	1:09.535	2
13	11	Nathan BELL	Mazda MX-5 Mk3	17	20:04.619	15.455	0.753	83.34	1:09.534	16
14	66	Sam TATLER	Mazda MX-5 Mk3	17	20:05.362	16.198	0.743	83.29	1:09.426	2
15	223	Garry TOWNSEND (M)	Mazda MX-5 Mk3	17	20:11.789	22.625	6.427	82.84	1:10.278	12
16	71	Geoff GOURIET (M)	Mazda MX-5 Mk3	17	20:13.384	24.220	1.595	82.74	1:10.289	7
17	17	Nicholas DUNN	Mazda MX-5 Mk3	17	20:13.756	24.592	0.372	82.71	1:10.018	5
18	36	David HENDERSON	Mazda MX-5 Mk3	17	20:14.266	25.102	0.510	82.68	1:10.286	12
19	21	Simon FLEET (M)	Mazda MX-5 Mk3	17	20:14.707	25.543	0.441	82.65	1:10.180	12
20	2	Jonathan GREENSMITH	Mazda MX-5 Mk3	17	20:21.889	32.725	7.182	82.16	1:09.355	2
21	44	Darren STAPLETON	Mazda MX-5 Mk3	17	20:22.193	33.029	0.304	82.14	1:10.898	8
22	8	Andy COOMBS (M)	Mazda MX-5 Mk3	17	20:22.579	33.415	0.386	82.11	1:10.905	6
23	100	Mark HOLME	Mazda MX-5 Mk3	17	20:22.876	33.712	0.297	82.09	1:10.379	4
24	77	Jeremy CROOK (M)	Mazda MX-5 Mk3	17	20:25.020	35.856	2.144	81.95	1:10.859	6
25	7	Alex MILLER	Mazda MX-5 Mk3	17	20:28.126	38.962	3.106	81.74	1:10.815	6
26	27	Jim HART (M)	Mazda MX-5 Mk3	17	20:33.073	43.909	4.947	81.41	1:11.629	5
27	35	Alex KING	Mazda MX-5 Mk3	17	20:33.249	44.085	0.176	81.40	1:11.117	13
28	69	George GRANT (M)	Mazda MX-5 Mk3	17	20:39.484	50.320	6.235	80.99	1:11.708	5
29	26	Duncan HARRIS (M)	Mazda MX-5 Mk3	17	20:59.025	1:09.861	19.541	79.74	1:11.216	6

NOT CLASSIFIED

DNF	88	Colin BYSOUTH	Mazda MX-5 Mk3	16	18:51.519	1 Lap	1 Lap	83.50	1:09.033	3
DNF	23 *	Adam BESSELL	Mazda MX-5 Mk3	16	18:52.780	1 Lap	1.261	83.41	1:09.564	5
DNF	96 *	Michael LAWSON	Mazda MX-5 Mk3	10	12:41.466	7 Laps	6 Laps	77.55	1:11.369	5
DNF	9	Alec LIVESLEY (M)	Mazda MX-5 Mk3	9	10:39.273	8 Laps	1 Lap	83.14	1:09.864	8
DNF	93	Aldo RITI	Mazda MX-5 Mk3	9	11:03.714	8 Laps	24.441	80.08	1:11.460	5
DNF	13	Gregg CATTON (M)	Mazda MX-5 Mk3	2	02:36.002	15 Laps	7 Laps	75.71	1:14.108	2

FASTEST LAP

81	Johnathan (JJ) CLEMENTS	Mazda MX-5 Mk3	2	01:08.999			85.59 mph/137.74 kph
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* Car 23 - Still no working transponder

* Car 96 - Please check position of transponder, very poor signal.

Short second with a near faultless, indefatigable drive from Roche to claim the chequered flag and first place!

SILVERSTONE NATIONAL

RACE LIFE: A MARSHALS TALE **Ian Seagel – Post Chief**

How did you become a marshal?

I took my son to see the BTCC for his 40th birthday where I spoke with some marshals.

They suggested I join them - I'm retired and just love motor racing, so it was the perfect excuse.

What does a typical race day involve?

Leave home around 5am to get to the track for an hour before briefing.

On arrival we sign-on, are assigned a post for the day and grab some breakfast.

We usually have to be on post one hour before the first race and will be on duty until lunch (if we get one).

Apart from dealing with incidents, there's the flagging (yellows, reds, etc) and reporting any issues that drivers maybe unaware of – otherwise you stay on post until the end of the day when the radio dismisses all marshals and we get home in the late evening.

Are there different types of Marshal?

There are Trainees, generic Track Marshals, Flag Marshals, Incident Officers, Assembly and Pit Lane Marshals as well as Post Chiefs and "Black X" (meaning very experienced post chief).

Trainees require 15 sessions, 2 days flagging, 2 incidents plus passing a training day to become a full Track Marshal. Experienced Marshals can move into specialisms, but require a minimum of two years' experience and 5 days on each discipline. The duties of a Flag Marshal are fairly obvious, while an Incident Officer is dedicated to going track-side, assessing incidents and relaying that information back to the Post Chief. The Post Chief is on the radio with race control, has con-

trol of the post and its crew as well as logging any incidents, safety issues or racing foul play.

What do you enjoy most about the role?

Some people think we do it for the crashes or spins, but that's simply not true - we do it for the racing action. On top of a passion for motorsport, you have to be a little bit mad to enjoy it, but to be honest it's the social side of it. The best bit is meeting new people each week and the friendly banter.

What is the most difficult part?

Although it is a hobby, we're all volunteers - sometimes people forget that and can leave us feeling taken for granted.

Each marshal has to provide their own food, safety clothing and equipment (at about £250), as well as travel expenses and overnight accommodation where needed.

Even during long days at big events like the Formula One, with all of the crowds, the marshals only get given a single voucher for a bacon bap or burger.

That said, the clubs are often very good and have been known to have little whip-rounds for the marshals during endurance events - it may only be a fiver each, but the gesture means a lot to us.

What's the most amusing memory you have while at the track?

The rapport you build as a team means there's always friendly joking. That said, on one occasion because of strict noise limitations, all race proceedings were forced to stop for an hour due to the church service in the nearby village - we explained the hold-



up to one crestfallen racing fan with bought hat, flags, bags, the lot – only to be told "...but there's no church service today - I'm the vicar!"

What was the scariest/hardest thing to happen?

Apart from those times when boxed into a post and unable to get to the loo?

I'm not sure - a 12 car pile-up at an MG meeting was tricky!

Generally it can be difficult when you see how some drivers dislike marshals - often if they crash, they want to stop the race or get going again, but it's safer to get them out and ensure they are ok - delayed concussion is a major concern.

"Blue air" moments can occur if a driver pebble-dashes us as we're pushing them out of a gravel trap and they accelerate too hard.

"Brown trouser" moments have included Ginettas hurtling out-of-control towards us at nigh-on 100mph, a racing pick-up once demolished a marshal post at Thuxton and we've had a racing truck jump the tyre wall, nearly landing on our own cars!

Will you "Carry on Marshalling"?

Absolutely, by the end of the off-season I'm climbing the walls in order to put on my orange overalls and get back out there – I'll keep doing it for as long as I can.

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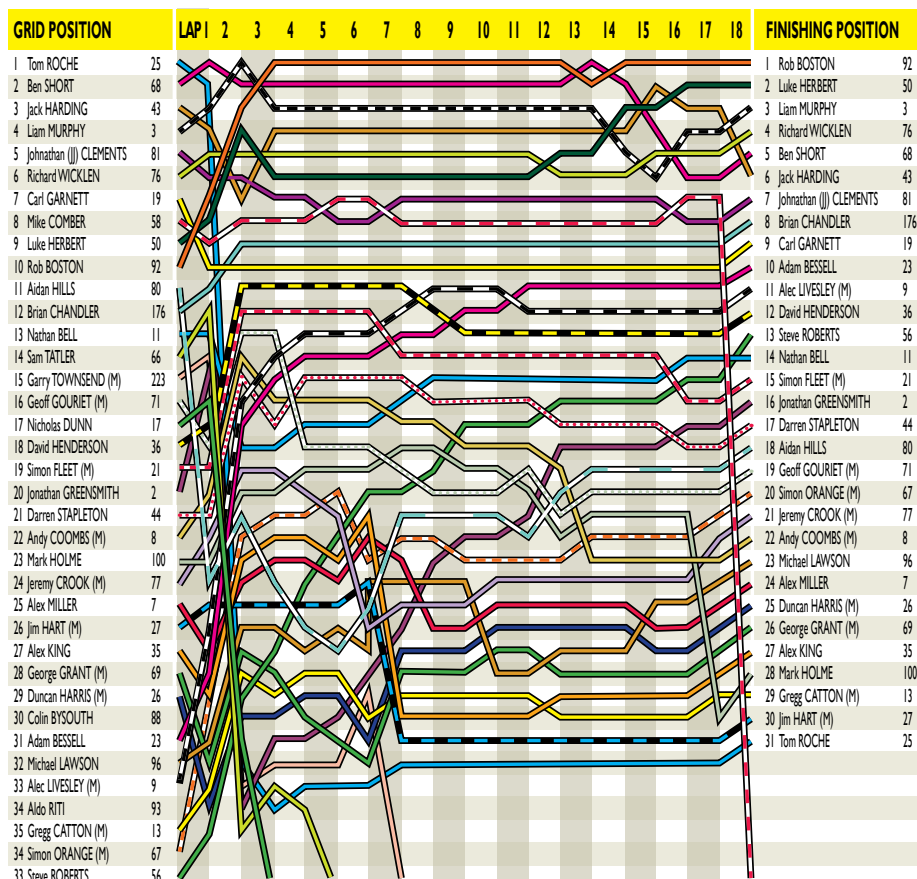
RACE 3

The BRSCC aims to maintain highly competitive, close racing within its championships – as such, the weekend's dramas triggered the Clerk of the Course to impose a startling “zero contact” policy. In the event of any untoward physical exchange out on track, it was decreed that the full punitive force of the rule book would be thrown at the culprit!

The warnings still ringing in their ears, thirty-six mark-3 MX5 race cars assembled on the grid for the third and final race of the Silverstone Supercup event 2017.

Another mad start saw Short begin an early battle with Roche while Boston was on a determined and unstoppable charge up the field to occupy first place by the end of lap three!

With all of the competitors successfully through the first lap, individual skirmishes began to form seeing many drivers side-by-side through Becketts and Brooklands.



Rob Boston - Winner Race 3

SILVERSTONE NATIONAL



Luke Herbert - Fastest lap Race 3

ultimately retiring his #66 race car two laps later.

Nathan Bell and Garry Townsend were also found enjoying a spot of grass skiing, while Jonathon Greensmith experienced an involuntary introduction to the gravel around Luffield. Despite the set-back, Greensmith recovered well and went on to climb a magnificent eighteen positions up the rankings before the chequered flag.

With the leaders of the race scampering clear, it became evident that Roche was no longer at the fore – his own MX5 had also been marmalised and seemingly suffered a blown tyre during the Luffield incident. Limping back to the pit-lane, it was

patched-up enough to admirably re-join the race a whole lap behind.

With the mid-pack now clear of the massively erratic commotion, a battle Royale developed around the separate forms of Geoff Gouriet and Aiden Hills with seventeen cars scrapping for position and executing multiple overtakes.

Adding spice to the mêlée were the rocketing forms of Alex Livesley, Adam Bessell, Steve Roberts as they swept past each successive opponent in mad dash to try and break into the top ten.

Livesley made fantastic progress early in the race as he climbed twenty places within only two laps to engage Bessell in a race long intensive battle. On lap eleven, Bessell finally gained

the upper-hand to zip past and claim tenth place just ahead of Livesley.

Roberts put on an equally impressive show as he also leapt twenty positions, fighting through the quarrelling mid-pack by lap nine; first vanquishing Stapleton then Fleet and Bell in quick succession to finish immediately behind Henderson and only two places behind Livesley!

Up front, Short had gained the lead by the end of the first lap, only to be robbed by Murphy on lap two, who in-turn had to relinquish the lead to a determined Boston after a side-by-side sprint – Murphy finding himself ignominiously demoted past Short to third.

Boston began to build a gap from



Which way do we go?! Sam Tatler & Garry Townsend

SILVERSTONE NATIONAL



*Jonathan Greensmith
literally bites the dust*

Short, with Murphy, Harding, Wicklen and Herbert in hot pursuit.

The race looked to be settling into a forgone conclusion, until lap thirteen when Short made a drive on Boston to momentarily take the lead, before having the favour returned on the subsequent lap, forcing the BS Motorsport driver to tumble down the rankings to sixth.

With Short now seemingly suffering mechanical issues he was passed by the aggressive tussle for third place consisting of Murphy, Harding and Herbert. This came to its own conclusion when both drivers got the better of Murphy, only for Herbert to force an error from Harding that would see the latter lose three places on the final lap, instantly promoting Murphy, Wicklen and Short.

During the seeming eight car scrap for the podium slots, Clements and Comber were embroiled in their own private battle – ending prematurely and cheating both drivers and spectators alike when Comber was forced to end his race on the last lap!

Last lap complete of a truly sensational



Motul Oils/Lancaster Insurance driver, Brian Chandler

race, Boston earned the top spot in first place, closely followed by Herbert. Wicklen kept up the pressure on Murphy, nudging him all the way to the chequered flag to respectively claim fourth and third.

The no-doubt disappointed duo of Short and Harding took fifth and sixth, while Clements, Chandler Garnett and Bessell brought home the final places in the top ten of the Silverstone SuperCup 2017.

Boston would go on to say "...it's been an emotional rollercoaster but I really enjoyed that. I had a strike against my name in race one due to an unfortunate incident, so I was determined to drive a hard, clean race..."

SILVERSTONE NATIONAL

Second on the podium, Luke Herbert had mixed feelings "...to get taken out and the car likely written off this weekend was not ideal..."

Pleased with his pace and performance in race two, he then went to mention

race three "...I got alongside Rob, but the tail went and I lost the opportunity..."

In contrast Murphy was ecstatic "...I'm the happiest I've been all year and have some high hopes and expectations..."

RACE 3A - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	92	Rob BOSTON	Mazda MX-5 Mk3	18	20:59.118			84.42	1:09.178	9
2	50	Luke HERBERT	Mazda MX-5 Mk3	18	20:59.693	0.575	0.575	84.38	1:08.950	6
3	3	Liam MURPHY	Mazda MX-5 Mk3	18	20:59.986	0.868	0.293	84.36	1:09.206	9
4	76	Richard WICKLEN	Mazda MX-5 Mk3	18	21:00.283	1.165	0.297	84.34	1:09.083	8
5	68	Ben SHORT	Mazda MX-5 Mk3	18	21:00.537	1.419	0.254	84.33	1:09.149	9
6	81	Johnathan (JJ) CLEMENTS	Mazda MX-5 Mk3	18	21:01.019	1.901	0.482	84.29	1:09.262	7
7	176	Brian CHANDLER	Mazda MX-5 Mk3	18	21:11.668	12.550	10.649	83.59	1:09.732	4
8	19	Carl GARNETT	Mazda MX-5 Mk3	18	21:11.776	12.658	0.108	83.58	1:09.321	16
9	23	Adam BESSELL	Mazda MX-5 Mk3	18	21:24.615	25.497	12.839	82.75	1:10.086	5
10	9	Alec LIVESLEY (M)	Mazda MX-5 Mk3	18	21:25.125	26.007	0.510	82.71	1:09.897	4
11	36	David HENDERSON	Mazda MX-5 Mk3	18	21:25.323	26.205	0.198	82.70	1:10.565	10
12	56	Steve ROBERTS	Mazda MX-5 Mk3	18	21:25.827	26.709	0.504	82.67	1:09.782	15
13	21	Simon FLEET (M)	Mazda MX-5 Mk3	18	21:26.455	27.337	0.628	82.63	1:10.366	5
14	2	Jonathan GREENSMITH	Mazda MX-5 Mk3	18	21:27.723	28.605	1.268	82.55	1:09.526	15
15	44	Darren STAPLETON	Mazda MX-5 Mk3	18	21:30.391	31.273	2.668	82.37	1:10.623	15
16	80	Aidan HILLS	Mazda MX-5 Mk3	18	21:31.380	32.262	0.989	82.31	1:09.793	14
17	71	Geoff GOURIET (M)	Mazda MX-5 Mk3	18	21:38.482	39.364	7.102	81.86	1:10.425	14
18	67	Simon ORANGE (M)	Mazda MX-5 Mk3	18	21:45.706	46.588	7.224	81.41	1:11.220	14
19	77	Jeremy CROOK (M)	Mazda MX-5 Mk3	18	21:50.770	51.652	5.064	81.09	1:11.160	9
20	8	Andy COOMBS (M)	Mazda MX-5 Mk3	18	21:51.333	52.215	0.563	81.06	1:11.104	6
21	96	Michael LAWSON	Mazda MX-5 Mk3	18	21:58.789	59.671	7.456	80.60	1:11.155	17
22	26	Duncan HARRIS (M)	Mazda MX-5 Mk3	18	22:01.716	1:02.598	2.927	80.42	1:11.382	14
23	69	George GRANT (M)	Mazda MX-5 Mk3	18	22:01.934	1:02.816	0.218	80.41	1:11.360	14
24	35	Alex KING	Mazda MX-5 Mk3	18	22:02.614	1:03.496	0.680	80.37	1:10.637	18
25	13	Gregg CATTON (M)	Mazda MX-5 Mk3	17	21:00.530	1 Lap	1 Lap	79.64	1:12.179	9
26	100	Mark HOLME	Mazda MX-5 Mk3	17	21:01.354	1 Lap	0.824	79.59	1:10.489	14
27	27	Jim HART (M)	Mazda MX-5 Mk3	17	21:16.584	1 Lap	15.230	78.64	1:11.301	12
28	25	Tom ROCHE	Mazda MX-5 Mk3	17	21:55.842	1 Lap	39.258	76.29	1:09.242	14

NOT CLASSIFIED

DNF	58	Mike COMBER	Mazda MX-5 Mk3	17	19:51.327	1 Lap		84.27	1:09.216	6
DNF	223	Garry TOWNSEND (M)	Mazda MX-5 Mk3	6	07:31.4	12 Laps	11 Laps	78.49	1:09.889	4
DNF	17	Nicholas DUNN	Mazda MX-5 Mk3	2	02:45.539	16 Laps	4 Laps	71.35	1:16.946	1
DNF	66	Sam TATLER	Mazda MX-5 Mk3	2	03:58.111	16 Laps	1:12.572	49.60	1:15.963	1
EX	43	Jack HARDING	Mazda MX-5 Mk3	0						
EX	11	Nathan BELL	Mazda MX-5 Mk3	0						
EX	7	Alex MILLER	Mazda MX-5 Mk3	0						

FASTEST LAP

50	Luke HERBERT	Mazda MX-5 Mk3	6	01:08.950			85.65 mph/137.84 kph
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Car 43 - Excluded, C1.1.5 avoidable contact.

Car 7 - Excluded, C1.1.5 avoidable contact.

Car 11 - Excluded, C1.1.5 re-joined the track in an unsafe manner.

* Car 23 - Transponder has not worked all weekend, please check before your next race.

FINAL THOUGHTS:

For the vast majority, motorsport is a passion.

From the drivers, to the championship coordinators, marshals and team mechanics, many go above and beyond the call of duty, all while looking fervently ahead to the next race.

The Silverstone event in-particular has highlighted how that passion can be tainted when some of the mutual respect diminishes, resulting in careless vehicle damage or intense circumstantial frustrations.

However, it should be emphasised that this same event regularly demonstrated the colossal skill levels and high degree of mutual respect held by numerous drivers within the BRSCC championship.

Frenetic high-speed battles were fought mere inches apart and door-to-door without any untoward contact.

These drivers are to be applauded as an example to new and existing competitors – while "Rubbing is racing" in the form of the jointly beneficial bump-drafting, track racing is meant to be a fun non-contact sport.

The championship extends its gratitude to one of its own drivers, George Grant, for continued sponsorship from "Clapham North - Services, MOT and Tyres", not forgetting generosity from "DPA Technologies" and "PRG Trailers".

The winners of the Fix Autos "Overall Winner" and "Best Improver" will be announced at the next event, while the Mazda Owners Club will be presenting the "Star of the Meeting" award.

With the next event hosted at the picturesque surroundings of Oulton Park in Cheshire, the Championship victor is still yet unclear in the BRSCC SuperCup 2017.

NEXT EVENT: OULTON PARK



George Grant of "Clapham North"