

British Racing & Sports Car Club



Oulton Park 2017



17th June, 2017 | Rounds 10, 11 & 12

RACE REPORT

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OULTON PARK

BRIEF:



Nestled into the Cheshire country-side of an old manor ground, the picturesque race circuit of Oulton Park is a firm favourite among many drivers.

Often described as “good fun, but tricky to master”, the variations of corners, chicanes, track camber and elevation, offer an intriguing mix of challenges that can bite-back very hard indeed if not respected.

Scorching hot weather removed any setup concerns, which was a hidden blessing with the entire event compressed into a single day – a qualifying session and three races in only a few hours (combined with the sister MX5 Championship) meant

that competitors, coordinators and mechanics alike would all be exhausted!

Sponsorship for the proceedings were kindly provided by Clapham North, DPA Technologies and PRG Trailers.

With the final race of Oulton Park marking the halfway point in the season, the championship leaders were evidently keen to pull ahead of the competition, with certain drivers going on to perform a dominant display of intent. . . .

Oulton Park's manor house gates provide a dramatic back-drop



Enthusiastic use of the brakes!

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QUALIFICATION:

With the blistering heat dictating car setup and quickly warming tyres, it stood to reason that many of the thirty-five drivers would set their fastest times during qualifying before the heat hampered progress.:

Indeed, Brian Chandler and Tom Roche set their quickest time on lap two in the 2 minute 1 second boundary, with Ben Short following suit on lap four.

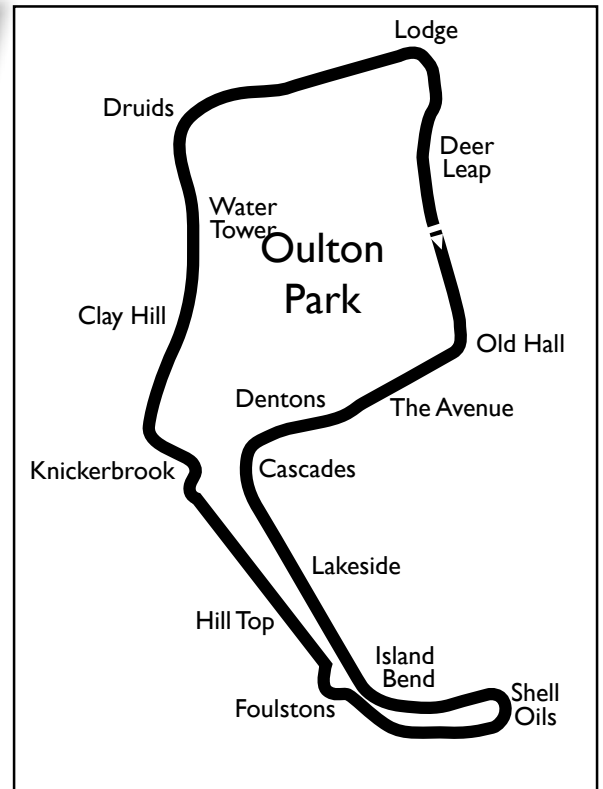
Steve Roberts, Jonathon Greensmith and Luke Herbert set their fastest times of low two minutes on only their third lap, with Herbert's ultimately securing him Pole position!

In the end, over twelve drivers set their fastest time within the first four laps, with a handful "dashing and

cooling" their tyres and brakes throughout.

Many opted for the "slow burn" approach, first securing their minimum three laps to qualify before exploring the track to wind up to their hot laps.

Although an incredible number of laps were discounted due to track limits infringements, the



Sam Tatler



Tom Roche

QULTON PARK

final results saw Herbet claim Pole Position from Roberts in second – hopefully paving the way for a reversal of the ill-fortune both drivers experienced at the Silverstone event.

Jack Harding submitted similarly impressive times but lost out by mere hundredths of a second to qualify third from Murphy in fourth.

While Greensmith qualified in fifth, the current SuperCup Champion netted himself seventh on the grid with Brian Chandler close by in eighth.

Perhaps surprisingly low in the ranking given previous performances, Tom Roche placed ninth on the grid with an incorrigible Jake Bailey in tenth having brushed off his notable accident from Silverstone.

The Old Hall corner is not known to be forgiving of those attempting to take it at speed and off of the racing line – consequently it was with bated breath that many spectators queued up to watch the first race of the highly contested Mazda MX5 mark-3 SuperCup championship!



Steve Roberts



Liam Murphy



Jack Harding



Ben Short

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RACE 1

Engines primed with hair-trigger clutches trembling to be released, the first SuperCup race at Oulton park 2017 commenced with tyres frantically grappling at the tarmac - leading into a tumultuous first lap for some and proving to be a roaring success for others.



Luke Herbert - Winner Race 1

Ambushed during lap one, Steve Roberts disastrously fell from position two all the way to the back of the field.

Not to be discouraged, the ardent veteran began a truly meteoric rise up through the standings, making tremendous advances and overtakes on all but two laps, climbing a colossal thirteen places by the time he crossed the finish line.

Current SuperCup champion, James Blake-Baldwin, made a characteristically quick start to blast past three competitors in the top six on only the first lap. However, echoing Roberts' cruel fate, Blake-Baldwin's #1 racing machine would be seen plunging to position thirty-three during the third lap, only to be forced to retire on the fourth lap, becoming the first casualty of race one.

Jake Bailey was back out after his mammoth accident at Silverstone, borrowing Rob Boston's mark-3 MX5. Delivering a solid performance from the moment all competitors



Jack Harding - Fastest lap Race 1

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launched, the “SL Shop” sponsored driver suffered yet more bad luck when suspected engine trouble on the penultimate lap ended what was arguably his best performance in Supercup to-date. Fortunately the Rob Boston Racing crew quickly had the situation under control for Bailey to continue in race two.

At the head of the mid-field, Garry Townsend experienced an ignominious end to his race on the final lap, as a forced error relegated him nine positions.

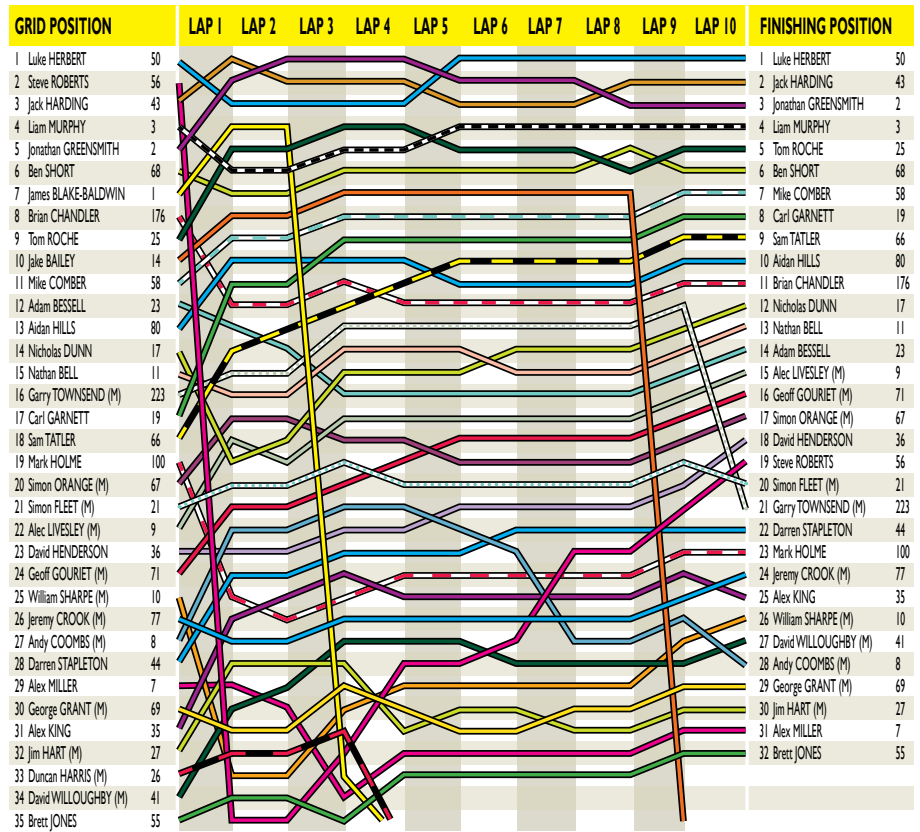
Having qualified twenty-fifth, William Sharpe saw a less than ideal first lap as he was demoted eight places only to recover and deliver an excellent drive that ultimately netted him twenty-sixth after a protracted battle with David Willoughby.

On a charge in the mid-field, Geoff Gouriet submitted successive overtakes to hurtle up to eighteenth by the mid-point of the race. Initially shadowing Alex Livesley, Gouriet continued to duke it out with the #9 driver as the pair saw the Chequered Flag, with Livesley claiming honours of first across the post for the Masters Trophy.

Sam Tatler and Carl Garnett both sky-rocketed, initially split by Brian Chandler, before Tatler pulled past Chandler and Hills to begin hunting down Garnett, crossing the line four seconds behind the #19 driver.

At the front of the field, the top six found themselves embroiled in a raging close-quarters skirmish.

Jack Harding and Johnathon Greensmith hounded Luke Herbert to pass him by before the end of



lap one. Similar gains were made by James Blake-Baldwin and Tom Roche as they hurtled past Ben Short and Liam Murphy.

Greensmith continued his charge past Harding to take the lead, holding it for several laps until a resurgent Herbert

Duncan Harris comes to a dusty halt to retire out of the first race.

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RACE 1A - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	50	Luke HERBERT	Mazda MX-5 Mk3	10	20:26.848			78.99	2:01.511	8
2	43	Jack HARDING	Mazda MX-5 Mk3	10	20:27.547	0.699	0.699	78.94	2:01.058	9
3	2	Jonathan GREENSMITH	Mazda MX-5 Mk3	10	20:29.250	2.402	1.703	78.83	2:01.631	9
4	3	Liam MURPHY	Mazda MX-5 Mk3	10	20:29.410	2.562	0.160	78.82	2:01.371	3
5	25	Tom ROCHE	Mazda MX-5 Mk3	10	20:32.034	5.186	2.624	78.66	2:01.152	3
6	68	Ben SHORT	Mazda MX-5 Mk3	10	20:32.249	5.401	0.215	78.64	2:01.556	4
7	58	Mike COMBER	Mazda MX-5 Mk3	10	20:33.699	6.851	1.450	78.55	2:02.007	5
8	19	Carl GARNETT	Mazda MX-5 Mk3	10	20:37.196	10.348	3.497	78.33	2:02.346	5
9	66	Sam TATLER	Mazda MX-5 Mk3	10	20:41.875	15.027	4.679	78.03	2:02.399	2
10	80	Aidan HILLS	Mazda MX-5 Mk3	10	20:47.867	21.019	5.992	77.66	2:02.706	2
11	176	Brian CHANDLER	Mazda MX-5 Mk3	10	20:50.751	23.903	2.884	77.48	2:02.290	2
12	17	Nicholas DUNN	Mazda MX-5 Mk3	10	20:50.957	24.109	0.206	77.47	2:02.500	4
13	11	Nathan BELL	Mazda MX-5 Mk3	10	20:51.068	24.220	0.111	77.46	2:02.980	5
14	23	Adam BESSELL	Mazda MX-5 Mk3	10	21:00.122	33.274	9.054	76.90	2:03.727	4
15	9	Alec LIVESLEY (M)	Mazda MX-5 Mk3	10	21:04.118	37.270	3.996	76.66	2:04.257	3
16	71	Geoff GOURIET (M)	Mazda MX-5 Mk3	10	21:04.585	37.737	0.467	76.63	2:04.295	4
17	67	Simon ORANGE (M)	Mazda MX-5 Mk3	10	21:07.727	40.879	3.142	76.44	2:04.800	4
18	36	David HENDERSON	Mazda MX-5 Mk3	10	21:08.238	41.390	0.511	76.41	2:03.978	7
19	56	Steve ROBERTS	Mazda MX-5 Mk3	10	21:08.493	41.645	0.255	76.40	2:01.922	8
20	21	Simon FLEET (M)	Mazda MX-5 Mk3	10	21:09.246	42.398	0.753	76.35	2:05.022	7
21	223	Garry TOWNSEND (M)	Mazda MX-5 Mk3	10	21:10.310	43.462	1.064	76.29	2:02.011	3
22	44	Darren STAPLETON	Mazda MX-5 Mk3	10	21:10.846	43.998	0.536	76.25	2:04.114	8
23	100	Mark HOLME (M)	Mazda MX-5 Mk3	10	21:17.245	50.397	6.399	75.87	2:04.702	8
24	77	Jeremy CROOK (M)	Mazda MX-5 Mk3	10	21:21.710	54.862	4.465	75.61	2:05.400	5
25	35	Alex KING	Mazda MX-5 Mk3	10	21:22.458	55.610	0.748	75.56	2:05.604	5
26	10	William SHARPE (M)	Mazda MX-5 Mk3	10	21:26.965	1:00.117	4.507	75.30	2:04.586	5
27	41	David WILLOUGHBY (M)	Mazda MX-5 Mk3	10	21:27.315	1:00.467	0.350	75.28	2:06.354	4
28	8	Andy COOMBS (M)	Mazda MX-5 Mk3	10	21:34.077	1:07.229	6.762	74.88	2:06.378	3
29	69	George GRANT (M)	Mazda MX-5 Mk3	10	21:38.579	1:11.731	4.502	74.63	2:06.379	6
30	27	Jim HART (M)	Mazda MX-5 Mk3	10	21:49.624	1:22.776	11.045	74.00	2:07.691	2
31	7	Alex MILLER	Mazda MX-5 Mk3	10	21:53.249	1:26.401	3.625	73.79	2:07.240	8
32	55	Brett JONES	Mazda MX-5 Mk3	10	22:16.335	1:49.487	23.086	72.52	2:10.745	7

NOT CLASSIFIED

DNF	14	Jake BAILEY	Mazda MX-5 Mk3	8	16:26.7	2 Laps	2 Laps	78.57	2:01.670	4
DNF	26	Duncan HARRIS (M)	Mazda MX-5 Mk3	3	06:43.346	7 Laps	5 Laps	72.08	2:08.202	2
DNF	1	JAMES BLAKE-BALDWIN	Mazda MX-5 Mk3	3	06:44.307	7 Laps	0.961	71.91	2:03.322	2

FASTEST LAP

43	Jack HARDING	Mazda MX-5 Mk3	9	02:01.058	80.05 mph/128.83 kph
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Car 8 - 5 second penalty - Track Limits

Car 23 - Transponder not working

asserted himself once more to occupy the top slot and begin pulling a gap.

Simultaneously to Herbert's advancement, Murphy followed suit to gain a promotion over Roche, securing third place for the rest of the race while Roche found himself fighting off the attentions of Ben Short – rebuking further attempts from the BS Motorsport driver, Roche regained fifth on the penultimate lap.

Herbert delivered a hard drive for the latter half of the race to claim the Chequered Flag, followed in-turn by a brilliant race from both Harding and Greensmith to complete the podium - Harding also securing the accolade of fastest lap.

Murphy took fourth with the embattled Roche and Short in fifth and sixth respectively, followed by a prosperous sprint from Comber in seventh.

The remainder of the top ten saw Garnett and Tatler conclude their fervent endeavours in eighth and ninth with Hills tagging on to tenth.



Brett Jones

QULTON PARK

RACE LIFE: ITS A MATTER OF PRINCIPAL (SIC)

Speaking to those titans of the paddock – Team Principals.

Who are you and what do you do?

I'm Brian Chandler and I run BC Cars Motorsport - also a race driver, champion and race instructor.

How did you get into racing?

I run my own vehicle repair workshop but have always been interested in racing. I couldn't afford to do it, so spent my twenties building up the company before getting in to track days. Eventually the track days got boring, so I bought an MX5 and never looked back.

I initially started with just me and an old Mitsubishi-Shogun, trailer and one car - I really didn't have a clue back then and was in the mid-pack. So I spent a season going to every track in the country and pounding round and round. Being untaught, I had some instruction and kept practising until it clicked - I then started winning, which attracted a load of customers. The business kept growing, until suddenly here I am, with a big lorry and a big Sprinter... and even that isn't big enough now!

What was the "clicking" moment?

Hah! - Probably the 100th accident!

It was all about seat time - chucking money at the car doesn't work very well, especially on Mazdas, so it kept me interested and coming back. One particular season, I always spent the Wednesday and Friday testing before the weekend's races. Eventually it started to click and come together - it's about a little talent combined with lots of hard work and the rest can be taught.

What is it that keeps you going?

It's wanting to test myself against the best - especially in, mark-3 MX5 racing.

I don't like to be beaten and like to be the best at what I do - if I'm honest, when

I started racing, it's a bit of an ego thing as every bloke comes into it thinking they can "drive" - suddenly you're put to the test and find out you're not as good as you thought you were - in my case I wanted to strive to get better.

As for the business, the best way to attract customers is to be quick - So with the Mk3, we're learning and getting quicker so as to promote the company.

I'd rather be beaten on the day by the better driver rather than any cheating stuff on the car. It's frustrating these days when people accuse the quick guys of cheating - they don't see the amount of practise, effort and work put in by those guys to be there. So we're fierce competitors by day, but come the evening we look forward to just having a beer, telling stories and swapping info.

Sounds like it takes a lot of commitment?

Life would certainly be boring without racing - it is a big commitment with a lot of nightmares and late nights - many people don't really appreciate what goes in behind the scenes.

Rarely do we leave the workshop weekdays until gone 10pm, sorting out people's race cars; weekends we work until early hours of Monday morning, ready to open for business later that same morning.

It's not really a job; it's a life style - which sometimes comes with sacrifices. But I haven't stopped doing it yet, so there's something I like about it. I've met so many good mates; the closest are racers and team owners - I would call them family now.

Do you find it rewarding?

Racing for me isn't just about being on track - that's the stressful, hard work part.



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I do enjoy seeing my drives come off track buzzing with a big smile on their face and reliving their twenty minutes tales of what just happened - dragging us from footage to footage showing big moves or saves.

The rewards as a team owner or mechanic are seeing one of your cars right up there winning or on a podium – it's a big buzz for us. I didn't think it would be, as a "selfish race driver"; but to stand back and see a driver's progression from the back to the front of the grid, striving, it's a thrill to know you've been a part of it; be it instruction or just making sure their wheels don't fall off – you've had a part in that guys good weekend. It's more of a buzz than I ever thought it would have been.

What's involved in a typical race event?

A typical race weekend starts around midday on the Thursday before with the boys loading up the lorry until 6pm. With the lorry loaded, we leave town at 7pm, about 3 hours to whatever track, arrive around midnight/1am. We then setup the awnings/garage before having a quick beer and chat with other people, followed by bed around 2 or 3am (Friday).

We're all up again at 6:30 - check cars ready, looking pretty & ready to go. Customer start arriving around 7:30 to begin the Friday testing. For the duration of the day we deal with setup issues and any complaints.

Hopefully that is all there is to it, as you really don't want damage - it puts the car on the back-foot for the whole weekend; for example if it requires big geometry changes after a crunch.

Finish about 6pm Friday (testing), prepare the cars again until about 8pm before getting out the BBQ and eating/drinking until gone midnight – usually meet up with other people in the

paddock, chatting rubbish until early hours.

On the Saturday, cars are about as developed as they're going to get, so the stress is off a little -

There's just the fuelling to do on the day. The cars are sorted again by about 8 or 9pm where I then take the team out for meal in the evening to say "thanks". It all takes a takes a lot of time which they willingly give – I appreciate everything the boys do, as it takes them away from their own families/activities/racing.

Sunday is normally an easy day - fingers crossed - usually being the last race means the awning can't go down until 6pm, so we're normally away by about 8pm for a tiring drive home, chuck the lorry in the carpark and deal with it on Monday.

Do you work with any sponsors?

Yes we do, by offering track days, competitions and elevating brand awareness.

BC Cars motorsport is sponsored by Motul Oils which is used in all our road and race cars (we keep a stock of it handy if anyone needs some) and our other key sponsor is Lancaster Insurance who specialise in Classic cars.

Would you do anything differently?

Well I would have more time and money if I didn't get so involved with it. But then I wouldn't be having as much fun as I am now. So would I do it different? - No I wouldn't. I would have had more money and a bigger house, but less friends.

What is particularly difficult/challenging?

Juggling everything pre-race weekend to get all of it done and ready in time – preparing race cars, instructing, workshop commitments, fleet vehicle maintenance, equipment repairs.

It's the hidden logistics that are the challenge, making sure that everything is done to a high standard, ready for the weekend.

Having everything ready helps avoid all of the hassle for our "arrive-and-drive" customers - the car is mint, prepared and ready to be supported throughout the weekend, where they can then hand it back "thrashed and crashed" knowing it will be sorted for the next event. It is demanding, but it's what we're paid to do and we take pride in doing it.

Any amusing stories to tell?

Heh - its Mazdas - there are always stories, especially in the earlier days without so much of a (business) reputation to maintain. I remember once going round Silverstone of an evening with half the Mazda grid on a trailer, being towed by a Smart Car of all things! Thirty people having a hilarious time - Security told everyone off, but we think they saw the funny side!

Anyone you'd like to thank?

Always big thanks to my staff and the dedication that they put in behind the scenes - They don't always get the appreciation that they deserve, but without the "boys" of a race weekend it just wouldn't happen. My respect goes to every team's mechanics - We drivers get to do the good bits, but it's them that do the hard work.

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RACE 2

The second SuperCup class race aptly demonstrated the uncompromising nature of Oulton Park with extreme gains and losses.

Be it man or machine, James Blake-Baldwin began obliterating any obstacle in his way as he hurtled up through the field like the wrath of championship gods; coming from the back of the grid, leaping fourteen places as his opening gambit and continuing to ascend several positions with each passing lap, finally plateauing in eighth when chasing down Steve Roberts.

Having suffered a heavy setback in the previous race, Roberts also exhibited an epic display of race-craft as he followed Blake-Baldwin's example, rapidly fighting through from the mid-field to seventh by only the halfway point of the race. Having encountered

GRID POSITION	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	LAP 9	LAP 10	FINISHING POSITION
1 Luke HERBERT	50										1 Luke HERBERT
2 Jack HARDING	43										2 Tom ROCHE
3 Jonathan GREENSMITH	2										3 Liam MURPHY
4 Liam MURPHY	3										4 Jack HARDING
5 Tom ROCHE	25										5 Jonathan GREENSMITH
6 Ben SHORT	68										6 Carl GARNETT
7 Mike COMBER	58										7 Steve ROBERTS
8 Carl GARNETT	19										8 James BLAKE-BALDWIN
9 Sam TATLER	66										9 Sam TATLER
10 Aidan HILLS	80										10 Brian CHANDLER
11 Brian CHANDLER	176										11 Nicholas DUNN
12 Nicholas DUNN	17										12 Nathan BELL
13 Nathan BELL	11										13 Adam BESSELL
14 Adam BESSELL	23										14 Garry TOWNSEND (M)
15 Alec LIVESLEY (M)	9										15 David HENDERSON
16 Geoff GOURIET (M)	71										16 Ben SHORT
17 Simon ORANGE (M)	67										17 Geoff GOURIET (M)
18 David HENDERSON	36										18 Darren STAPLETON
19 Steve ROBERTS	56										19 Mark HOLME
20 Simon FLEET (M)	21										20 Aidan HILLS
21 Garry TOWNSEND (M)	223										21 George GRANT (M)
22 Darren STAPLETON	44										22 Alec LIVESLEY (M)
23 Mark HOLME	100										23 Simon FLEET (M)
24 Jeremy CROOK (M)	77										24 Simon ORANGE (M)
25 Alex KING	35										24 David WILLOUGHBY (M)
26 William SHARPE (M)	10										24 Alex MILLER
27 David WILLOUGHBY (M)	41										24 Duncan HARRIS (M)
28 Andy COOMBS (M)	8										24 Jim HART (M)
28 George GRANT (M)	69										24 Brett JONES
28 Jim HART (M)	27										
28 Alex MILLER	7										
28 Brett JONES	55										
28 Jake BAILEY	14										
28 Duncan HARRIS (M)	26										
28 James BLAKE-BALDWIN	1										



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Garnett, Robert's charge halted and he spent the remainder of the round chasing down said driver's #19 racing machine.

Jake Bailey, copying the veterans and rising at a comparable rate, emulated James Blake-Baldwin by springing a colossal sixteen places from the back of the grid, driving admirably until lap seven when he was forced to retire – whether mechanical issues or an off-track excursion, was not entirely evident.

Similar retirees came in the form of Mike Comber as he plummeted down the standings alongside Aiden Hills during the first lap of frenetic turmoil.

Comber's race was sadly over, but Hills recovered to begin a long haul back up through the ranks of MX5 race cars ahead of him. Driving as though a man possessed, Hills tore up

the field again at an impressive rate, passing several competitors from a range of off-track excursions.

One such beleaguered individual was Simon Orange, who lost twelve places on lap four due to the densely packed nature of the SuperCup races. Refocussing on the task-at-hand, Orange followed Hills' example to begin once more working his way past the staunch defences of Duncan Harris, Alex Miller and David Willoughby, before securing twenty-fourth as he crossed the line.

Not so lucky to recover were the ill-fated forms of Alex King and Jeremy Crook – with the reason hitherto unclear, both drivers were seemingly enjoying a suitable fracas as Crook chased King until lap four, where they were decisively and simultaneously taken out of the action.

Battered but not out – Steve Roberts fights his way up the field



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Similarly, William Sharpe duelled with the rest of the mid-field, exhibiting steady progress throughout the race until an incident on lap nine ultimately forced a retirement from his #10 Mazda, allowing the burgeoning Aiden Hills through into the top twenty.

After significant jostling among the mid-field the competitors settled into rhythm, save for the abrupt punctuations from the barnstorming Blake-Baldwin, Roberts and Bailey.

In contrast, the top six experienced initial drama on the opening lap as Harding fell from second to sixth, Roche capitalising to leapfrog up to second – save for a brief spat between Harding and Garnett, followed much later by another tussle when Harding passed Greensmith, the pack leaders maintained intense pressure upon each other but saw no further changes.

The closing moments of race two at Oulton Park saw Herbert claim a dominant victory over Roche and Murphy as they too stepped up to the podium.

Harding again could take satisfaction in securing the fastest lap as he claimed fourth, while a no-doubt frustrated Greensmith took fifth from Garnett to complete the leading ensemble.

Following closely, a magnificent drive from the back of the field by Roberts and Blake-Baldwin reward them respectively with seventh and eighth.

Rounding out the top ten of thirty-five competitors, were Sam Tatler and Brian Chandler.



David Henderson ahead of the trailing swarm

RACE 2A - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	50	Luke HERBERT	Mazda MX-5 Mk3	10	20:25.088			79.10	2:01.476	9
2	25	Tom ROCHE	Mazda MX-5 Mk3	10	20:25.756	0.668	0.668	79.06	2:01.526	9
3	3	Liam MURPHY	Mazda MX-5 Mk3	10	20:27.270	2.182	1.514	78.96	2:01.762	7
4	43	Jack HARDING	Mazda MX-5 Mk3	10	20:27.771	2.683	0.501	78.93	2:01.337	3
5	2	Jonathan GREENSMITH	Mazda MX-5 Mk3	10	20:27.969	2.881	0.198	78.92	2:01.809	8
6	19	Carl GARNETT	Mazda MX-5 Mk3	10	20:35.334	10.246	7.365	78.45	2:01.930	3
7	56	Steve ROBERTS	Mazda MX-5 Mk3	10	20:41.177	16.089	5.843	78.08	2:01.993	4
8	1	James BLAKE-BALDWIN	Mazda MX-5 Mk3	10	20:46.457	21.369	5.280	77.75	2:02.267	5
9	66	Sam TATLER	Mazda MX-5 Mk3	10	20:48.395	23.307	1.938	77.63	2:02.510	3
10	176	Brian CHANDLER	Mazda MX-5 Mk3	10	20:48.931	23.843	0.536	77.59	2:02.920	2
11	17	Nicholas DUNN	Mazda MX-5 Mk3	10	20:49.251	24.163	0.320	77.57	2:03.126	2
12	11	Nathan BELL	Mazda MX-5 Mk3	10	20:50.863	25.775	1.612	77.47	2:03.105	7
13	23	Adam BESSELL	Mazda MX-5 Mk3	10	20:53.003	27.915	2.140	77.34	2:03.710	8
14	223	Garry TOWNSEND (M)	Mazda MX-5 Mk3	10	20:53.877	28.789	0.874	77.29	2:03.837	2
15	36	David HENDERSON	Mazda MX-5 Mk3	10	20:54.434	29.346	0.557	77.25	2:03.544	7
16	68	Ben SHORT	Mazda MX-5 Mk3	10	21:02.930	37.842	8.496	76.73	2:02.369	3
17	71	Geoff GOURIET (M)	Mazda MX-5 Mk3	10	21:03.989	38.901	1.059	76.67	2:04.246	9
18	44	Darren STAPLETON	Mazda MX-5 Mk3	10	21:10.139	45.051	6.150	76.30	2:04.778	5
19	100	Mark HOLME (M)	Mazda MX-5 Mk3	10	21:10.778	45.690	0.639	76.26	2:04.490	5
20	80	Aidan HILLS	Mazda MX-5 Mk3	10	21:24.278	59.190	13.500	75.46	2:05.374	3
21	69	George GRANT (M)	Mazda MX-5 Mk3	10	21:25.161	1:00.073	0.883	75.40	2:05.691	8
22	9	Alec LIVESLEY (M)	Mazda MX-5 Mk3	10	21:25.766	1:00.678	0.605	75.37	2:04.783	3
23	21	Simon FLEET (M)	Mazda MX-5 Mk3	10	21:27.584	1:02.496	1.818	75.26	2:05.621	8
24	67	Simon ORANGE (M)	Mazda MX-5 Mk3	10	21:29.903	1:04.815	2.319	75.13	2:05.504	4
25	41	David WILLOUGHBY (M)	Mazda MX-5 Mk3	10	21:31.129	1:06.041	1.226	75.06	2:05.881	6
26	7	Alex MILLER	Mazda MX-5 Mk3	10	21:31.384	1:06.296	0.255	75.04	2:06.264	6
27	26	Duncan HARRIS (M)	Mazda MX-5 Mk3	10	21:46.283	1:21.195	14.899	74.18	2:07.458	2
28	27	Jim HART (M)	Mazda MX-5 Mk3	10	22:00.392	1:35.304	14.109	73.39	2:08.103	3
29	55	Brett JONES	Mazda MX-5 Mk3	10	22:25.272	2:00.184	24.880	72.03	2:10.039	3
NOT CLASSIFIED										
DNF	10	William SHARPE (M)	Mazda MX-5 Mk3	9	19:56.330	1 Lap	1 Lap	72.90	2:04.612	5
DNF	14	Jake BAILEY	Mazda MX-5 Mk3	7	14:56.124	3 Laps	2 Laps	75.70	2:03.980	3
DNF	35	Alex KING	Mazda MX-5 Mk3	3	06:31.571	7 Laps	4 Laps	74.24	2:05.934	3
DNF	77	Jeremy CROOK (M)	Mazda MX-5 Mk3	3	06:32.1	7 Laps	0.520	74.15	2:06.108	3
DNF	58	Miike COMBER	Mazda MX-5 Mk3	1	02:57.1	9 Laps	2 Laps	54.71		

FASTEST LAP

43	Jack HARDING	Mazda MX-5 Mk3	3	02:01.3	79.87 mph/128.53 kph
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QULTON PARK

RACE LIFE: BRSCC TRACK & SOCIAL MEDIA COORDINATOR “.....blogger, vlogger, dedicated coffee lover..”

Who are you and what do you do?

I'm Lyndsay Pettigrew and being the social media coordinator for both the Mazda MX5 Championship and SuperCup, most people call me "Mouth"! I am also the on-track, day coordinator for both championships, known as one of "Mandy's Angels".

How did you get into the role?

I may have gotten slightly 'jolly' and badgered Mandy into giving me the job. But mainly because I wanted to help others that were like me and Mike (my other half) when we first started - completely lost at what to do! I wanted to be that person that helped those that have never done it before and have no one else to depend on.

What does a typical race day involve?

It mainly contains me running from one side of the track to the other, while being radioed that I'm going the wrong way! Honestly it involves super early mornings to get my team set up, running to the pit bathrooms so that I can put make-up on and then trying not to get run over, as my head is normally buried into a social media post. It's great fun though, but I count on my girls to keep me right with how much I have going on, I can be totally scatty!

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

It's mainly at the track; however I do spend a lot of my own time at home planning what exciting thing I can do at the next event with the social media. That and a lot of lunges to make sure I'm ready to run!

What do you enjoy most about the role?

My favourite part is the paddock village - I love the community and how it brings everyone together.

Sometimes the guys can get a bit carried away with the partying and I'm already nicknamed "Grandad" for how I like to be in my PJ's with a cuppa at 21:00!

It pains me when it gets to "that time", also known as lunch-time on Sunday when everyone takes the village down.

Fun fact: Tom Roche, I've have got more photos of him taking his Blendini truck awning down with no shoes on than any of his race cars!

What is the most difficult part?

The travelling - everyone has a moan about getting there but I don't think anyone realises just how far Northumberland is! Our team goal at Close Racing is to make it back to HQ in Morpeth the same day that we left the race track. I think we have managed it twice now in three years.

It also means I normally find myself without any family holidays or time off work, as every holiday from the 'real' job is taken with days off dedicated for racing.

Also not getting to watch the races - including my other half's.



OULTON PARK



As I do the social media, I find myself running from Assembly area to Podium, then back to Assembly area. I feel like I can't give enough. It means the other girls have to do more chasing, while I run from end-to-end to make sure I can get the photos and videos for the guys - I know how much they depend on them. Therefore I find myself feeling deflated, as I just want to give more.

Do you have any amusing memories of being at the track?

There is one memory of when I was running across the Paddock at around 01:45 needing a wee and the only thing I could find to wear was a purple bear onesie. I fell over, did a roly-poly, got up and was stood in front of loads of Formula Jedi lads. I was so embarrassed, my brain froze and all I could do was say "tadah" - I think they were more in shock than me. Every time I see the calendar I pray we aren't paired with them!

What is the scariest/hardest thing to happen?

The scariest thing is my nerves. I get so nervous before the races for my other half - I think I could make myself ill. Plus I am normally trying to shove a video camera in my face on top of it. It's really difficult to focus enough to pull things off. I lay everything out for these guys, to try and make a little moment for each person, that I find myself worrying.

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

Work, work, work.... I'm not sure what else to do.

I have Close Racing which is mine and my other half's race team, which competes on the BRSCC Mk1 series. When I'm not doing the

BRSCC volunteer work, I am a journalist for the Motorworld, blogger, vlogger, dedicated coffee lover...

I've started a BRSCC MAZDA Instagram page to try and praise all of those who volunteer for our race weekends. It's for everyone that doesn't get shout-outs or people that deserve some appreciation.

Please check it out: @brsccmazda

Oh and I also work in a garage as a warranty administrator!

Any message to the drivers?

Please come speak to me, I like to get to know people's stories.

Anyone you want to thank?

Racing has become a part of my life now; I'm so grateful for the BRSCC Mazda teams, as they have totally transformed my life. I now have a passion for going fast and learning about how I can find my own place in this industry.

I want to thank my "Mam" for being the best role model and sounding board for me when I don't know what to do. She also seems to have an uncanny knack at sniffing out plugs for her hair-straighteners! Haha! Plus, when I'm not around in Close Racing, I have to have someone to make sure Mike gets there in time.

I also want to thank my brother and Go4it Racing for being the eyes and ears when we needed it - Oh and "top secret" - they taught us how to make pizzas track-side - LEGENDS!

But seriously, thanks to Mandy, the "Angels", John Elsey and everyone else that dedicates everything.

I appreciate you - you are the unsung heroes.

OULTON PARK

RACE 3



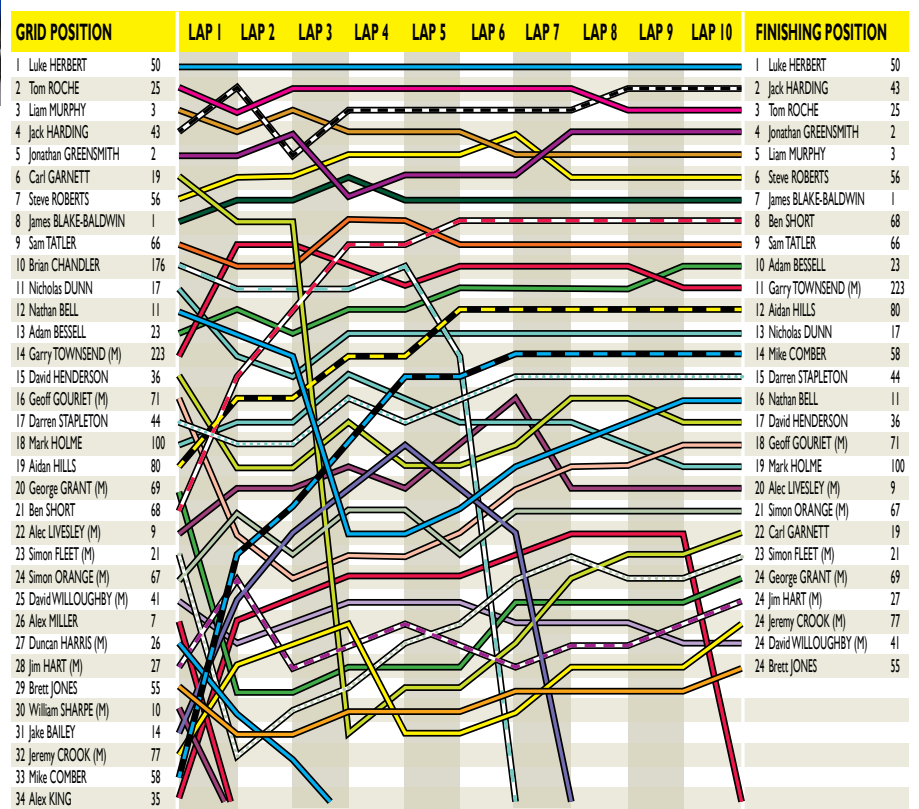
Jack Harding - Fastest lap

Round twelve of the BRSCC SuperCup championship and final race of the event, kicked off with Herbert securing the lead from Pole position – it was almost seemingly predictable, that the #50 MX5 delivered a strong dependable drive from start to finish.

Herbert did not have it all easy though, as Harding and Roche took it in turns to hound and harass the race leader while scrapping amongst themselves for second place, seeing Harding the overall victor of that pocket-battle.

Murphy kept himself out of trouble to hold fourth until lap seven when Greensmith and Roberts danced around him – Roberts initially overtook, before falling off-track back to sixth, while Greensmith maintained his overtake to retain fourth from Murphy.

Meanwhile, at the back of the field, Comber and Bailey were enjoying a ballistic session as the two MX5 missiles yet again hurtled up the standings.



Comber, careening through the pack to occupy position fifteen by lap four; hit a proverbial progress wall and could not move up further with the exception of the automatic promotion provided by Chandler retiring from the race.

A solid start from Chandler had seen him engage Sam Tatler and Ben Short, the latter moving up from the mid-field at a phenomenal rate, surpassing

QUILTON PARK

Chandler and locking-horns with Tatler for the rest of the session.

Chandler went on to skirmish with Garry Townsend before the former's engine decided the excitement was too much and blew a hole in the block – needless to say, The BC Cars Motorsport team principal was forced to retire his wounded racing machine.

Emulating Chandler's fall from the mid-field, Garnett suffered an incident on lap three that relegated him some twenty-three positions before the #223 driver could recover control of his race car, With nothing to lose he began to systematically eliminate the gap between him and the mid-field runners, ending his race having recouped nine places by the last lap.

Bailey had commenced race three shadowing Comber, rapidly rising to peak at position eighteen before more engine trouble plagued the "SL Shop" driver, retiring him for the final time on lap seven.

Another notable rise and fall came from Alex King, whose great start, netted him eight places before the end of lap one. Progress then slowed slightly while chasing a recovering Gouriet, followed by a scuffle with Orange before suddenly failing to finish on the penultimate lap.



Alex King & Jeremy Crook

The pack of racers occupying the mid-field were deeply embattled, with the likes of Alex Livesley, David Henderson, Nathan Bell and Geoff Gouriet caught up in a Battle Royale – Livesley in particular could be seen ricocheting between positions sixteen and twenty, keeping all involved alert and guarded.

RACE 3A - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	50	Luke HERBERT	Mazda MX-5 Mk3	10	20:23.530			79.20	2:01.556	5
2	43	Jack HARDING	Mazda MX-5 Mk3	10	20:23.955	0.425	0.425	79.18	2:00.907	3
3	25	Tom ROCHE	Mazda MX-5 Mk3	10	20:24.331	0.801	0.376	79.15	2:01.052	5
4	2	Jonathan GREENSMITH	Mazda MX-5 Mk3	10	20:25.201	1.671	0.870	79.09	2:00.964	5
5	3	Liam MURPHY	Mazda MX-5 Mk3	10	20:25.393	1.863	0.192	79.08	2:01.396	5
6	56	Steve ROBERTS	Mazda MX-5 Mk3	10	20:25.683	2.153	0.290	79.06	2:01.257	4
7	1	James BLAKE-BALDWIN	Mazda MX-5 Mk3	10	20:28.635	5.105	2.952	78.87	2:01.747	5
8	68	Ben SHORT	Mazda MX-5 Mk3	10	20:35.283	11.753	6.648	78.45	2:01.861	5
9	66	Sam TATLER	Mazda MX-5 Mk3	10	20:38.054	14.524	2.771	78.27	2:02.312	4
10	23	Adam BESSELL	Mazda MX-5 Mk3	10	20:44.397	20.867	6.343	77.87	2:02.821	4
11	223	Garry TOWNSEND (M)	Mazda MX-5 Mk3	10	20:44.903	21.373	0.506	77.84	2:02.379	5
12	80	Aidan HILLS	Mazda MX-5 Mk3	10	20:45.125	21.595	0.222	77.83	2:02.785	8
13	17	Nicholas DUNN	Mazda MX-5 Mk3	10	20:45.862	22.332	0.737	77.78	2:03.149	9
14	58	Mike COMBER	Mazda MX-5 Mk3	10	20:54.468	30.938	8.606	77.25	2:02.992	5
15	44	Darren STAPLETON	Mazda MX-5 Mk3	10	20:59.486	35.956	5.018	76.94	2:04.020	5
16	11	Nathan BELL	Mazda MX-5 Mk3	10	21:02.848	39.318	3.362	76.74	2:03.754	6
17	36	David HENDERSON	Mazda MX-5 Mk3	10	21:03.728	40.198	0.880	76.68	2:04.247	8
18	71	Geoff GOURIET (M)	Mazda MX-5 Mk3	10	21:04.373	40.843	0.645	76.64	2:03.835	7
19	100	Mark HOLME (M)	Mazda MX-5 Mk3	10	21:04.958	41.428	0.585	76.61	2:04.561	9
20	9	Alec LIVESLEY (M)	Mazda MX-5 Mk3	10	21:10.976	47.446	6.018	76.25	2:04.469	6
21	67	Simon ORANGE (M)	Mazda MX-5 Mk3	10	21:13.551	50.021	2.575	76.09	2:05.210	8
22	19	Carl GARNETT	Mazda MX-5 Mk3	10	21:18.840	55.310	5.289	75.78	2:02.158	2
23	21	Simon FLEET (M)	Mazda MX-5 Mk3	10	21:25.591	1:02.061	6.751	75.38	2:05.892	3
24	69	George GRANT (M)	Mazda MX-5 Mk3	10	21:28.183	1:04.653	2.592	75.23	2:05.712	8
25	27	Jim HART (M)	Mazda MX-5 Mk3	10	21:40.563	1:17.033	12.380	74.51	2:06.125	7
26	77	Jeremy CROOK (M)	Mazda MX-5 Mk3	10	21:44.218	1:20.688	3.655	74.30	2:06.467	7
27	41	David WILLOUGHBY (M)	Mazda MX-5 Mk3	10	21:44.703	1:21.173	0.485	74.27	2:06.914	7
28	55	Brett JONES	Mazda MX-5 Mk3	10	22:02.269	1:38.739	17.566	73.29	2:08.466	9

NOT CLASSIFIED

DNF	35	Alex KING	Mazda MX-5 Mk3	9	19:12.604	1 Lap	1 Lap	75.67	2:05.269	4
DNF	14	Jake BAILEY	Mazda MX-5 Mk3	6	12:51.254	4 Laps	3 Laps	75.39	2:04.043	2
DNF	176	Brian CHANDLER	Mazda MX-5 Mk3	5	10:29.928	5 Laps	1 Lap	76.92	2:02.129	4
DNF	26	Duncan HARRIS (M)	Mazda MX-5 Mk3	2	04:57.748	8 Laps	3 Laps	65.09	2:23.715	1
DNF	7	Alex MILLER	Mazda MX-5 Mk3	0						

FASTEST LAP

43	Jack HARDING	Mazda MX-5 Mk3	3	02:00.9			80.15 mph/128.99 kph
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Brian Chandler, Nicholas Dunn, Nathan Bell

OULTON PARK

With proceedings drawing to a close, Herbert scored the hat-trick to cross the line in first place, Harding (fastest lap) and Roche baying after the blue MX5 to complete the podium slots.

Greensmith took fourth from Murphy in fifth, while Roberts ended a "yo-yo" weekend in sixth.

Holding ground in the top ten, James Blake-Baldwin delivered a balanced race to secure seventh, with Ben Short, Sam Tatler and Adam Bessel crossing the line for the last time to complete the top squad in the BRSCCC Super-Cup, Oulton Park 2017.



Luke Herbert leads the charge

FINAL THOUGHTS:

For whatever reason, the Oulton Park event in particular seemed to highlight the close knit community within the championship, with many viewing it as almost an adopted family.

As much as the racing itself, it is a sense of belonging that seems to keep many of the competitors, support crew and even the coordinators coming back every year, as well as a willingness to help each other wherever possible.

Perhaps that is part of the championship's success, as new faces are not only made to feel welcome, but actively assisted - quite often being taken under the wing of the more established teams.

In any respect, there seems to be a strong social aspect to racing that extends throughout - even the marshals tend to do what they do for the comradery and fun they have with fellow like-minded individuals.

Concluding the often unpredictable racing at Oulton Park, gratitude once again goes to the

Championship sponsors "Clapham North - Services, MOT and Tyres", "DPA Technologies" and "PRG Trailers".

In addition, 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 Luke Herbert boasting a Pole position and three wins for three races, utterly demolishing the competition at Oulton Park, acute observers will be wondering how the championship tables may soon change.

The standings are evidently fluid, as the calibre of driving talent on display encourages the close proximity in points, seeing all of the top four competitors over the 800 points marker!

Herbert leads the championship by a whisker of four points from Roche, with Murphy and Greensmith snapping at their heels!

As we leave behind the tight turns of Oulton Park, the questions begs as to who will next favour the high-speed circuit of Norfolk's "Snetterton 300".

NEXT EVENT: SNETTERTON



Sponsor George Grant borrowed Paul O'Neil's race car for the duration of the event, impressed at its superior handling