

British Racing & Sports Car Club



Anglesey 2017



5th - 6th August, 2017 | Rounds 16, 17 & 18

RACE REPORT

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ANGLESEY

BRIEF:

The North West coastal tip of Wales - notorious for its inclement weather! So perhaps not the naturally obvious choice of location to build a motorsport race track!



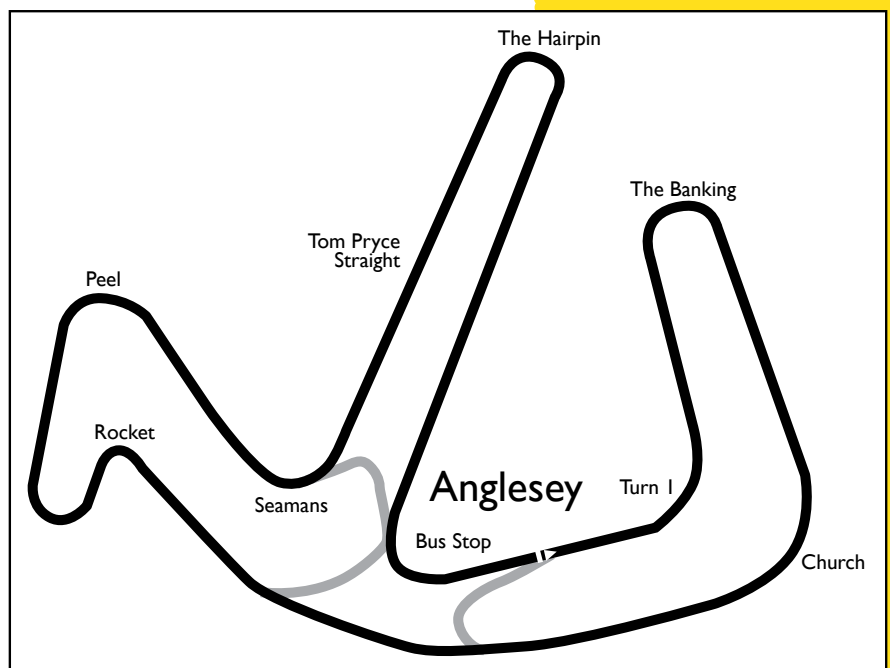
None-the-less, since being redeveloped in 2006, the Anglesey circuit has become a surprisingly popular choice with many of the drivers – although not so much with their dedicated mechanics, who widely report that the track bizarrely throws the usual settings “handbook” completely out of the proverbial window!

As the drivers prepared for the sixth event, on-going support for the championship was gratefully received from its sponsors, Clapham North, DPA Technologies and PRG Trailers.

Heading into the event, Luke Herbert still led the championship with Tom Roche, Liam Murphy, Jonathan Greensmith and Jack Harding hungrily snapping at his heels, ready to present a serious challenge!

Therefore, with Anglesey’s legendary rain sheeting down to varying extents,

it added a spice to proceedings and a promise of potential gains for certain wet-weather masters within the championship.....



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QUALIFICATION:

A relatively sunny day marked the start of Saturday's events and the SuperCup qualifying session.



Those first out of the gate evidently made the most of the clear track, seeing the top four fastest qualifying times all logged within the first lap, with Ben Short first across the line boasting an impressive 1 minute 44.9 seconds.

Shortly after, the train of racing machines following immediately behind may well have capitalised on the aerodynamic tow to submit very low 1:44 times.

Immediately following Short, Luke Herbert blew the competition away by achieving a 1:44.048 time that ultimately secured him his fastest lap and Pole Position. Mixed into the same train were Liam Murphy and Tom Roche, as they too posted strong 1:44 times that would become their fastest laps and garner "top three" positions.



Recognising the charge ensuing, Chandler and Orange ensured they too were in on the act by similarly tagging onto the leading train to post their best times on their first iteration.

Conditions were arguably more favourable in the opening phase of

Garry Townsend #223 –
"Masters Trophy" leader &
.....Rally Cross anyone?

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the session as further drivers posted best times on laps two and three, revealing a raft of 1:45 times.

In the end, final classification results had Roche rewarded with second on the grid being a mere 0.4 seconds off Herbert's Pole Position time.

With a scant 0.067 seconds between Murphy and Short, the two would occupy third and fourth respectively on the grid.

As has become expected within the highly contested SuperCup, Harding too was remarkably close to equalling Short's time, with a mid-session best only one tenth of a second behind the BS Motorsport driver.

Aiden Hills and Paul Sheard had proverbially locked horns during qualifying as Hills edged into grid slot six, nine thousandths of a second ahead of the veteran racer in seventh.

Echoing this same arrangement, Jonathan Greensmith and Jake Bailey simultaneously posted their fastest laps on the third lap a "whole" twenty-six thousandths of a second apart, seeing Greensmith inherit eighth with Bailey starting alongside him on the grid.

Claiming the last honours of being in the top ten went to Nicholas Dunn, as he too nailed a quick third lap but could not quite match the pace of the former two by all of a shade over a tenth of a second!

The starting grid established and anticipations running high, fuelled by the acute proximity of the qualifying times, the stage had once more been set for another succession of intense SuperCup battles....

Richard Wicklen breaks track limits pushing hard



Simon Fleet #21



Alex Miller #7

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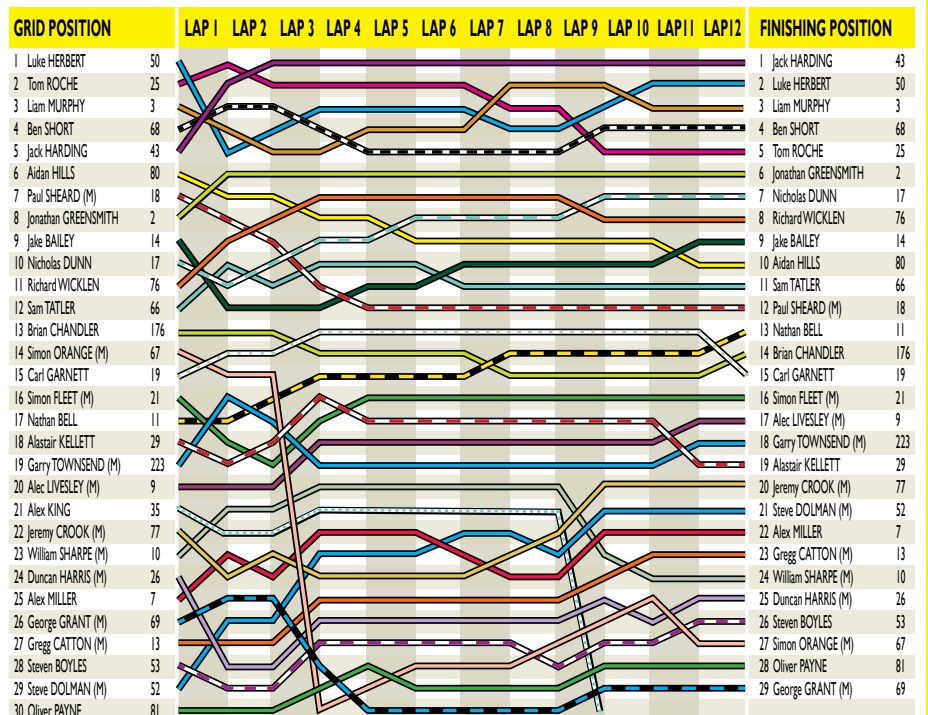
RACE 1



Jack Harding #43 - Winner (Race 1)

With the dry conditions and a comparatively bright day, the first race of the BRSCC SuperCup at Croft 2017 commenced with the addictive thunder of thirty race-prepped 2.0 Litre engines hurling themselves forward with full vigour, seeing Luke Herbert hold onto his Pole position lead.

With talents such as Tom Roche, Liam Murphy, Ben Short and Jack Harding hunting his every move, Herbert had his work cut-out to fend them off – indeed, on the first lap at Rocket, a cheeky move by Roche saw Herbert pushed wide and mugged, as those same named drivers broke past to aptly demonstrate the punishingly close racing synonymous with the series.



Although demoted to fifth by the end of the first lap, Herbert was not to be out-done, quickly reasserting himself as he began systematically reeling-in

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and passing the competitors ahead of him.

The frenetic activity of lap one, saw a tremendous leap from Harding as he barrelled into second place to begin harassing Roche and, come the end of lap two, succeed in claiming the lead.

Roche first found himself fighting off the attentions of Short, before the resurgent Herbert occupied the third-place slot on lap three causing the experienced Blendini driver some trouble for several minutes.

Meanwhile, Murphy had been battling both Herbert then Short;

until he was able to capitalise on Roche, seemingly slowing down the recovering Herbert, to catch both drivers and launch an opportune offensive that would see him undertake both embroiled MX5 racing machines on lap six to lead the pack (some way) behind Harding.

Adding insult to injury for Roche, events would see him further demoted three laps later by two places, when his duel with Herbert concluded with the championship leader overtaking, only to see Short also sneak past.

While Harding had built a

commendable lead, the jostling in the front pack was far from over when Herbert finally asserted himself over Murphy to claw back second place and begin the herculean task of catching Harding with only two laps remaining!

Leading the mid-field, Jonathan Greensmith seemingly acted as a buffer having made early progress on the opening lap to net two places past the usually robust forms of Paul Sheard and Aiden Hills – despite constant challenges, he would rebuff all attempts to pass him, successfully holding onto sixth position until the chequered flag.



Luke Herbert #50 - Fastest lap (Race 1)

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Immediately behind Greensmith, a frenzy of activity erupted throughout the field.

Richard Wicklen became a man on a mission as he fought his way through four places over three laps to occupy seventh and directly challenge Greensmith – however his indomitable progress had an Achilles Heel in the form of Nicholas Dunn who, after a faltering start, found his feet and similarly began to solidly climb the standings with each passing lap. By lap six Dunn had caught Wicklen, harrying him for three laps until blasting past into seventh position and steadfastly holding firm.

Oscillating amongst the leading third of the field, Jake Bailey experienced something of a rollercoaster as he first plunged three places down the rankings in the opening lap, before sequentially engaging Paul Sheard and Sam Tatler to garner two positions. Having broken into the top ten, Bailey crowned his race with a final overtake on the penultimate lap,



Murphy #3 and Herbert #50 give no quarter!

as he surpassed Hills to finish his race exactly where he started in ninth position!

Experiencing a similarly parabolic race, Carl Garnett enjoyed early reward as he moved past Simon Orange in the early phase and eventually took Brian Chandler on lap three. Garnett continued his battle with the BC Cars driver for several laps until Nathan Bell took over from Chandler halfway through the race to continue harassing #19, forcing an error on the last lap! Cruelly for Garnett, his good work would be undone as both Bell and

Chandler capitalised on the situation to demote the #19 driver back down to his starting position of fifteenth.

The aforementioned Simon Orange had a notable calamity during his second lap when a bold dive saw him skid off-track only to be passed by the entire field before he could recover! Not discouraged, Orange re-joined proceedings and immediately began recuperating positions; within two laps he had passed a similarly doomed George Grant and Oliver Payne before setting his sights on the embattled



“Erm....Which way again?” – Simon Orange spins at Rocket

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Battle commences for Race 1

duo of Steven Boyles and Duncan Harris, first splitting the pair and then passing Harris two laps later. Unfortunately, Lady Luck was not smiling that day when the next lap saw both Boyles and Harris simultaneously reclaim position, forcing Orange into twenty-seventh. Starting at the back of the grid, Steve Dolman resolutely put the "pedal to the metal" to rocket past several of his fellow drivers within the first lap, before chasing Grant for a couple of laps and overtaking. This brought him squarely into the fracas between Jeremy Crook and Alex Miller, with the latter two repeatedly swapping position. Dolman charged

into the mix and bisected their spat for several laps, briefly giving Miller the upper-hand until passing the #7 driver two laps later. There would be no let-up from the pressure though as Crook, now a man possessed, had zeroed-in on Miller during the following lap; first reaping twenty-third and quickly claiming the next slot up from Dolman. The trio would become locked in their respective order for the remainder of the race, but all three received an unexpected promotion when Alex King and William Sharpe reportedly had an unfortunate event on lap nine, resulting in full contact with the tyre wall, sadly ending King's race – "down

but not out", his remarkably resilient mark-3 MX5 triumphantly returned for the next round of the Anglesey event.

A little way ahead of King and Sharpe, another prolonged skirmish had broken out in the mid-field when Garry Townsend ricocheted passed the likes of Alastair Kellet and Simon Fleet. Starting from nineteenth, a decisive launch and first lap saw the #223 driver gain three places, before becoming entangled with Bell and once more progressively falling back down to nineteenth, where he would commence a race-long pursuit of Alex Livesley.

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Although the two racers would remain locked in relative position, they too would both receive an unexpected boost up the rankings when the encounter between Kellett and Fleet would culminate in Kellett losing ground on the penultimate lap, resigned to follow Townsend in eighteenth behind Livesley and Fleet (sixteenth).

Although Herbert would submit a valiant effort to catch Harding, the latter's #43 racing machine was driven superbly to take the chequered flag for first place. With Herbert second, third place on the podium went to a solid performance from Murphy.

Following close behind were Short in fourth and a no-doubt frustrated Roche in fifth, while Greensmith, Dunn and Wicklen would cross the line respectively with mere tenths between them!

Bailey maintained ninth ahead of Hills who only just secured the coveted

RACE 1A - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	43	Jack HARDING	Mazda MX-5 Mk3	12	21:16.589			71.06	1:45.431	4
2	50	Luke HERBERT	Mazda MX-5 Mk3	12	21:17.377	0.788	0.788	71.02	1:44.923	12
3	3	Liam MURPHY	Mazda MX-5 Mk3	12	21:19.907	3.318	2.530	70.88	1:45.393	3
4	68	Ben SHORT	Mazda MX-5 Mk3	12	21:21.227	4.638	1.320	70.80	1:45.580	2
5	25	Tom ROCHE	Mazda MX-5 Mk3	12	21:22.433	5.844	1.206	70.74	1:45.806	3
6	2	Jonathan GREENSMITH	Mazda MX-5 Mk3	12	21:26.262	9.673	3.829	70.52	1:45.614	3
7	17	Nicholas DUNN	Mazda MX-5 Mk3	12	21:26.670	10.081	0.408	70.50	1:45.454	4
8	76	Richard WICKLEN	Mazda MX-5 Mk3	12	21:27.031	10.442	0.361	70.48	1:45.132	3
9	14	Jake BAILEY	Mazda MX-5 Mk3	12	21:30.835	14.246	3.804	70.28	1:45.902	3
10	80	Aidan HILLS	Mazda MX-5 Mk3	12	21:31.879	15.290	1.044	70.22	1:46.512	2
11	66	Sam TATLER	Mazda MX-5 Mk3	12	21:32.179	15.590	0.300	70.20	1:46.262	4
12	18	Paul SHEARD (M)	Mazda MX-5 Mk3	12	21:32.212	15.623	0.033	70.20	1:46.574	7
13	176	Brian CHANDLER	Mazda MX-5 Mk3	12	21:37.583	20.994	5.371	69.91	1:46.570	5
14	19	Carl GARNETT	Mazda MX-5 Mk3	12	21:41.032	24.443	3.449	69.72	1:46.249	5
15	11*	Nathan BELL	Mazda MX-5 Mk3	12	21:41.804	25.215	0.772	69.68	1:46.173	5
16	21	Simon FLEET (M)	Mazda MX-5 Mk3	12	21:43.815	27.226	2.011	69.58	1:46.804	4
17	9	Alec LIVESLEY (M)	Mazda MX-5 Mk3	12	21:51.334	34.745	7.519	69.18	1:47.215	4
18	223	Garry TOWNSEND (M)	Mazda MX-5 Mk3	12	21:51.555	34.966	0.221	69.16	1:46.908	4
19	29	Alastair KELLETT	Mazda MX-5 Mk3	12	21:58.235	41.646	6.680	68.81	1:47.491	7
20	77	Jeremy CROOK (M)	Mazda MX-5 Mk3	12	21:58.750	42.161	0.515	68.79	1:47.520	12
21	52	Steve DOLMAN (M)	Mazda MX-5 Mk3	12	22:07.588	50.999	8.838	68.33	1:48.697	4
22	7	Alex MILLER	Mazda MX-5 Mk3	12	22:09.922	53.333	2.334	68.21	1:48.774	4
23	13	Gregg CATTON (M)	Mazda MX-5 Mk3	12	22:19.908	1:03.319	9.986	67.70	1:49.869	5
24	10	William SHARPE (M)	Mazda MX-5 Mk3	12	22:20.326	1:03.737	0.418	67.68	1:47.351	5
25	26	Duncan HARRIS (M)	Mazda MX-5 Mk3	12	22:24.932	1:08.343	4.606	67.45	1:50.106	6
26	53	Steven BOYLES	Mazda MX-5 Mk3	12	22:25.911	1:09.322	0.979	67.40	1:50.310	7
27	67	Simon ORANGE (M)	Mazda MX-5 Mk3	12	22:28.098	1:11.509	2.187	67.29	1:47.752	5
28	81	Oliver PAYNE	Mazda MX-5 Mk3	11	21:50.352	1 Lap	1 Lap	63.46	1:50.037	6
29	69	George GRANT (M)	Mazda MX-5 Mk3	11	21:52.587	1 Lap	2.235	63.35	1:48.360	6

NOT CLASSIFIED

DNF	35	Alex KING	Mazda MX-5 Mk3	8	14:37.632	4 Laps	3 Laps	68.91	1:47.663	4
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FASTEST LAP

	50	Luke HERBERT	Mazda MX-5 Mk3	12	01:44.923			72.05 mph / 115.95 kph		
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* Car 11 - 5 Sec Time Penalty

top ten slot ahead of avid pressure from Tatler and Sheard immediately behind..



Roche #25 and Herbert #50 fight for position into Rocket

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RACE LIFE: CHAMPIONSHIP PHOTOGRAPHER

Who are you and what do you do?

My name is Jon Elsey, championship photographer – and driver confidante!

How did you get into the role?

It's a bit of a longwinded round-the-houses route! I've owned a MK1 MX-5 for 17 years and during that time I've been a member of the MX-5 Owners Club and between 2007 and 2009 my wife Tracey and I produced their club magazine. I've always had a love for motorsport and saw an opportunity to introduce club members to MX-5 racing. As a result of contacts made while publishing a series of articles and race reports, Tracey was asked to become a race day coordinator - and to give me something to do at the weekend the Championship Coordinator suggested that I might like to take a few pictures. I've no formal training in photography, it's all been learned and honed by many hours at the race track - as my skills improved, I started getting offered work as a professional.

What does a typical race day involve?

Before I go, I study the weather forecast and timetable to try and determine where I need to be for each race. It's hard to keep the images fresh year after year so I challenge myself to get at least one new angle at each event, sometimes they work sometimes they don't. I usually arrive the day before and walk the track to scout for possible new photo locations. The meetings themselves have become incredibly busy with not only all the Mazda races to cover but often other formulas as well. So much so that I rarely have the luxury of returning to the paddock between races.

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

Ha! - what happens at the circuit is purely the tip of the iceberg – I typically take 4,000 to 5,000 pictures every weekend

which I then spend the next few days sorting through and editing them down before uploading them to my website and social media. I've always felt it important to make sure there's a selection of images of every driver from each event. It's what makes a top-quality service, to reward the drivers who participate.

What do you enjoy most about the role?

Motorsport is my passion and photography has helped me indulge that, in a way I never thought would be possible. I've got to witness everything that goes on, meeting drivers, mechanics, clerks, marshals and journalists and I can call a lot of them friends now – it's nice to work with your friends! It's been interesting to see and document those people who come up through the ranks of the humble Mazda racing and progress to higher levels, such as touring cars. Notably I was photographing touring car driver Brett Smith in a Mk1 six years ago!

What is the most difficult part?

Standing out in the rain that has soaked through my so-called waterproofs! Even the sun can be hard work, so the weather generally can be a pain!

What is your favourite memory of being at the track?

I always liked the picture I caught of Abbie Eaton winning the SuperCup title in 2014, it had been such a rollercoaster of a day for her and she didn't think she'd done enough to clinch the title. Fortunately, I was there at the moment Drew Furlong (then Mazda coordinator) broke the good news to her and her father. There have been many but that's one that stands out.

What is the scariest/hardest thing to happen?

I've been very lucky, but when you're out there you do take a calculated risk. You try not to put yourself in danger but you're always aware that at any time a car



could come flying towards you. It makes you think. Motorsport is dangerous for everyone, from drivers, marshals and us photographers. When Kevin Brent had his huge crash at Cadwell Park a few years back, I'd been standing right at that point 24 hours earlier. Suffice to say I won't stand there again. The ferocity of what happened in that crash, was scary.

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

Editing photos! I usually have a screen in front of my face. Our three-year-old daughter takes a lot of looking after so there's a fair bit of 'daddy day care' including doing the nursery run. Plus, we bought a campervan this year so like to escape in it when we can. As some may know, I am a bit of a geek when it comes to collecting Scalextric racing cars and have about 1500 in my office!

Any message to the drivers?

Buy some photos! - allow me to put food on the table for my family!

Oh and if you're going to have an incident, stay your side of the barrier!

Anyone you want to thank?

My wife Tracey – if she hadn't been race day coordinator I would never have been asked to take photos and for all her help and support with race reports and everything else (including writing this)!

Dominic, Mandy, Scott and all at the BRSCC, for their continued faith in me and long may it continue!

And not forgetting Alex for taking over writing the race reports!

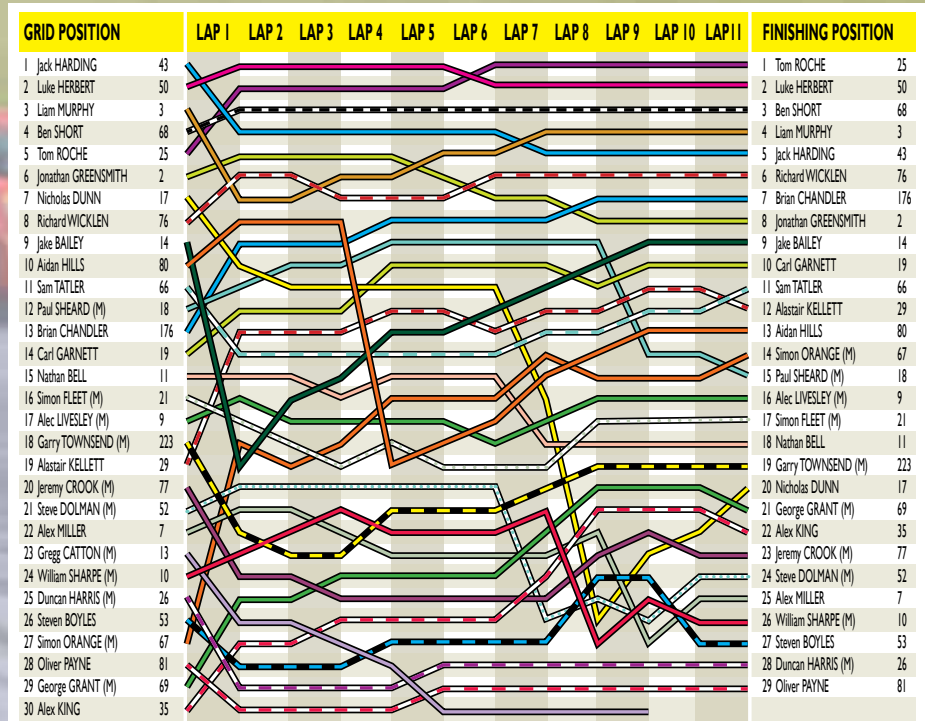
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RACE 2

The second round at Anglesey kicked-off the following day with a notable change for the worse in the weather when, almost predictably, the notoriously wet north Wales coastal weather struck yet again - For some this can herald a great opportunity, for others it's a nightmare in the making.

Despite the torrential downpour, the leading drivers still delivered intensely close racing during the first lap as Harding came under truly immense pressure from Herbert, Short and Roche; with manic wheel-to-wheel action and bumpers mere inches apart seeing the drivers rapidly exchange positions.

Herbert emerged as the race leader by the end of lap one, followed immediately by Roche and Short, at the unfortunate expense of Harding now in fourth; while Herbert would go on to command the race for several laps until the mid-point when Roche's continual attacks for position finally paid off as he dived past the blue #50 machine of Herbert to secure the lead.



A wet start for Race 2

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“Thou shall not pass” – Herbert, Roche and Short battle again

Contrastingly, Murphy had suffered a less than ideal start having fallen back four places by the end of the first lap. The capable competitor soon had his racing MX5 back on-song though as he gradually carved back up the field to encounter and pass the ailing Harding; although Short would prove to be out of reach in the remaining time.

Seemingly enjoying his time in the wet conditions, Chandler leapt four positions in the opening lap to lock-horns with his nemesis from Snetterton, Aiden Hills. Come lap four, Hills careened off track presumably due to the slippery conditions, leaving Chandler with a clear line of attack on Greensmith after Wicklen usurped sixth place,

allowing the #176 driver to similarly overtake and claim seventh.

Hills plunged from eight to nineteenth in one swift action, but was able to recover and chase down much of the mid-field to hike his way steadily back up to finish thirteenth.

Shadowing Hill's misfortune was Bailey (#14), having also become victim to the conditions and losing ten places within the initial lap. The talented young driver followed suit and maintained consistent overtakes lap after lap to inherit his ostensible “glass ceiling” of ninth once again.

Where Bailey had fallen, Orange had climbed – starting twenty-seventh, he swiftly rocketed up nine places to be one place ahead of the #14 driver before having to mount a rear-

guard. As Bailey pushed past, Orange would find himself engaging Fleet, before once more finding a groove and making progress past the likes of Livesley, Bell and Sheard (albeit on the last lap) to respectfully finish fourteenth!

Also making notable gains were the forms of Kellett, Grant and King. Kellett enjoyed a strong start to climb six places during the race start, before briefly plateauing, caught in a running-battle pursuing of Garnett. Save for a distraction from Dunn, Kellett looked as though he may overthrow Garnett for tenth place, until an ambush from Tatler on the last lap saw Kellett knocked down to twelfth – still some seven places up the grid from his start position.

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Championship sponsor George Grant, as well as Alex King in the revived #35, both put on an impressive display in the wet as they echoed each other's action with every passing lap.

Early progress up the standings saw the duo split by the falling form of Gregg Catton, ailed by suspected mechanical issues when he retired from the race two laps before the chequered flag. Catton's presence between the two ascending drivers was replaced by Crook for three laps; until lap seven saw the "Grant/King" arrangement mimic rapid overtakes as they each climbed four and five places apiece to directly duke-it-out with one another until the finish line.

In a tail of peaks and troughs, Nicolas Dunn's race began with the loss of four places over two laps, going on to sustain eleventh while combatting

Garnett, Kellett and Bailey, prior to misfortune striking and losing fifteen positions by the eighth lap – as if in mercy, Dunn's luck seemingly changed as he forged a "peak" by ascending the ranks once more, ending his race having just blasted past Grant and King to claim a surely bittersweet place of twentieth.

A relatively steady race around twenty-fifth was upset during the closing stages by the recovering Dunn as he made waves through the pack consisting of Sharpe, Dolman, Boyles, Miller and Crook.

With many struggling to maintain traction, Boyles looked to become the dominant driver of the enmeshed group, until he too suffered a similar fate, being relegated behind his peers; leaving Dolman and Miller to lead the pack across the line.

*Murphy #3, Harding #43
and Wicklen #76*



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In the end, an unfaltering drive from Roche clinched him first place honours with Herbert second and Short claiming the trophy for third. Some distance behind, but crossing the line in fourth was Murphy, while Harding settled for fifth with Wicklen close behind in sixth.

Another significant gap would reveal Chandler in seventh and the final top ten slots went to wet-weather survivalists Greensmith, Bailey and Garnett.

RACE 2A - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	25	Tom ROCHE	Mazda MX-5 Mk3	11	21:18.057			65.06	1:54.476	10
2	50	Luke HERBERT	Mazda MX-5 Mk3	11	21:20.252	2.195	2.195	64.95	1:55.013	10
3	68	Ben SHORT	Mazda MX-5 Mk3	11	21:20.439	2.382	0.187	64.94	1:54.656	10
4	3	Liam MURPHY	Mazda MX-5 Mk3	11	21:28.783	10.726	8.344	64.52	1:55.695	6
5	43	Jack HARDING	Mazda MX-5 Mk3	11	21:30.699	12.642	1.916	64.43	1:56.013	8
6	76	Richard WICKLEN	Mazda MX-5 Mk3	11	21:31.292	13.235	0.593	64.40	1:55.775	7
7	176	Brian CHANDLER	Mazda MX-5 Mk3	11	21:43.932	25.875	12.640	63.77	1:56.926	9
8	2	Jonathan GREENSMITH	Mazda MX-5 Mk3	11	21:50.781	32.724	6.849	63.44	1:56.871	3
9	14	Jake BAILEY	Mazda MX-5 Mk3	11	21:54.166	36.109	3.385	63.27	1:56.326	9
10	19	Carl GARNETT	Mazda MX-5 Mk3	11	21:59.261	41.204	5.095	63.03	1:57.846	10
11	66	Sam TATLER	Mazda MX-5 Mk3	11	22:03.651	45.594	4.390	62.82	1:57.352	10
12	29	Alastair KELLETT	Mazda MX-5 Mk3	11	22:04.036	45.979	0.385	62.80	1:58.021	10
13	80	Aidan HILLS	Mazda MX-5 Mk3	11	22:04.428	46.371	0.392	62.78	1:56.534	10
14	67	Simon ORANGE (M)	Mazda MX-5 Mk3	11	22:09.540	51.483	5.112	62.54	1:58.110	10
15	18	Paul SHEARD (M)	Mazda MX-5 Mk3	11	22:10.328	52.271	0.788	62.51	1:58.256	4
16	9	Alec LIVESLEY (M)	Mazda MX-5 Mk3	11	22:15.893	57.836	5.565	62.25	1:59.064	7
17	21	Simon FLEET (M)	Mazda MX-5 Mk3	11	22:16.724	58.667	0.831	62.21	1:58.794	9
18	11	Nathan BELL	Mazda MX-5 Mk3	11	22:25.402	1:07.345	8.678	61.81	1:57.694	10
19	223	Garry TOWNSEND (M)	Mazda MX-5 Mk3	11	22:40.945	1:22.888	15.543	61.10	1:59.131	10
20	17	Nicholas DUNN	Mazda MX-5 Mk3	11	22:48.823	1:30.766	7.878	60.75	1:59.125	6
21	69	George GRANT (M)	Mazda MX-5 Mk3	11	22:49.913	1:31.856	1.090	60.70	1:59.395	8
22	35	Alex KING	Mazda MX-5 Mk3	11	22:51.014	1:32.957	1.101	60.65	2:00.875	10
23	77	Jeremy CROOK (M)	Mazda MX-5 Mk3	11	22:51.045	1:32.988	0.031	60.65	2:00.811	11
24	52	Steve DOLMAN (M)	Mazda MX-5 Mk3	11	22:52.789	1:34.732	1.744	60.57	2:00.268	10
25	7	Alex MILLER	Mazda MX-5 Mk3	11	22:56.792	1:38.735	4.003	60.40	2:01.744	11
26	10	William SHARPE (M)	Mazda MX-5 Mk3	11	22:58.950	1:40.893	2.158	60.30	1:59.676	9
27	53	Steven BOYLES	Mazda MX-5 Mk3	11	23:11.347	1:53.290	12.397	59.76	2:00.823	7
28	26	Duncan HARRIS (M)	Mazda MX-5 Mk3	11	23:16.903	1:58.846	5.556	59.53	2:03.340	10
29	81	Oliver PAYNE	Mazda MX-5 Mk3	10	21:30.379	1 Lap	1 Lap	58.58	2:05.657	6

NOT CLASSIFIED

DNF	13	Gregg CATTON (M)	Mazda MX-5 Mk3	8	17:40.438	3 Laps	2 Laps	57.03	2:05.722	4
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FASTEST LAP

	25	Tom ROCHE	Mazda MX-5 Mk3	10	01:54.476			66.04 mph / 106.28 kph		
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Dolman #52 and Boyles #53

ANGLESEY

RACE LIFE: BRSCC SCRUTINEER

Who are you and what do you do?

I'm Kim Satchell and I'm an Eligibility Scrutineer for the BRSCC.

Being a fully qualified mechanic and motorsport electronics engineer, I have hands-on experience in most areas of motorsport. I have been involved in the sport since I was seventeen, when I built and supported a 2CV for the 24hr race (2011) as their lead mechanic – I'm now one of the youngest licensed scrutineers for both safety and environmental.

How did you get into the role?

I was introduced to the Official's side of the sport by Chris Baker, who at the time was my college tutor during my motor vehicle course.

What does a typical race day involve?

A typical race day involves a lot of paperwork and leg-work to get things organised, as well as making plans for whatever inspections we plan to undertake. Then we have to make sure any inspections are undertaken as requested, following the regulations and MSA Bluebook.

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

I would say that the role is both "on" and "off" track. It involves a lot of planning and, in some cases, that can start well in advance of the meeting.

What do you enjoy most about the role?

I enjoy interacting with the drivers, their teams and the club, as well as being able to use my training as a mechanic.

What is the most difficult part?

It largely depends on the tasks to be carried out - but normally, if you have a good club like the BRSCC to work with, most of it is pretty straight forward.



Eligibility Scrutineers, Chris Baker and Kim Satchell

What is your favourite memory of being at the track?

That's split between two really - The first being about 3:30am(!) at Snetterton while sharing a garage with another team who then decided to start playing "rounders" behind the garages, which quickly became chaotic and hilarious!

The other would be my first day as a scrutineer, with all that happened in just the first hour of duty. I had a car which hadn't been hooked on correctly, roll towards me off the back of a transporter and the guys desperately tried to stop it but took the door off! After that I went to the pit wall for the first race and was liberally showered in bits and pieces as a race car's tyre delaminated, taking the whole front and right-side of the car off! I still went back again though - Love it.

What is the scariest/hardest thing to happen?

The hardest part is dealing with worried drivers when one of their number has been involved in an incident - I can't give them information as to what has happened or the driver's condition, as normally even I don't know. Never gets

easier, especially if the incident is serious.

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

I am an avid motorsport fan, so normally I am doing something related to that, but I am also a keen photographer and gamer, meaning I have quite a bit to keep me busy when not on track.

Any message to the drivers?

I really appreciate the cooperation I've received - it makes my job so much simpler and overall more straightforward to manage – that is a great bonus.

Anyone you want to thank?

I would like to thank the whole "Mazda" team of organisers, who all do an amazing job every weekend; the BRSCC itself for giving me the opportunity to get as involved as I have, Chris Baker for helping me get into the sport and obviously the drivers for their support and making the weekends a great thing - in my opinion it is one of the best paddocks to be involved in.

I have had a great year and look forward to getting stuck-in to the last part of this year - as well as the years to follow.

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RACE 3

The afternoon's racing became a truly Biblical affair in respect to the rain!

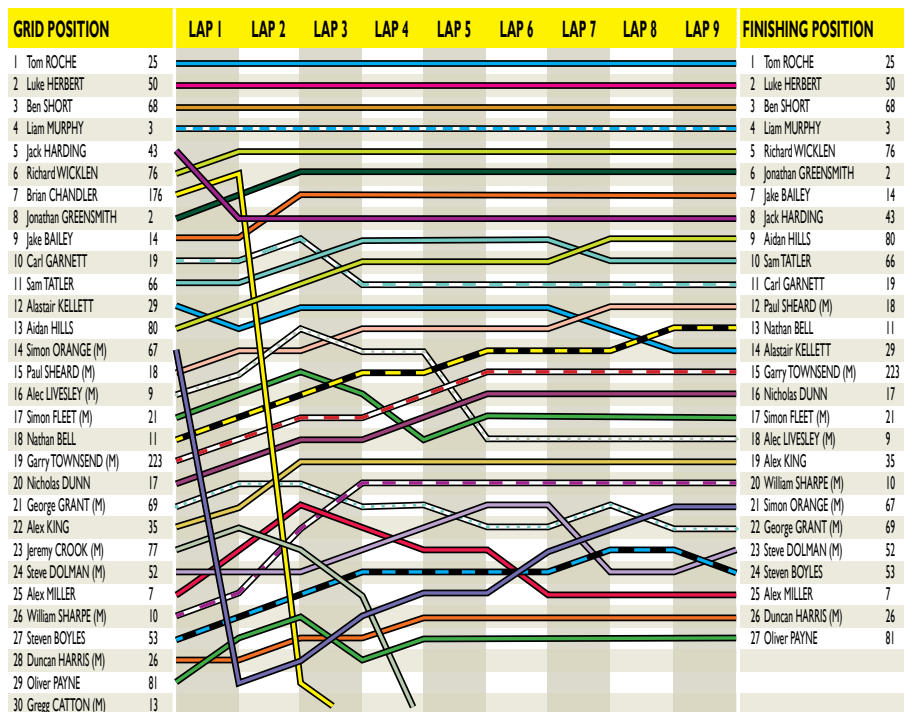


Tom Roche #25 - Winner & Fastest Lap (Race 3)

None-the-less, the final race saw the pack remarkably hurl themselves off the grid given the conditions - "Rooster tails" forming from the tyre-spray, massively reducing visibility as the entire field navigated the first few laps.

Herbert under came under intense pressure into The Banking, having to mount a rear-guard action to prevent becoming swamped; while Roche, a proven titan of wet driving, swiftly began to build a gap from the trailing field.

With the initial jostling having settled-down to some extent, the leading quartet became entrenched in their positions despite numerous challenges and wheel-to-wheel escapades. However, the action and drama



unfolding behind them was anything but simple.

A poor start for Harding provided an opportunity for Wicklen, Chandler and Greensmith to leapfrog ahead,

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seeing the no-doubt deflated #43 driver demoted from fifth to eighth for the remainder of the race.

Any jubilation at early gains would quickly be replaced with dismay for Chandler; when a bold defence from Wicklen onto the grid straight saw accidental contact with a front wheel on the BC Cars racing machine, instantly crippling it and forcing an early retirement.

Nearly sharing a similar fate was Orange, as the proverbial "Come-back Kid" once more fell to the rear of the grid during lap one, before exuberantly ricocheting up through the standings with each passing lap; commendably securing a total of eight places after a close battle with Grant during the closing stages.

Bailey capitalised on Chandler's situation, together with executing a successful pass on Harding, netting himself seventh place on lap two and holding onto position for the duration.

Other activity within the top ten revealed Garnett harassed by Bell until lap three, when both Bell and Hills punched past to commence an on-going battle together; ultimately seeing Hills the victor with a ninth-place reward.

Livesley enjoyed a skirmish with Sheard in the opening laps as the two vied for thirteenth, until Sheard made a move stick by the race halfway marker; going on to engage and surpass Kellett.

Losing out to Sheard, Livesley's misfortune continued unabated as the slippery conditions claimed another victim to relegate the #9 driver four places to eighteenth where he



Alec Livesley #9



Jonathan Greensmith #2
and Jake Bailey #14



Paul Sheard #18 and
Alistair Kellett #29

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ended the race battling Fleet – the latter having also been progressively overtaken by Bell, Townsend and Dunn.

A scuffle between King and Grant ended when the attentions of Miller and Sharpe were levelled at the Clapham North racer, seeing Sharpe progressing to assail King; while Miller and Grant repeatedly dived with Dolman all the way to the finish line as Boyles shook up proceedings during the closing stages.

The concluding (soggy) race at Anglesey 2017 saw Roche charge to the chequered flag utterly uncontested, some six seconds ahead of his nearest rival in the form of Herbert, claiming second place for the second time at the event. Short would complete the podium, although hounded the entire way by Murphy then Wicklen, locked onto his rear bumper!

With the rain spicing things up, the following five competitors were all reasonably spaced apart, seeing Greensmith, Bailey, Harding and Hills respectively cross the line with Tatler completing the top ten of Wales' final round!

RACE 3A - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	25	Tom ROCHE	Mazda MX-5 Mk3	9	17:33.088			64.60	1:55.699	6
2	50	Luke HERBERT	Mazda MX-5 Mk3	9	17:39.511	6.423	6.423	64.21	1:56.360	6
3	68	Ben SHORT	Mazda MX-5 Mk3	9	17:42.938	9.850	3.427	64.01	1:56.554	7
4	3	Liam MURPHY	Mazda MX-5 Mk3	9	17:44.147	11.059	1.209	63.93	1:56.738	2
5	76	Richard WICKLEN	Mazda MX-5 Mk3	9	17:44.315	11.227	0.168	63.92	1:57.056	4
6	2	Jonathan GREENSMITH	Mazda MX-5 Mk3	9	17:49.670	16.582	5.355	63.60	1:57.220	3
7	14	Jake BAILEY	Mazda MX-5 Mk3	9	17:52.090	19.002	2.420	63.46	1:57.120	3
8	43	Jack HARDING	Mazda MX-5 Mk3	9	17:54.754	21.666	2.664	63.30	1:56.920	6
9	80	Aidan HILLS	Mazda MX-5 Mk3	9	18:01.078	27.990	6.324	62.93	1:58.076	8
10	66	Sam TATLER	Mazda MX-5 Mk3	9	18:06.130	33.042	5.052	62.64	1:58.565	4
11	19	Carl GARNETT	Mazda MX-5 Mk3	9	18:09.501	36.413	3.371	62.45	1:58.854	5
12	18	Paul SHEARD (M)	Mazda MX-5 Mk3	9	18:10.094	37.006	0.593	62.41	1:59.063	8
13	11	Nathan BELL	Mazda MX-5 Mk3	9	18:12.881	39.793	2.787	62.25	1:58.638	7
14	29	Alastair KELLETT	Mazda MX-5 Mk3	9	18:15.888	42.800	3.007	62.08	1:59.507	3
15	223	Garry TOWNSEND (M)	Mazda MX-5 Mk3	9	18:20.360	47.272	4.472	61.83	1:59.616	5
16	17	Nicholas DUNN	Mazda MX-5 Mk3	9	18:21.560	48.472	1.200	61.76	1:59.966	5
17	21	Simon FLEET (M)	Mazda MX-5 Mk3	9	18:24.323	51.235	2.763	61.61	2:00.207	6
18	9	Alec LIVESLEY (M)	Mazda MX-5 Mk3	9	18:25.796	52.708	1.473	61.53	2:00.392	6
19	35	Alex KING	Mazda MX-5 Mk3	9	18:28.999	55.911	3.203	61.35	2:00.547	7
20	10	William SHARPE (M)	Mazda MX-5 Mk3	9	18:29.535	56.447	0.536	61.32	2:00.418	6
21	67	Simon ORANGE (M)	Mazda MX-5 Mk3	9	18:35.861	1:02.773	6.326	60.97	1:59.449	8
22	69	George GRANT (M)	Mazda MX-5 Mk3	9	18:41.059	1:07.971	5.198	60.69	2:02.329	7
23	52	Steve DOLMAN (M)	Mazda MX-5 Mk3	9	18:43.469	1:10.381	2.410	60.56	2:00.173	6
24	53	Steven BOYLES	Mazda MX-5 Mk3	9	18:44.377	1:11.289	0.908	60.51	2:02.081	9
25	7	Alex MILLER	Mazda MX-5 Mk3	9	18:58.049	1:24.961	13.672	59.78	2:02.854	2
26	26	Duncan HARRIS (M)	Mazda MX-5 Mk3	9	19:14.287	1:41.199	16.238	58.94	2:05.473	5
27	81	Oliver PAYNE	Mazda MX-5 Mk3	9	19:35.120	2:02.032	20.833	57.90	2:07.618	5
NOT CLASSIFIED										
DNF	77	Jeremy CROOK (M)	Mazda MX-5 Mk3	3	06:33.375	6 Laps	6 Laps	57.65	2:04.820	2
DNF	176	Brian CHANDLER	Mazda MX-5 Mk3	2	04:48.973	7 Laps	1 Lap	52.32	2:05.565	1
FASTEST LAP										
	25	Tom ROCHE	Mazda MX-5 Mk3	6	01:55.699			65.34 mph/105.15 kph		



Hills #80 and Tatler #66

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FINAL THOUGHTS:

Apart from the slightly surreal weather that dominated the latter part of the weekend, a notable topic of conversation within the Paddock was that of technical scrutineering.

Like it or loathe it, scrutineering is a vital aspect of motorsport, both for safety and to maintain the essential fun of racing by ensuring a fair “fight” throughout the grid.

Were the cars not policed in this manner, the focus would soon shift to the degree of funds that could be thrown at any one racing machine to imbue it with a competitive edge – instead, the emphasis is very much on individual driver talent, ensuring the racing within the BRSCC SuperCup remains highly enjoyable and a widely recognised measure of ability.

It is this persistent and intense scrutiny that also makes any perceived “cheating” rather futile, with official’s vocalising their experience to reveal that infringements are more-often innocent oversights, serendipity or simply a change of circumstance!

Never-the-less, “rules are rules” – unless there are seriously exceptional reasons, no quarter is given in order to maintain clearly understood boundaries.

It can be a tough job, frequently met with varying driver frustration, but absolutely key to ensuring that no unfair advantage can be gained. In this respect, it is reasonable to say they are deserving of everyone’s gratitude within the competitive world of motorsport.



Synonymous with racing are trophies and Anglesey is no exception; with generous awards from Fix Autos for the “Overall Winner” and “Best Improver” being announced at the next event, alongside the “Star of the Meeting” award kindly presented by the Mazda Owners Club.

Once again, all the frenetic activity, dramas, emotional rollercoasters and social (mis) adventures would not be possible without the massive support from the championship sponsors “Clapham North - Services, MOT and Tyres”, “DPA Technologies” and “PRG Trailers”.

The weekend’s events revealed Herbert maintaining a narrowing lead ahead of repeat challenges from nearest rival Roche; with Murphy no-doubt looking to reinforce his position ahead of the prowling forms of Harding and Greensmith.

With only two more events remaining, there is a persistent raging battle for the championship lead, meaning it is still anyone’s guess as to the final outcome of the BRSCC SuperCup 2017.

NEXT EVENT: CROFT

“Championship sponsor
George Grant in #69”



Conditions made visibility
“challenging”