

British Racing & Sports Car Club



Croft 2017



16th - 17th September, 2017 | Rounds 19, 20 & 21

RACE REPORT

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BRIEF:

Hosted in North Yorkshire, the ex-RAF airfield of Croft is another firm favourite amongst many drivers, due in part to its fast-flowing sections and chicanes.

However, as certain British Touring Car Championship drivers discovered, the circuit becomes mercilessly slippery when wet with a vicious tendency to slingshot unwitting drivers into farmland and barriers.

Heading into the event, Luke Herbert still led the standings, but only by fourteen points, with Tom Roche a serious threat and continuing to mount a significant challenge.

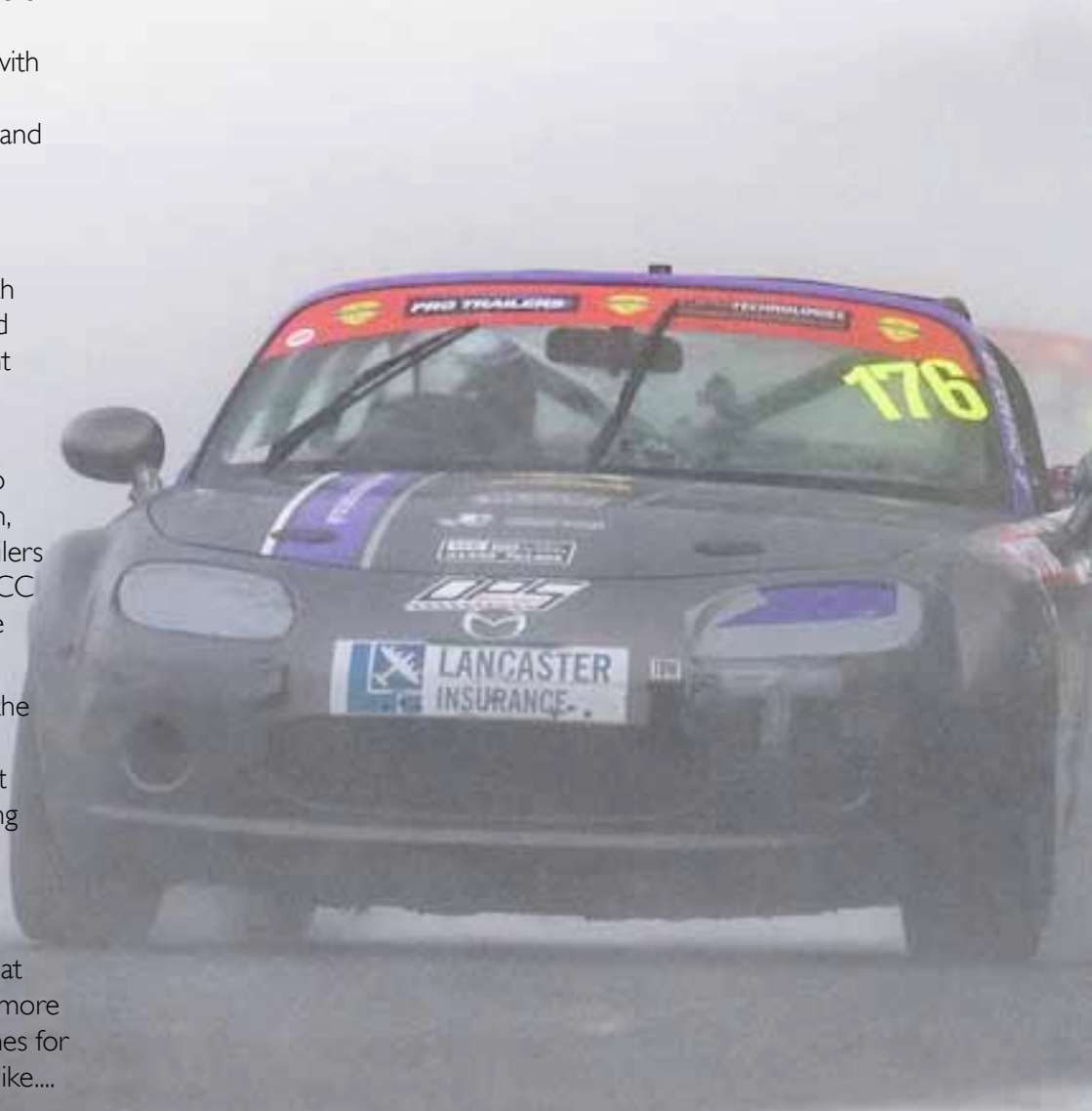
Sponsorship is a vital part of racing and the Croft event is no exception, with Clapham North, DPA Technologies and PRG Trailers generously supporting the BRSCC MX5 SuperCup throughout the season.

Following the Friday's practise, the usual format saw the next day feature qualification and the first round, followed by the remaining two rounds on the Sunday.

Therefore, it was with a quintessential stereotype for "dynamic" northern weather that the races commenced, causing more than one or two setup headaches for duped drivers and mechanics alike...



Colin Bysouth #44, Richard Wicklen #76



Brian Chandler #176

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QUALIFICATION:

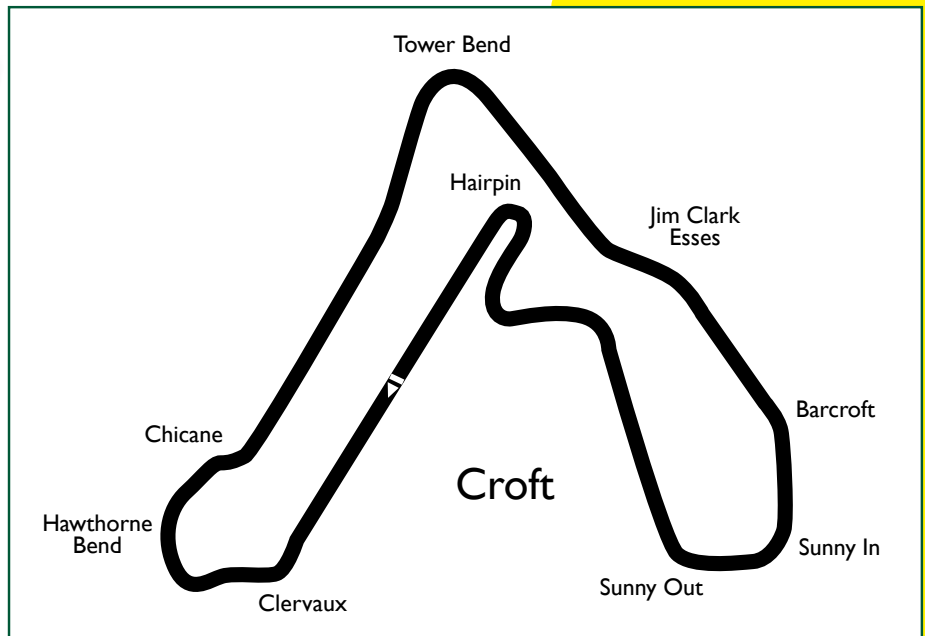
Qualifying commenced with a damp track and thirty-three MX5 racing machines thundering out onto the track in tight formation, seeing Brian Chandler tuck into the wake of James Blake-Baldwin to post an opening gambit and his fastest lap time of 1 minute 39 seconds. He did not stand alone though, as the surrounding pack submitted similar times with a raft of drivers including Luke Herbert, Aiden Hills, Simon Baldwin and James Blake-Baldwin all lapping within the 1:40 period.

Be it serendipity or the track rapidly drying from many sets of tyres displacing the water, the session would reveal the most competitive times for each respective competitor set within the first four laps!

However, it was as the field hurtled into lap two that many seemed to seriously focus on hassling their machines when Luke Herbert first set a high 1:37 time, only to be pipped an exact second later by Tom Roche completing the iteration a mere tenth of a second faster.

By this point the clear majority of drivers had begun to find a groove and show vast improvement, although still a second off the pace of the two championship leaders!

In that respect Roche continued to tail Herbert, seemingly seeking a



Liam Murphy #3 & James Blake-Baldwin #1



Brian Chandler #176

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John Stack #93 ahead of Jake Bailey #14 and Aiden hills #80



Garry Townsend #223 – Masters Championship leader

tactical advantage and aerodynamic “tow” on lap three to secure a time once more a little over a tenth of second quicker than that of Herbert – seeing Roche both claim and go on to maintain Pole Position.

The third lap saw Nicholas Dunn become the only other competitor to also manage to break into the 1:37 time region, while many again set their fastest laps, prior to deteriorating conditions and “traffic” eroding precious tenths from the pace of the whole field. Be it the emerging slippery conditions or over exuberance, some lap times were

annulled due to exceeding track limits. The SuperCup is renowned for its close, competitive racing; thus, it was equally impressive and perhaps unsurprising to learn that each of the drivers had posted times less than a second apart from their immediate rival ahead of them!

The final results for qualifying at Croft would see Roche triumphantly rewarded with Pole position followed by Luke Herbert and Nicolas Dunn, all with lap times boasting 1 minute 37 seconds.

Liam Murphy would line up fourth on

the grid, leading the quintet of 1:38 bracket drivers also consisting of Thomas Collins, James Blake-Baldwin, Jack Harding and Jonathan Greensmith.

Positions nine to sixteen on the starting grid submitted 1:39 lap times with the remaining top ten of the overall line-up comprising Sam Tatler and Aiden Hills.

Consequently, the stage for the first battle was set, seeing the primary championship contenders line up beside each other on the grid...

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RACE 1

As the field of SuperCup machines assembled, the weather was proving to be incredibly fickle; shifting every few minutes to varying degrees of precipitation interspersed with occasional sunshine - For the driver's choosing between a wet or dry suspension setup it was rather a frantic lottery, as many made last minute decisions to switch one way or the other.

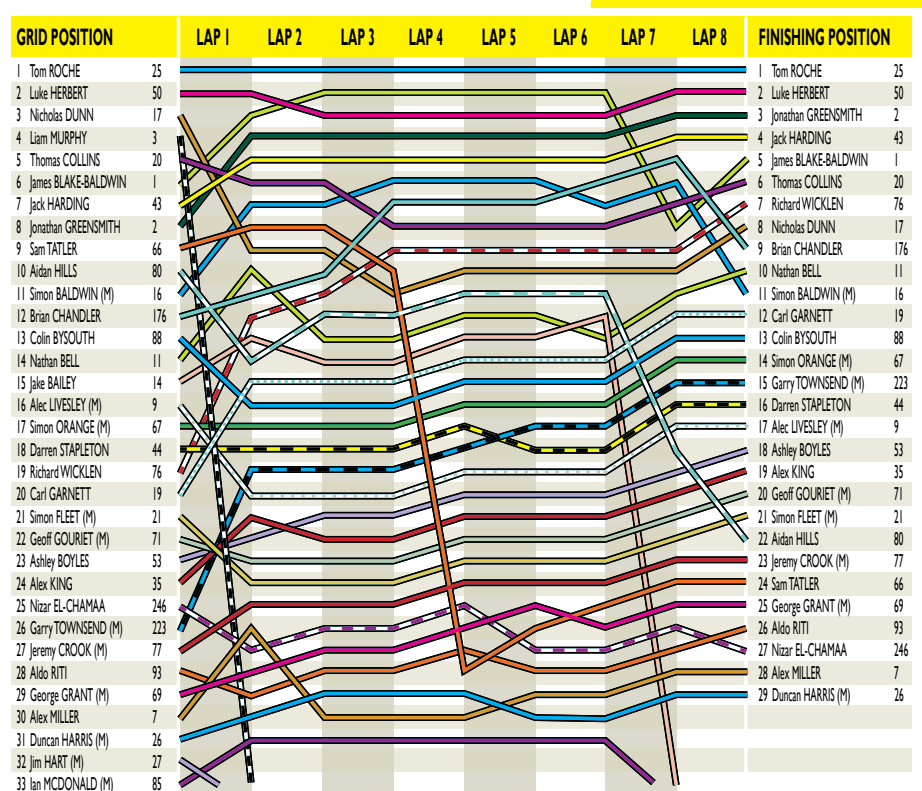
While the sun briefly beat down, a rapidly drying track tricked many competitors into thinking conditions were improving; until the rain poured down after only a few laps, heralding the arrival of chaos for those caught-out on setups that were less than optimal for the wet!

A comparatively dry track allowed the swarm of MX5 race cars to catapult off the line having been released by the gantry lights and hurled themselves with full vigour towards Clervaux – a corner that would prove to be predatory over the course of the event!

Roche must have dialled in a perfect launch as he not only pulled into the lead but quickly began to build a gap from the deeply embattled forms of Herbert and Blake-Baldwin, the championship points leader fighting to hold back the reigning champion.

Most of the field navigated successfully through Clervaux save for sudden

Tom Roche #25 - Winner & Fastest lap (Race 1)



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calamity striking Liam Murphy as his tail-bumper was forcibly shoved – weight already shifted to the front under heavy braking, there was nothing the talented driver could do as his #3 MX5 pirouetted into the gravel and beached, frustratingly ending his race.

While Roche continued to build his lead, he was reportedly running a “full wet” setup and praying for the rain to arrive – come the end of the second lap those prayers were mercifully answered, as the conditions played into the hands of the Blendini driver and threw disarray into the mix further down the field.

Blake-Baldwin and Herbert were still mere inches apart as they hurtled down the main straight and into the second lap; seeing the former suddenly switch to the inside line and edge alongside Herbert, forcing him to take a wider line through Clervaux and



Jonathan Greensmith #2

opening the door of opportunity for Jonathan Greensmith to duck up the inside into third place!

Greensmith's elation would not last though as the full attention of Herbert set proverbial cross-hairs onto the #2 MX5, successfully using superior momentum out of the Chicane to overtake and secure third once more before Tower Bend, leaving Greensmith embroiled in a race long skirmish with

Jack Harding.

Meanwhile Blake-Baldwin enjoyed four laps in second place while Herbert worked feverously to reel-in his antagonist – eventually fate provided the answer; when the former experienced a brief setback that plunged him six places down the ranks, as Herbert and several others gained a welcome promotion on the penultimate lap.



Thomas Collins #20

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Simon Orange # 67

With only one lap remaining Blake-Baldwin re-doubled his efforts and amazingly recovered three places with only one lap remaining!

In contrast to his qualifying laps, Nicholas Dunn's opening laps were less favourable, being ambushed in quick succession, including at the now seemingly infamous Clervaux corner!

Dropping six positions down the field brought him into the mix with Sam Tatler and the surging forms of Simon Baldwin, Brian Chandler and Richard Wicklen.

Dunn and Tatler would lock horns for several laps until the heavens truly opened and a torrent of rain seemingly broke traction for Tatler, sending him spinning into the grass at the Complex!

Tatler would re-join the race at the rear of the field, before submitting a resolute effort to retake lost positions by passing a fellow competitor with each passing lap, ending the round having recouped four places.

Simon Baldwin and Brian Chandler experienced a protracted battle with Thomas Collins, Richard Wicklen and the aforementioned Dunn, all engaged in a manic tussle. A seeming stalemate occurred for a couple of laps until Chandler broke the status-quo by passing Baldwin and pushing ahead into fifth by the end of the seventh lap. Sadly, his last lap would see both him and Baldwin sympathetically demoted four and six places respectively, leaving

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Baldwin to cross the line fervently hunting-down Nathan Bell.

Bell had the pleasure of a solid start as he gained four places before the end of the first lap, before a parabolic twist saw his luck reversed on the second lap, losing several places to the determined charge from Chandler and Wicklen.

Now duelling Hills and Bailey, conditions prevented any sudden changes in order until four laps later when Bailey made bold challenge past Bell to directly assault Hills grasp of eleventh place. Ironically both Hills and Bailey removed themselves from the proceedings as the later was forced to retire from that round and Hill steadily slid eleven places down the standings, leaving Bell with a bonus promotion.

Following a frantic opening lap where the likes of Carl Garnett, Alex King, Garry Townsend and Jeremy Crook made substantial gains, positions fifteen to twenty-five in the mid-field quickly settled into a rhythm save for a significant overtake from Townsend on Darren Stapleton.

The trailing end of the field however was as fluidic as the leading pack, as Alex Miller caused waves by executing a perfect rollercoaster manoeuvre in pushing ahead by four places only to lose that same advantage the next lap, ending his race having over taken Duncan Harris.

The distraction caused by Miller likely paved the way for championship sponsor George Grant, catching then passing Nizar El-Chamaa by the halfway marker of the race; before attempting to fend off the indomitable Tatler and successfully rebuking any attempt from Aldo Riti having also passed El-Chamaa

RACE 1 - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	25	Tom ROCHE	Mazda MX-5 Mk3	8	18:42.768			54.50	1:51.015	3
2	50	Luke HERBERT	Mazda MX-5 Mk3	8	18:46.418	3.650	3.650	54.33	1:51.758	4
3	2	Jonathan GREENSMITH	Mazda MX-5 Mk3	8	18:48.946	6.178	2.528	54.21	1:51.890	4
4	43	Jack HARDING	Mazda MX-5 Mk3	8	18:49.634	6.866	0.688	54.17	1:52.206	4
5	1	James BLAKE-BALDWIN	Mazda MX-5 Mk3	8	18:55.169	12.401	5.535	53.91	1:51.439	5
6	20	Thomas COLLINS	Mazda MX-5 Mk3	8	18:56.275	13.507	1.106	53.86	1:51.973	4
7	76	Richard WICKLEN	Mazda MX-5 Mk3	8	18:56.733	13.965	0.458	53.83	1:51.890	3
8	17	Nicholas DUNN	Mazda MX-5 Mk3	8	18:57.855	15.087	1.122	53.78	1:52.591	5
9	176	Brian CHANDLER	Mazda MX-5 Mk3	8	18:58.951	16.183	1.096	53.73	1:51.162	3
10	11	Nathan BELL	Mazda MX-5 Mk3	8	19:12.040	29.272	13.089	53.12	1:53.945	4
11	16	Simon BALDWIN (M)	Mazda MX-5 Mk3	8	19:15.660	32.892	3.620	52.95	1:51.106	4
12	19	Carl GARNETT	Mazda MX-5 Mk3	8	19:21.899	39.131	6.239	52.67	1:55.189	3
13	88	Colin BYSOUTH	Mazda MX-5 Mk3	8	19:24.703	41.935	2.804	52.54	1:55.863	3
14	67	Simon ORANGE (M)	Mazda MX-5 Mk3	8	19:26.266	43.498	1.563	52.47	1:55.515	3
15	223	Garry TOWNSEND (M)	Mazda MX-5 Mk3	8	19:34.388	51.620	8.122	52.11	1:56.368	3
16	44	Darren STAPLETON	Mazda MX-5 Mk3	8	19:35.280	52.512	0.892	52.07	1:56.482	3
17	9	Alec LIVESLEY (M)	Mazda MX-5 Mk3	8	19:36.193	53.425	0.913	52.03	1:56.666	3
18	53	Ashley BOYLES	Mazda MX-5 Mk3	8	19:41.790	59.022	5.597	51.78	1:57.480	3
19	35	Alex KING	Mazda MX-5 Mk3	8	19:54.092	1:11.324	12.302	51.25	1:58.826	3
20	71	Geoff GOURIET (M)	Mazda MX-5 Mk3	8	19:54.514	1:11.746	0.422	51.23	1:58.871	4
21	21	Simon FLEET (M)	Mazda MX-5 Mk3	8	19:55.715	1:12.947	1.201	51.18	1:59.429	4
22	77	Jeremy CROOK (M)	Mazda MX-5 Mk3	8	20:03.369	1:20.601	7.654	50.85	2:00.485	3
23	66	Sam TATLER	Mazda MX-5 Mk3	8	20:05.298	1:22.530	1.929	50.77	1:53.315	3
24	69	George GRANT (M)	Mazda MX-5 Mk3	8	20:15.570	1:32.802	10.272	50.34	2:00.675	8
25	93	John STACK (M)	Mazda MX-5 Mk3	8	20:26.673	1:43.905	11.103	49.89	2:02.059	3
26	246	Nizar EL-CHAMAA	Mazda MX-5 Mk3	8	20:27.972	1:45.204	1.299	49.83	2:01.617	3
27	7	Alex MILLER	Mazda MX-5 Mk3	8	20:30.823	1:48.055	2.851	49.72	2:02.023	8
28	26*	Duncan HARRIS (M)	Mazda MX-5 Mk3	8	20:48.253	2:05.485	17.430	49.02	2:03.151	3
NOT CLASSIFIED										
DNF	14	Jake BAILEY (U-18)	Mazda MX-5 Mk3	6	15:17.636	2 Laps	2 Laps	50.02	1:53.854	4
DNF	85	Ian MCDONALD (M)	Mazda MX-5 Mk3	5	15:09.590	3 Laps	1 Lap	42.05	2:12.404	2
DNF	3	Liam MURPHY	Mazda MX-5 Mk3	0						
EX	80	Aidan HILLS	Mazda MX-5 Mk3	0						
FASTEST LAP										
	25	Tom ROCHE	Mazda MX-5 Mk3	3	01:51.015		68.91 mph		110.90 kph	

* Car 80 - Excluded from race results - Cl.1.5, Avoidable collision.

* Car 26 - Transponder stopped working after Lap 1

on the last lap.

The closing lap saw a dominant performance from Tom Roche claim the fastest lap and the chequered flag for first place; with Luke Herbert a few seconds behind, progressively catching up but without enough time remaining to challenge.

Jonathan Greensmith took the final podium position but by only just fending off the continual pressure from Jack Harding in fourth a mere half a second behind him.

A few car lengths behind Harding, a recovering James Blake-Baldwin received with a closely packed train behind him consisting of Thomas Collins, Richard Wicklen, Nicholas Dunn and Brian Chandler respectively.

Some distance off the leading pack, yet completing the coveted top ten, Nathan Bell achieved tenth just ahead of Simon Baldwin.

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RACE LIFE: MEDIA & MARKETING EXECUTIVE

Who are you and what do you do?

My name is Scott Woodwiss and I am the BRSCC's Media & Marketing Executive, plus I'm also a motorsport commentator and TV presenter. In my BRSCC role, my responsibilities include keeping social media and championship websites up to date, as well as writing copy and news articles, sponsorship and marketing work, overseeing the club's hospitality suites at Brands Hatch and more.

How did you get into the role?

I started in motorsport when I began commentating on online sim racing back in early 2012. After doing several online broadcasts, I asked Chris Hartley, an experienced motorsport commentator, if he could give me some help and advice and he was good enough to invite me to Donington Park in October 2012 to commentate on my first ever circuit racing event – which ironically and coincidentally was a BRSCC finals weekend!

From there, I carried on commentating at circuits, including at a couple of BRSCC events, while I was also getting involved with Downforce Radio thanks to my very good friend Jake Sanson. I began TV presenting in 2015 and in August that year, I was incredibly fortunate to apply and then be offered my current role. I've now worked for the BRSCC for just over 2 years.

What does a typical race day involve?

For me, it can be one of a few things. At the minimum, I'll be on social media duties for the Club's Facebook page and also Twitter, while also overseeing the same for any individual championships like the MX-5s or Fiestas. Depending on what I've been called up for, I'll also either



be presenting any TV coverage being filmed or up in the commentary box covering the on-track action for both days.

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

It's a mixture of both. Mainly, I'm in the BRSCC HQ office Monday to Friday working through various things, but on the weekends there's also work to be done in equal measure. This year, I've made a conscious effort to attend and cover more race meetings than I did last year to make sure the BRSCC is seen to be caring about its championships and the racing it puts on by covering them appropriately. So there's two sides to it, but ultimately it's the kind of hustle I enjoy because it involves me working in the one industry I love more than anything.

What do you enjoy most about the role?

The racing! For me, motorsport has been a part of my life since (believe it or not) I

was about 1 years old! My dad used to race Formula Fords before I was born, so being able to do things that give back to the sport that's given me so much enjoyment and inspiration throughout my childhood and adolescent years is really satisfying. Plus, you end up making so many friends in a world where you all have common ground, so that in itself is brilliant. Another thing is, in my role, I get to express a lot of creativity that in previous jobs I never had an opportunity to do, so that in itself is brilliant when I get to create things that get posted and shared on social media by so many people, or when I've put together a programme for a race weekend and everything looks just how I want it.

What is the most difficult part?

I think it's when for some reason, we've had a rough weekend due to on or off track antics of any kind. Plus, it's also tough when some drivers don't

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understand that those who work at and for the BRSCC put in so much time and effort to make sure the drivers can get out on track and experience their hobby or potential professional career. It saddens me when some drivers think that we're not trying, when we have to juggle the attentions of all of our championships – and it definitely isn't easy! We do the best we can to accommodate all of them as much as possible and at the end of the day, all we want to see is full grids providing clean, entertaining and competitive racing. Isn't that what everyone wants?

What is your favourite memory of being at the track?

There's a few that stick out. This might not win me any favours with Mandy or some of the drivers but, as much as I genuinely love the MX-5 and the racing they put on, my absolute favourite is Caterham racing. The first time I experienced them properly was April 2014 at Snetterton. I was there with Jake and Downforce Radio and we were covering the race on a live audio broadcast. Standing on the pit wall commentating while the leading train of about a dozen Caterhams flashed past, throwing up dust and rubber as they went, was something magical and it was the moment I fell in love with the racing they put on.

To balance it out, I have a couple of positive MX-5 memories too. Brands Hatch that same year not long after was excellent as I got to commentate alongside the legend that is Brian Jones. Incredibly, he let me loose on Sunday leaving me to cover the racing solo while he chose to do podiums, so that was very special. Another memory was

Cadwell Park in 2015 when I presented the MX-5 TV coverage for the first time, shortly before I joined the BRSCC. I remember heading to the viewing spot at the café and watching the cars during qualifying, appearing over The Mountain and charging into Hall Bends. Right there and then, the stereotype that these were "hairdressers' cars" dropped completely!

What is the scariest/hardest thing to happen?

I do remember this year at Silverstone when the drivers had to have a "talking to" after a shaky Saturday's racing. The atmosphere in the paddock once the racing had finished for the day, I can only describe as flat. However, thankfully the briefing on Sunday morning worked and what followed was genuinely some of the best and cleanest MX-5 racing I'd ever seen and commentated on in the Mk1s. Thankfully it appears that, mostly, this has carried on throughout the rest of the year and I hope it does so into 2018 and beyond.

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

Believe it or not, when I'm not working at the races, I'm either watching at the races as a fan again, or sim racing. I have an XBOX ONE, but I also go to Simply Race in Milton Keynes regularly to either just turn some laps and hang out or to race competitively. Apart from that, I'm a big lover of music and comedy and whenever I can, I'll catch up with friends over a drink. I also enjoy fitness and the gym and admittedly need to get back into it! My plan is to be in much better shape by the start of next season.

Any message to the drivers?

Thank you for making the MX-5 Championship and SuperCup what

they are – fun, friendly, competitive and harmonious series which are only continuing to grow in size and popularity. This year has to be the biggest and best that both Mk1s and Mk3s have ever been and it's all down to the drivers in many ways. Without them, we literally wouldn't have a championship in either context. Also, keep up the great work with the clean driving standards and ultimately, please bear with us and be patient with us at the BRSCC. Ultimately, we do listen to you as much as we can and we do this for your benefit in order for you to go racing. We won't always get it perfect, but at least we try!

Anyone you want to thank?

I would like to thank everyone at the BRSCC for being good enough to take me on in my role and more importantly, putting up with me when I get things wrong or make mistakes. I know I'm not perfect and probably never will be, but I try my best. I love the club and the racing it puts on and motorsport to me is my life and the only career I could ever dream of having. Now I'm here, I don't want to leave! So thanks to Bernard, Dominic, Liz, Penny, Chloe and Sophia in the HQ office, to Mandy, Steve, Lyndsay, Esther, Shelley and Jon for all their hard work with the Mazdas, and to everyone else involved in each and every single one of our championships and activities. You are all what makes the BRSCC as good as it is!

By the way....

My dream is still to go out there on the track myself, compete and win a race. Doesn't matter what it's in, although ideally something within the BRSCC! But one day, some way, somehow, it WILL happen!

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RACE 2

The next day brought some hope of more predictable weather conditions, but alas that was not to be the case as the sun and rain continued to be actively interchangeable, making for constantly shifting track conditions.



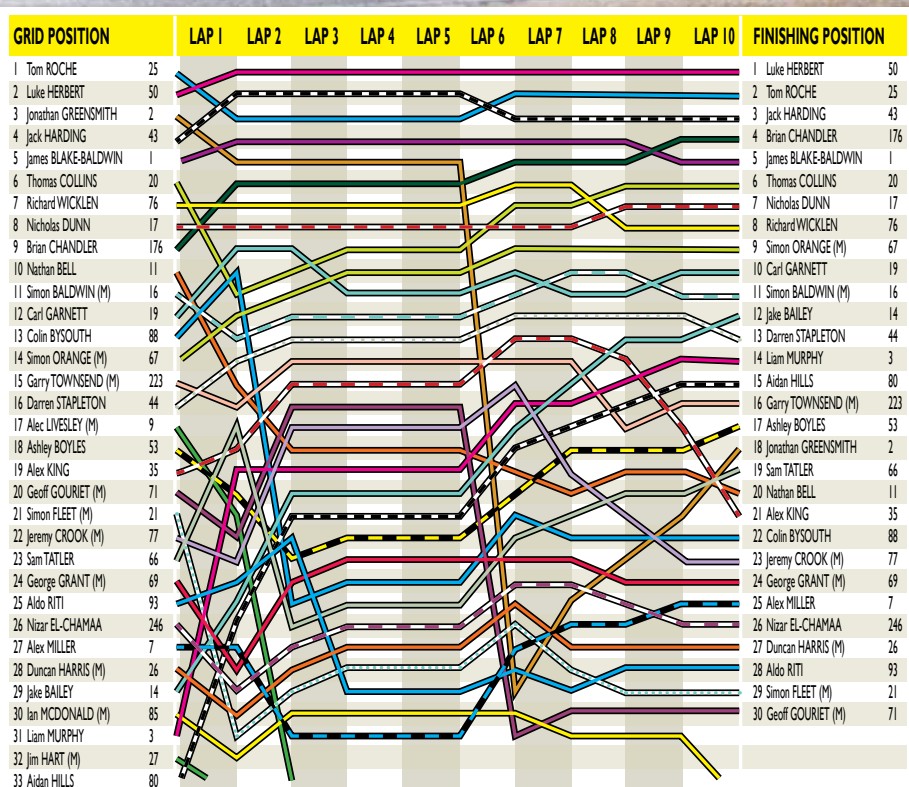
Luke Herbert #50 - Winner & Fastest lap (Race 2)

Once more tearing off the line with exhaust notes resembling the angry rasp of hornets, Herbert was not to be fooled twice in a row, dashing into the lead by Clervaux with all the usual suspects trailing closely behind.

As Herbert clearly asserted himself as the race leader, Harding too capitalised on the situation to push past Roche and hold second place for five laps, before the canny racing veteran used the close bunching that immediately followed a safety car incident, to ambush Harding's #43 machine and begin assailing Herbert. Although a titanic scrap would ensue, with Roche severely pressuring and testing Herbert, the championship leader kept a cool head to be first across the finish line.

Throughout the remainder of the field, active pandemonium seemed to ensue as many competitors either made huge gains, or huge losses before a safety car briefly paused proceedings.

Located out of their usual places by starting at the back of the grid, Murphy



and Hills delivered a meteoric rise through the ranks, with both drivers having achieved twelve places apiece come the end of the second lap!

The two drivers were then neatly bisected by Bailey who, having previously been unable to finish, also

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started from the trailing end of the field.

The expectant battle had barely commenced before the conditions once more brought biblical rainfall down onto the track, causing several unscheduled off-track excursions and a resultant safety car freezing any position jostling for two laps.

Once clear of this necessary constraint, the aforementioned trio re-engaged, scrapping for the chance to pull ahead their rivals – come lap seven, Bailey had his chance, shooting past Murphy to carry forward further attacks on Townsend, King and Stapleton. This paved the way for Murphy and Hills to follow suit, similarly passing the same competitors but unable to surpass Stapleton in the time remaining.

The catastrophe of the rains and the ensuing lack of traction it brought saw Alec Livesley become a casualty and retired from the race on lap two, while significant detriments were met to Colin Bysouth and Sam Tatler; seeing both drivers recover, with Bysouth in particular experiencing an epic slide towards the tyre-walls at Barcroft, incredibly avoiding any untoward contact or damage!

Bysouth and Tatler would subsequently encounter one-another with a skirmish that ultimately saw Tatler overtake and pull clear to engaged and pass the seemingly traction deficient Bell.

Be it conditions or fate, other calamities particularly afflicted Jonathan Greensmith and Geoff Gouriet.

Greensmith had been rebuking a stalwart drive from Chandler until a reported racing incident saw the two come together and launch Greensmith into the barriers at Tower Bend – fortunately he was able to



Geoff Gouriet #71 has a lively moment out of Clervaux corner



Sam Tatler #66

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recover and, despite being relegated to the back of the field, initiated an impressive “come-back” drive, leaping eleven places from twenty-ninth to eighteenth in the remaining laps!

Similarly, Gouriet had exploited the chaotic start to inherit six positions, only for a post-safety-car battle to trigger a spin on entry to Hawthorn; demoting him to the very back of the

field, where he managed to recoup enough time and ground to pass Ian McDonald before the end of the race.

Alex Miller put on a “banzai” show as he first held position amongst the opening lap before slipping, quite literally, to the back of the grid come the end of the second lap – seeing the safety car withdrawn, Miller was seemingly re-energised as he tore

back up through the field, quickly surpassing McDonald, then the duking forms of Riti, Fleet and Harris. Briefly yielding to the resolute form of Greensmith, Miller plateaued while chasing-down El-Chamaa before concluding his race chasing, but not surpassing, George Grant.

Consequently, the race ended with Herbert gaining the fastest lap, yet



Alex Miller #7 “yellow flag, hand up”

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narrowly maintaining first place from Roche; the latter glued to Herbert's bumper, a miniscule three-tenths of a second behind!

A few seconds behind came Harding to claim third, hotly pursued in quick succession by Chandler and Blake-Baldwin.

A brief gap saw the duo of Collins and Dunn receive sixth and seventh in turn, while Wicklen finished eighth.

Trailing some thirteen seconds came the still embattled forms of Orange and Garnett to round out the top ten, once more fending off the close attentions of Baldwin, half a second off his rear-bumper!

RACE 2 - CLASSIFICATION

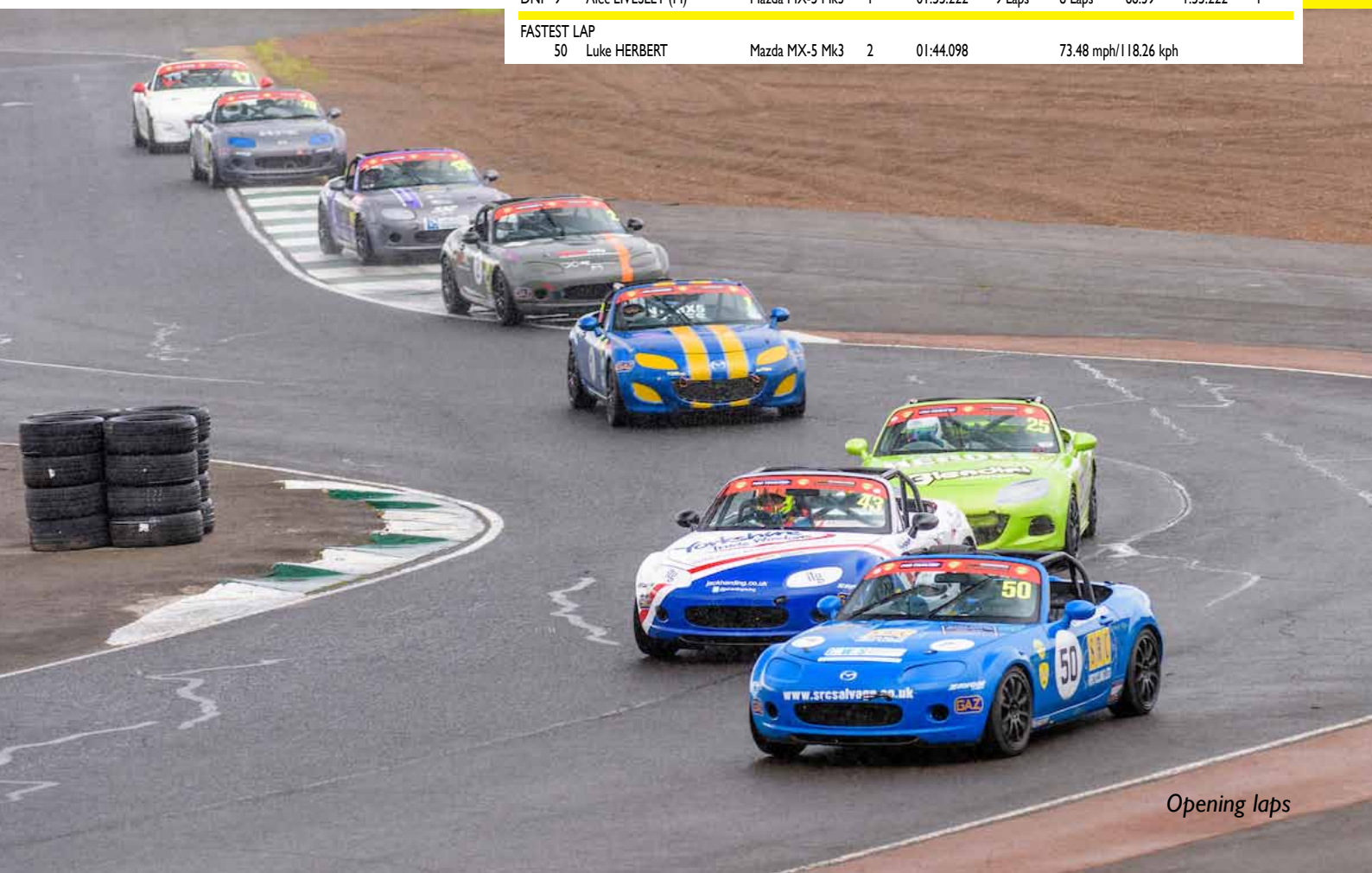
POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	50	Luke HERBERT	Mazda MX-5 Mk3	10	20:10.579			63.19	1:44.098	2
2	25	Tom ROCHE	Mazda MX-5 Mk3	10	20:10.883	0.304	0.304	63.17	1:44.631	2
3	43	Jack HARDING	Mazda MX-5 Mk3	10	20:15.420	4.841	4.537	62.94	1:44.283	2
4	176	Brian CHANDLER	Mazda MX-5 Mk3	10	20:17.264	6.685	1.844	62.84	1:45.448	2
5	1	James BLAKE-BALDWIN	Mazda MX-5 Mk3	10	20:18.326	7.747	1.062	62.79	1:45.355	2
6	20	Thomas COLLINS	Mazda MX-5 Mk3	10	20:25.049	14.470	6.723	62.44	1:46.689	2
7	17	Nicholas DUNN	Mazda MX-5 Mk3	10	20:25.516	14.937	0.467	62.42	1:45.021	2
8	76	Richard WICKLEN	Mazda MX-5 Mk3	10	20:30.412	19.833	4.896	62.17	1:45.049	2
9	67	Simon ORANGE (M)	Mazda MX-5 Mk3	10	20:44.002	33.423	13.590	61.49	1:46.825	2
10	19	Carl GARNETT	Mazda MX-5 Mk3	10	20:44.470	33.891	0.468	61.47	1:47.484	2
11	16	Simon BALDWIN (M)	Mazda MX-5 Mk3	10	20:44.879	34.300	0.409	61.45	1:46.594	2
12	14	Jake BAILEY (U-18)	Mazda MX-5 Mk3	10	20:51.179	40.600	6.300	61.14	1:48.647	2
13	44	Darren STAPLETON	Mazda MX-5 Mk3	10	20:53.230	42.651	2.051	61.04	1:46.799	2
14	3	Liam MURPHY	Mazda MX-5 Mk3	10	20:54.330	43.751	1.100	60.98	1:50.841	2
15	80	Aidan HILLS	Mazda MX-5 Mk3	10	20:54.901	44.322	0.571	60.96	1:48.818	2
16	223	Garry TOWNSEND (M)	Mazda MX-5 Mk3	10	20:58.599	48.020	3.698	60.78	1:48.214	2
17	53	Ashley BOYLES	Mazda MX-5 Mk3	10	20:58.998	48.419	0.399	60.76	1:52.845	2
18	2	Jonathan GREENSMITH	Mazda MX-5 Mk3	10	21:00.613	50.034	1.615	60.68	1:45.296	2
19	66	Sam TATLER	Mazda MX-5 Mk3	10	21:01.388	50.809	0.775	60.64	1:53.563	1
20	11	Nathan BELL	Mazda MX-5 Mk3	10	21:02.017	51.438	0.629	60.61	1:52.181	2
21	35	Alex KING	Mazda MX-5 Mk3	10	21:02.054	51.475	0.037	60.61	1:47.252	2
22	88	Colin BYSOUTH	Mazda MX-5 Mk3	10	21:02.577	51.998	0.523	60.59	1:49.907	1
23	77	Jeremy CROOK (M)	Mazda MX-5 Mk3	10	21:05.197	54.618	2.620	60.46	1:48.300	2
24	69	George GRANT (M)	Mazda MX-5 Mk3	10	21:15.435	1:04.856	10.238	59.98	1:49.115	2
25	7	Alex MILLER	Mazda MX-5 Mk3	10	21:20.631	1:10.052	5.196	59.73	1:58.701	6
26	246	Nizar EL-CHAMAA	Mazda MX-5 Mk3	10	21:24.801	1:14.222	4.170	59.54	1:51.881	2
27	26	Duncan HARRIS (M)	Mazda MX-5 Mk3	10	21:27.666	1:17.087	2.865	59.41	1:51.957	2
28	93	John STACK (M)	Mazda MX-5 Mk3	10	21:27.917	1:17.338	0.251	59.39	1:50.788	2
29	21	Simon FLEET (M)	Mazda MX-5 Mk3	10	21:28.817	1:18.238	0.900	59.35	1:50.425	2
30	71	Geoff GOURIET (M)	Mazda MX-5 Mk3	10	21:30.972	01:20.4	2.155	59.25	1:48.089	2

NOT CLASSIFIED

DNF	85	Ian MCDONALD (M)	Mazda MX-5 Mk3	9	19:52.453	1 Lap	1 Lap	57.73	1:52.672	2
DNF	9	Alec LIVESLEY (M)	Mazda MX-5 Mk3	1	01:55.222	9 Laps	8 Laps	66.39	1:55.222	1

FASTEST LAP

50	Luke HERBERT	Mazda MX-5 Mk3	2	01:44.098	73.48 mph/118.26 kph
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Opening laps

CROFT

RACE 3

Mercifully, the final race of Croft brought with it some glimmer of sunshine and a damp but slowly drying track. Therefore, it was surprising for unfolding events to be simultaneously dramatic and anti-climatic!



Tom Roche #25 - Winner (Race 3)

As throttle hammers were aggressively pinned wide open, Roche and Herbert were locked in a side-by-side charge yet again towards Clervaux; before Roche tactically took a wider line, found the grip and slingshot his #25 bright green MX5 around the outside of Herbert, to take and doggedly retain the lead.

Chandler and Blake-Baldwin fought for position close behind the leading pair after Harding's #43 MX5 briefly broke loose to slip back two places.

The man on the move though was undoubtedly Greensmith as he catapulted up through the field with an veritable aire of ease – come the end of the opening lap he had succeeded in gaining eleven places to plateau and battle Dunn ahead having passed Orange.

GRID POSITION	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	FINISHING POSITION
1 Luke HERBERT	50							25
2 Tom ROCHE	25							50
3 Jack HARDING	43							1
4 Brian CHANDLER	176							43
5 James BLAKE-BALDWIN	1							176
6 Thomas COLLINS	20							17
7 Nicholas DUNN	17							2
8 Richard WICKLEN	76							20
9 Simon ORANGE (M)	67							76
10 Carl GARNETT	19							16
11 Simon BALDWIN (M)	16							67
12 Jake BAILEY	14							80
13 Darren STAPLETON	44							3
14 Liam MURPHY	3							19
15 Aidan HILLS	80							53
16 Garry TOWNSEND (M)	223							66
17 Ashley BOYLES	53							88
18 Jonathan GREENSMITH	2							77
19 Sam TATLER	66							223
20 Nathan BELL	11							14
21 Alex KING	35							11
22 Colin BYSOUTH	88							7
23 Jeremy CROOK (M)	77							93
24 George GRANT (M)	69							71
25 Alex MILLER	7							26
26 Nizar EL-CHAMAA	246							85
27 Duncan HARRIS (M)	26							21
28 Aldo RITTI	93							246
29 Simon FLEET (M)	21							9
30 Geoff GOURIET (M)	71							
31 Ian MCDONALD (M)	85							
32 Alec LIVESLEY (M)	9							

CROFT

Unfortunately, the mid-field and trailing competitors would find utter bedlam unfolding before their eyes, when a knock to Stapleton on entry to Clervaux rotated the hapless #44 machine into a spin; desperately scattering the chasing drivers, yet ensnaring a doomed few as they either collided or embedded themselves into the deep gravel.

Once more, safety-car protocol was triggered.

Some such as Murphy maintained pace to skitter across the gravel surface, while the likes of King, Grant and Livesley were beached – once freed, Livesley comendably continued, as too did King, but the latter retired a few laps after with an undisclosed issue (presumably too much “kitty litter” in the workings).

Following Grant into retirement for that round were El-Chamaa and Fleet as they put on a darkly entertaining show for the crowd, when events saw them collide with the errant #44 machine.



Luke Herbert #50 - Fastest lap (Race 3)



The Safety-Car had fun!



James Blake-Baldwin #1 leading Jack Harding #34

GROFT

Just prior to the safety-car deployment, Bailey ignominiously careened off track, with the cause unclear as to whether it was driver error or physically forced – none-the-less the young racer bided his time behind the safety-car in twenty-sixth before hurtling out from behind McDonald and making a steep ascent through the prevailing ranks of MX5 racers to climb six places in two laps, finishing with Bell and Miller hot in pursuit.

Unfortunately the safety-car required the vast majority of the time allotted to race in order to remove the stricken racing machines, thus the anti-climax of what promised to be a frenetic affair.

However, the restart was not without action as Blake-Baldwin and Chandler continued their ardent battle, seeing Chandler forced wide at the now dastardly Clervaux corner, before bouncing over the gravel and rejoining only for Harding to strike by shrewdly preying on Chandlers loss of momentum.

In the rapidly diminishing time the Masters Trophy leader, Townsend, made his move on Miller and similarly Tatler surpassed Bysouth; but breaking into the top ten with a last-minute charge was Wicklen, as he recovered from falling to twelfth before storming back past Garnet and Baldwin to secure a definitive result of ninth!

The final two lap dash saw Tom Roche defiantly maintain the lead position to claim first place, with Herbert ever his persistent shadow and obtaining the fastest lap in the process, by two-hundredths of a second, to truly muddy the championship points!

Three seconds adrift of the leaders came Blake-Baldwin to complete the podium slots with Harding exceedingly

RACE 3 - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	25	Tom ROCHE	Mazda MX-5 Mk3	7	16:33.932			53.87	1:50.478	7
2	50	Luke HERBERT	Mazda MX-5 Mk3	7	16:34.973	1.041	1.041	53.82	1:50.458	7
3	1	James BLAKE-BALDWIN	Mazda MX-5 Mk3	7	16:37.721	3.789	2.748	53.67	1:51.665	6
4	43	Jack HARDING	Mazda MX-5 Mk3	7	16:38.206	4.274	0.485	53.64	1:51.468	7
5	176	Brian CHANDLER	Mazda MX-5 Mk3	7	16:38.930	4.998	0.724	53.60	1:51.713	7
6	17	Nicholas DUNN	Mazda MX-5 Mk3	7	16:39.788	5.856	0.858	53.56	1:51.990	7
7	2	Jonathan GREENSMITH	Mazda MX-5 Mk3	7	16:40.183	6.251	0.395	53.54	1:52.001	7
8	20	Thomas COLLINS	Mazda MX-5 Mk3	7	16:40.587	6.655	0.404	53.51	1:51.397	6
9	76	Richard WICKLEN	Mazda MX-5 Mk3	7	16:44.697	10.765	4.110	53.30	1:53.198	6
10	16	Simon BALDWIN (M)	Mazda MX-5 Mk3	7	16:45.201	11.269	0.504	53.27	1:53.291	6
11	67	Simon ORANGE (M)	Mazda MX-5 Mk3	7	16:46.595	12.663	1.394	53.19	1:54.428	7
12	80	Aidan HILLS	Mazda MX-5 Mk3	7	16:47.000	13.068	0.405	53.17	1:52.568	6
13	3	Liam MURPHY	Mazda MX-5 Mk3	7	16:47.029	13.097	0.029	53.17	1:53.340	6
14	19	Carl GARNETT	Mazda MX-5 Mk3	7	16:48.562	14.630	1.533	53.09	1:54.719	6
15	53	Ashley BOYLES	Mazda MX-5 Mk3	7	16:49.510	15.578	0.948	53.04	1:54.137	6
16	66	Sam TATLER	Mazda MX-5 Mk3	7	16:49.972	16.040	0.462	53.02	1:53.718	7
17	88	Colin BYSOUTH	Mazda MX-5 Mk3	7	16:50.585	16.653	0.613	52.98	1:54.207	7
18	77	Jeremy CROOK (M)	Mazda MX-5 Mk3	7	16:57.305	23.373	6.720	52.63	1:56.330	6
19	223	Garry TOWNSEND (M)	Mazda MX-5 Mk3	7	16:59.155	25.223	1.850	52.54	1:56.752	6
20	14	Jake BAILEY (U-18)	Mazda MX-5 Mk3	7	17:01.698	27.766	2.543	52.41	1:54.323	6
21	11	Nathan BELL	Mazda MX-5 Mk3	7	17:01.755	27.823	0.057	52.41	1:57.599	7
22	7	Alex MILLER	Mazda MX-5 Mk3	7	17:01.986	28.054	0.231	52.39	1:58.325	7
23	93	John STACK (M)	Mazda MX-5 Mk3	7	17:03.154	29.222	1.168	52.33	1:57.701	7
24	26	Duncan HARRIS (M)	Mazda MX-5 Mk3	7	17:14.123	40.191	10.969	51.78	2:00.908	6
25	71 *	Geoff GOURIET (M)	Mazda MX-5 Mk3	7	17:14.480	40.548	0.357	51.76	1:56.689	7
26	85	Ian MCDONALD (M)	Mazda MX-5 Mk3	7	17:16.204	42.272	1.724	51.67	2:01.992	7
27	21	Simon FLEET (M)	Mazda MX-5 Mk3	7	17:16.353	42.421	0.149	51.67	2:00.707	6
28	246	Nizar EL-CHAMAA	Mazda MX-5 Mk3	7	17:17.109	43.177	0.756	51.63	2:00.922	7
29	9	Alec LIVESLEY (M)	Mazda MX-5 Mk3	6	17:13.126	1 Lap	1 Lap	44.42	1:58.153	6

NOT CLASSIFIED

DNF 35	Alex KING	Mazda MX-5 Mk3	1	08:50.084	6 Laps	5 Laps	14.43
DNF 44	Darren STAPLETON	Mazda MX-5 Mk3	0				
DNF 69	George GRANT (M)	Mazda MX-5 Mk3	0				

FASTEST LAP

50	Luke HERBERT	Mazda MX-5 Mk3	7	01:50.458			69.25 mph / 111.45 kph
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* Car 71 - 11 Second penalty - Cl.1.6 / Q15.1.2, Overtaking under safety car & yellow flags.



Simon Baldwin #16 leading the "Mazda Train"

close in fourth and leading a five car train of Mazdas less than a second apart incorporating Chandler, Dunn, Greensmith and Collins.

Trailing a couple of car lengths came Richard Wicklen, with Simon Baldwin

beating Simon Orange by half a second; finally grabbing the top ten position that had teased him by being so tantalising close in the previous two races.

CROFT

FINAL THOUGHTS:

Anglesey highlighted the impact that wet weather can have upon a championship and Croft similarly caught out many drivers with constantly shifting and slippery conditions.

For some, wet conditions are a nirvana and their chosen forte; for others, it is their nightmare and simply loathed.

No matter the stance taken, the situation always commands respect and smooth inputs to avoid breaking traction – a feat that requires good set up, experience and sometimes an unwavering conviction that it will just “go around the corner”!

The combination certainly seems to work for some drivers, but the general perception around the paddock seemed to be that wet racing added an enjoyable spice to proceedings by delivering an unpredictable element.

Thanks from the drivers, teams, coordinators and spectators alike, once again extends to the championship sponsors Clapham North - Services, MOT and Tyres”, “DPA Technologies” and “PRG Trailers” for their support.

In addition, racing is not “racing” without silverware to earn – generous awards from Fix Autos for the “Overall Winner” and “Best Improver” shall be announced at the next event, alongside the “Star of the Meeting” award kindly presented by the Mazda Owners Club.

Leaving Croft, Herbert still commands a respectable (but far from invulnerable) twelve-point lead at the head of the championship; meaning Roche should not be ignored, as he will no-doubt be praying for a significant mistake with which to pounce!

Not to be discounted either is the battle for third place in the championship seeing Murphy, Harding and Greensmith all deeply embattled for the honour.



George Grant #69

With Croft aptly demonstrating the intensely frenetic, close racing that can be found within the championship, personal hopes and dreams will once more be focussed on the season finale that is the much loved Donington Park!

**NEXT EVENT:
DONINGTON PARK
THE FINAL COUNTDOWN!**