

# British Racing & Sports Car Club



## Donington Park 2017



14th - 15th October, 2017 | Rounds 22, 23 & 24

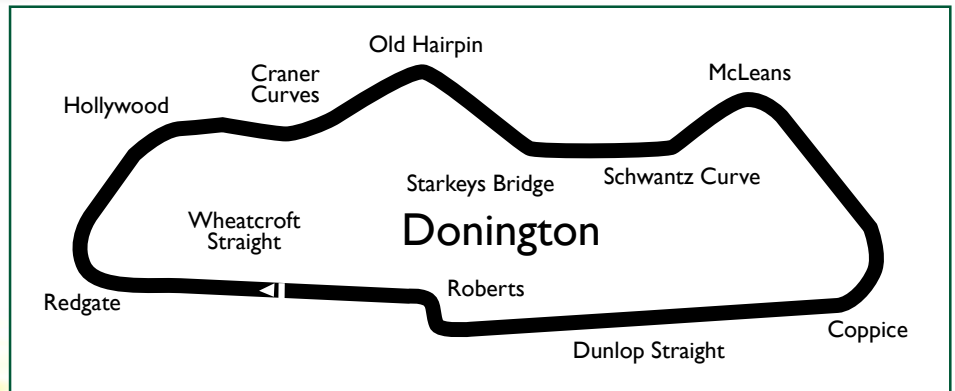
# RACE REPORT

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# DONINGTON PARK

## BRIEF:

Donington Park – a track well renowned and popular throughout motorsport, from club level to Formula 1 and even two-wheel racing such as the MotoGP.



Clearly a favourite amongst the throng of racing drivers, the BRSCC MX5 SuperCup saw an impressive number of thirty-five competitors enter the finale event of the 2017 season! With so many cars on track, coupled with the high levels of talent on show in the SuperCup, spectators and drivers alike highly anticipated the plethora of closely fought battles guaranteed to ensue.

Heading into the event, numerous wins and consistently high performances from Luke Herbert saw him hold a clear advantage over the championship standings; albeit ever cautious of the rapid and predatory form of Tom Roche, ready to pounce should misfortune strike the championship leader's #50 racing machine.

The BRSCC MX5 SuperCup has been

generously supported all season by Clapham North "Servicing, MOT & Tyres", DPA Technologies and PRG Trailers; all once again providing kind sponsorship at Donington Park.

The end-of-season races are infamous for their close racing, excitement, dramas, thrills and spills; with the 2017 closing rounds proving to be no exception....



George Grant & Clapham North

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## QUALIFICATION:



Qualifying at Donington Park began slowly, with many drivers electing to progressively wind up their metal steeds into increasingly faster times.

*Garry Townsend – “Masters” championship leader*

A few of the usual suspects in the form of James Blake-Baldwin, Tom Roche and Liam Murphy set their respective fastest times by only lap four, albeit Jack Harding's time of 1 minute 22.603 seconds would remain the quickest lap time for several iterations.

Jonathan Greensmith's 1:22.585 on lap seven would wrench prospective Pole Position from Harding, only for Luke Herbert to set his best lap time two-hundredths of a second quicker than Greensmith on the following lap!

The bar was consequently set quite high; none-the-less several of the top runners began to break into similar lap-time territory due to the array of talent available within the championship.



*Jack Harding*

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Ultimately, Jack Harding secured Pole Position by knocking a few tenths off of Herbert's time, submitting a very respectable 1:22.284.

With the top ten all boasting 1:22 bracket times, the ensuing races promised to be as highly competitive as usual.

That said, the rest of the field were by no-means slow, with eight drivers only a single second slower and another nine a mere two seconds of the pace, showing that any mistakes, anywhere on the track, will be harshly punished by significant loss of position.

Therefore, the top ten for Race One saw Jack Harding on Pole alongside points leader Luke Herbert. Row two featured Jonathan Greensmith with Liam Murphy, defending from Ben Short and Thomas Collins. Reigning champion James Blake-Baldwin was joined by title contender Tom Roche, with stalwart performances from Brian Chandler and



Nicholas Dunn and Simon Orange

Carl Garnett in position ten.

Enveloped by cool yet dry weather, the conditions were perfect for the SuperCup's signature frantic, bumper-to-bumper racing...



Liam Murphy

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## RACE 1



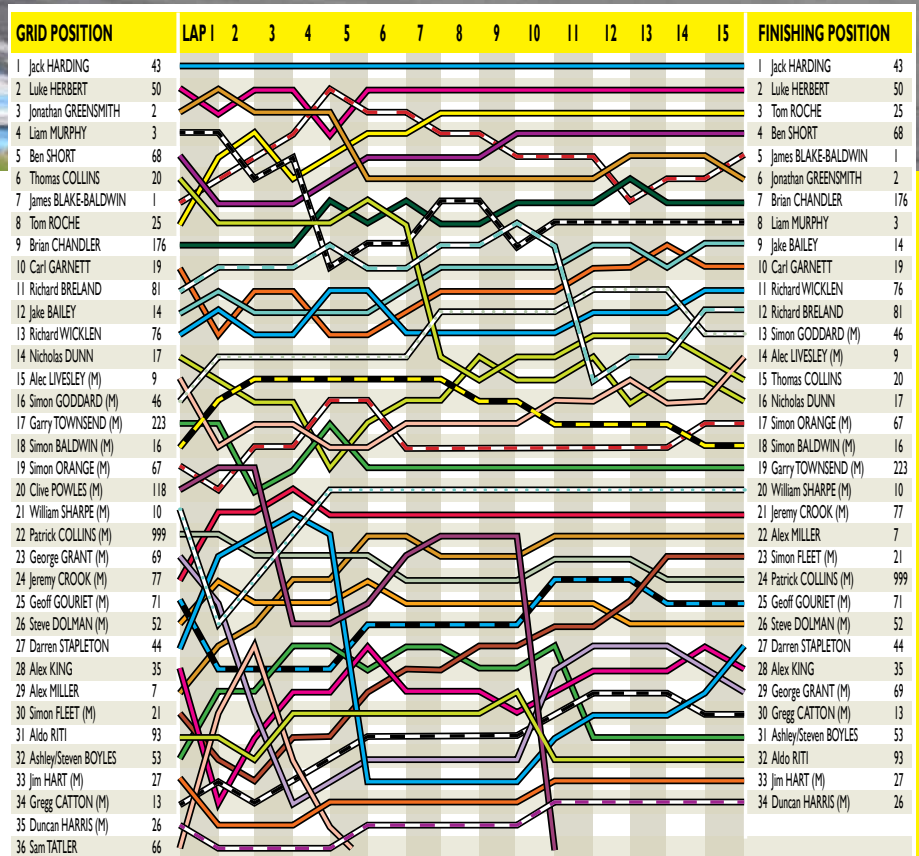
Opening lap antics at Redgate

The banshee wail of thirty-six, wide-open SuperCup engines heralded the rapid launch of the entire championship grid as Jack Harding capitalised on his Pole Position to rocket forward at the front.

Although Harding came under immediate pressure from Herbert, behind the leading duo, intense battles instantly broke out amongst the ranks of racing machines, seeing Greensmith tackle Herbert while Roche and Blake-Baldwin quickly careened up the ranks from eighth and seventh respectively.

Roche was evidently keen to reel in Herbert to close the distance within the championship points, as he noticeably hurled his #25 MX5 past Collins (#20), Short, Murphy and Blake-Baldwin to be briefly rewarded with fourth.

Fervent jostling from the pack and bumper-to-bumper action meant positions were far from static on a track



boasting many overtaking opportunities, meaning Roche was soon ambushed and relegated behind Blake-Baldwin and Murphy as the latter struck using a cheeky dive up the inside at Old Hairpin.

Blake-Baldwin's resounding start he been swiftly followed with a similarly

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cheeky undertake on Short as he further dispatched Murphy, then Roche steadily reeling in Greensmith and Herbert.

Come lap four, Blake-Baldwin directly challenged Greensmith, utilising a switchback up the inside of the #2 machine to immediately duel and surpass Herbert – the championship leader prudently unwilling to risk throwing away the title in an aggressive battle for second place.

Then a string of relegations struck, seeing Murphy career off the track at McLeans as he frantically fought to regain control of the bucking MX5; Greensmith was first passed by Blake-Baldwin on his way to second place, before a resurgent Herbert reclaimed third, demoting Greensmith further behind the tightly bunched throng of race cars into sixth.

With Herbert now reasserting himself, he carried momentum to overtake Blake-Baldwin, commencing a gradual fall down the standings for the reigning champion while Herbert himself could be found working tactically in a cooperative fashion with Harding for the rest of the race, building and maintaining a gap from the baying hoards chasing them!

Roche would size-up Blake-Baldwin before pushing past during the mid-point of the race to occupy and successfully defend third; predominantly from the likes of Short, who had also surpassed Blake-Baldwin a couple of laps after Roche.

The current champion once more become embroiled with Greensmith and then Chandler as both sequentially continued the former's downward spiral – albeit all of a few fractions of a second between the



*Jack Harding - Winner (Race 1)*



*Richard Breland - Fastest Lap (Race 1) – An astounding 1:21.995*

entire leading field of cars! Blake-Baldwin quickly recouped to extricate himself from Chandler, going on to chase down and ambush Greensmith on the last lap to claim fifth despite a forced excursion across the gravel at Roberts!

Liam Murphy's earlier dramas saw him re-join the track to engage Richard Breland, ducking past on the next lap to begin chasing the entangled battle between Chandler and Collins (#20); until calamity for Collins plunged

him down to fourteenth, making Murphy's ascension back up the ranks a simpler affair. Subsequently submitting a parabolic performance around Chandler, Murphy first moved ahead then fell back into the grasp of Breland – the demotion curse claiming the latter as well, relegating the #81 driver to fifteenth at Coppice and paving the way for Murphy to finish in eighth.

With Richard Breland swiftly duking with then surpassing Nicholas Dunn

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in #17, he soon encountered the recovering Thomas Collins, claiming victory over their private fracas to gain an additional promotion into twelfth from Simon Goddard on the penultimate lap – as a bonus, Breland also secured the fastest lap at an incredible 1:21.995, outpacing even the quickest qualifying times!

In the mid-field, Carl Garnett and Richard Wicklen enjoyed a succession of encounters while seemingly orbiting Jake Bailey. Eventually Bailey broke free to take the lead of the trio for several laps until Garnett made a challenge that briefly awarded him ninth, only to be displaced once more by Bailey. After a drawn-out skirmish

with Simon Goddard, Wicklen secured eleventh from Goddard; the latter having delivered a solid drive up from sixteenth to eleventh before his tussle with Wicklen.

Clive Powles in #118, one of the many to progress to the SuperCup having competed for several seasons in the “sister” MX5 Championship, began his race combatting his old foe Simon Orange alongside Garry Townsend.

Sadly, Powles off-track travels lost him seven places on the third lap, leaving Orange and Townsend to race each other up to the penultimate lap when Orange snuck past Simon Baldwin.

Powles, now in twenty-sixth, recovered to pick a fight with Steve Dolman, overtaking to tackle fellow MX5 Championship graduate Patrick Collins, then moving onto Alex Miller! This impressive come-back suffered a double dip of fortune when Powles was forced to retire on the tenth lap, leaving Miller to continue unabated following his notable seven place rise through the ranks during the opening laps from twenty-ninth.

Also climbing the standings impressively from the back of the field was Simon Fleet, initially struggling during the first couple of laps before finding his feet [wheels] and submitting a succession of overtakes to ascend



*Jonathan Greensmith leads the pack in chasing Jack Harding*

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twelve places, finishing twenty-first.

Uncharacteristically starting from last place, Sam Tatler appeared to be tearing through the melee of fellow competitors until apparent mechanical issues revealed the promising SuperCup driver excruciatingly slip down the standings and retiring from the race by lap four.

Experiencing something of a rollercoaster ride, Darren Stapleton's #44 MX5 enjoyed a six-place gain over the first two laps, before ignominiously falling eleven places, where he spent some time duelling George Grant; ultimately seeing Stapleton pull ahead on the last lap to finish in the same position he started.

The closing lap saw Jack Harding claim the chequered flag following a truly dominant race, with Luke Herbert close behind and happy to receive a haul of points for second without jeopardising his championship chances.

However, Herbert dare not relax too much with Tom Roche mere feet from his bumper in third place and still contending for the championship title.

With the podium positions complete, Ben Short crossed the line in fourth immediately followed less than half a second later by James Blake-Baldwin and Jonathan Greensmith – the latter challenging alongside and incredibly two-hundredths of a second of the former's time.

Once again tight up behind the competitors ahead, came BC Motorsport driver Brian Chandler in seventh, with Liam Murphy glued to his bumper in eighth.

Rounding out the top ten was Jake Bailey with Carl Garnett veritably hounding him across the line.



Jake Bailey #14 & Richard Wicklen #76

## RACE 1 - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	43	Jack HARDING	Mazda MX-5 Mk3	15	20:52.943			85.18	1:22.898	9
2	50	Luke HERBERT	Mazda MX-5 Mk3	15	20:55.191	2.248	2.248	85.03	1:22.672	8
3	25	Tom ROCHE	Mazda MX-5 Mk3	15	20:57.794	4.851	2.603	84.85	1:23.024	3
4	68	Ben SHORT	Mazda MX-5 Mk3	15	21:00.521	7.578	2.727	84.67	1:22.930	3
5	1	James BLAKE-BALDWIN	Mazda MX-5 Mk3	15	21:00.876	7.933	0.355	84.64	1:22.798	3
6	2	Jonathan GREENSMITH	Mazda MX-5 Mk3	15	21:00.896	7.953	0.020	84.64	1:22.703	13
7	176	Brian CHANDLER	Mazda MX-5 Mk3	15	21:03.568	10.625	2.672	84.46	1:23.018	4
8	3	Liam MURPHY	Mazda MX-5 Mk3	15	21:03.883	10.940	0.315	84.44	1:22.401	3
9	14	Jake BAILEY	Mazda MX-5 Mk3	15	21:06.472	13.529	2.589	84.27	1:23.097	3
10	19	Carl GARNETT	Mazda MX-5 Mk3	15	21:06.797	13.854	0.325	84.25	1:23.233	12
11	76	Richard WICKLEN	Mazda MX-5 Mk3	15	21:12.814	19.871	6.017	83.85	1:23.123	3
12	81	Richard BRELAND (M)	Mazda MX-5 Mk3	15	21:18.538	25.595	5.724	83.48	1:21.995	3
13	46	Simon GODDARD (M)	Mazda MX-5 Mk3	15	21:20.095	27.152	1.557	83.37	1:23.151	6
14	9	Alec LIVESLEY (M)	Mazda MX-5 Mk3	15	21:20.530	27.587	0.435	83.35	1:23.292	7
15	20	Thomas COLLINS	Mazda MX-5 Mk3	15	21:22.189	29.246	1.659	83.24	1:22.831	3
16	17	Nicholas DUNN	Mazda MX-5 Mk3	15	21:22.283	29.340	0.094	83.23	1:23.166	7
17	67	Simon ORANGE (M)	Mazda MX-5 Mk3	15	21:25.889	32.946	3.606	83.00	1:24.140	7
18	16	Simon BALDWIN (M)	Mazda MX-5 Mk3	15	21:27.029	34.086	1.140	82.92	1:24.496	6
19	223	Garry TOWNSEND (M)	Mazda MX-5 Mk3	15	21:29.864	36.921	2.835	82.74	1:24.484	13
20	10	William SHARPE (M)	Mazda MX-5 Mk3	15	21:30.083	37.140	0.219	82.73	1:24.392	7
21	77	Jeremy CROOK (M)	Mazda MX-5 Mk3	15	21:37.330	44.387	7.247	82.27	1:25.039	9
22	7	Alex MILLER	Mazda MX-5 Mk3	15	21:41.185	48.242	3.855	82.02	1:24.862	8
23	21	Simon FLEET (M)	Mazda MX-5 Mk3	15	21:42.955	50.012	1.770	81.91	1:24.388	10
24	999	Patrick COLLINS (M)	Mazda MX-5 Mk3	15	21:44.349	51.406	1.394	81.82	1:25.529	15
25	71	Geoff GOURIET (M)	Mazda MX-5 Mk3	15	21:45.137	52.194	0.788	81.77	1:25.065	8
26	52	Steve DOLMAN (M)	Mazda MX-5 Mk3	15	21:46.571	53.628	1.434	81.68	1:24.820	14
27	44	Darren STAPLETON	Mazda MX-5 Mk3	15	22:02.583	1:09.640	16.012	80.70	1:24.859	13
28	35	Alex KING	Mazda MX-5 Mk3	15	22:03.183	1:10.240	0.600	80.66	1:25.181	4
29	69	George GRANT (M)	Mazda MX-5 Mk3	15	22:04.761	1:11.818	1.578	80.56	1:25.277	8
30	13	Gregg CATTON (M)	Mazda MX-5 Mk3	15	22:05.144	1:12.201	0.383	80.54	1:25.532	13
31	53	Ashley / Steven BOYLES	Mazda MX-5 Mk3	15	22:07.867	1:14.924	2.723	80.37	1:25.391	7
32	93	Aldo RITI (M)	Mazda MX-5 Mk3	15	22:14.710	01:21.8	6.843	79.96	1:25.810	7
33	27	Jim HART (M)	Mazda MX-5 Mk3	14	21:04.866	1 Lap	1 Lap	78.75	1:27.889	6
34	26	Duncan HARRIS (M)	Mazda MX-5 Mk3	14	21:18.555	1 Lap	13.689	77.90	1:27.785	14

### NOT CLASSIFIED

DNF	118	Clive POWLES (M)	Mazda MX-5 Mk3	9	13:02.419	6 Laps	5 Laps	81.77	1:24.359	8
DNF	66	Sam TATLER	Mazda MX-5 Mk3	4	06:20.488	11 Laps	5 Laps	74.54	1:26.232	2

### FASTEST LAP

81	Richard BRELAND (M)	Mazda MX-5 Mk3	3	01:21.995	86.89 mph/139.83 kph
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\*Car 16 - 5 second Time Penalty - Exceeding Track Limits



# DONINGTON PARK

## RACE LIFE: DRIVING STANDARDS OFFICER

### Who are you and what do you do?

I'm Steve Andrew and my role within the BRSCC is Driving Standards Officer. I started racing late in life, back in 2009 with a MX5 Mk1 in the "Ma5da" days, then went on to race a Mk3 in 2011, racing both the Mk1 and Mk3 up to 2015. I raced the Mk1 in the "Race of Remembrance" in 2015 with my son Carl and Son-In-Law Lewis Field, where we finished 3rd in class and we raced again in 2016, finishing 2nd in class. I have also raced a friend's Ferrari 328 GTB in the Pirelli Ferrari Formula Classic Series in 2015.

### How did you get into the role?

The series was having a lot of issues with driving standards and I was asked by Dom (BRSCC exec.) if I would help review the video footage for the clerks at the last two race weekends of last year – this worked very well and a permanent position was put in place for the 2017 season.

### What does a typical race day involve?

I prepare a list of drivers participating in the weekend's events on the Friday in our motorhome mobile office and print off a large number of incident report forms ready for the weekends shenanigans. I am up early on the Saturday morning setting up the TSL live timing screen in hospitality and then off to race control to meet with the clerks for the weekend and grab a space to setup my laptop. During the races I listen to the reports coming in from the marshal posts and any that involve contact are noted and an incident report form is completed. Once the race is finished I discuss with the clerk which drivers are required to be interviewed and radio this information

through to our very wonderful co-ordinators. Then I usually have a line of drivers waiting outside the clerk's office with their video footage ready for me to load on to my laptop and find the incident in question. I then review the footage with the clerk and give any advice to the clerk that he requires to help with his decision. If we are the last race of the day, then I can still be in the clerk's office after 7pm.

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

The majority of my work is at the track, but we sometimes have drivers sending in video footage for us to review after the weekends racing.

### What do you enjoy most about the role?

I believe I have helped to get the clerks to better understand the drivers point of view in an incident, but also to educate the drivers that certain actions when racing that result in contact, can be avoided if the driver is made aware of these in a constructive manner.

### What is the most difficult part?

Having to be involved in heated exchanges between the drivers and the clerk, but this is usually the adrenalin still kicking-in with drivers.

### What is your favourite memory of being at the track?

I have two great memories of racing with MX5's the first was when my son Carl first started racing in 2010 and was straight away quicker than me in his first race even though I had already been racing for a full season, very depressing. The second was when we raced together in our last race at Castle Coombe in 2015 when Carl started on pole (his



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first I believe) and I was third on the grid, we swapped places a number of times during the race, but I managed to hold on to the lead and won my first race with Carl coming 3rd – revenge at last!

## What is the scariest/hardest thing to happen?

When Carl lost his brakes going in to the first corner at Croft, nearly wiped out the camera man and the car ended up a couple of feet shorter!

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

I run a software development company that keeps me busy during the week and as my wife Mandy runs both the MX5 championships, we don't have a lot of spare weekends to do anything other than be at race events! I have managed to race a couple of times this year in a supercharged MX5 Mk1 with Scott Ferguson in an endurance series over 2 and 3 hours.

## Any message to the drivers?

I believe the driving standards are improving but we still have a way to go, the drivers just need to anticipate what their competitors are likely to do before they make a move and also to allow that little bit more racing room and avoid the late lunges from too far back. The camaraderie within the paddock is great to see and every driver is here to have a good time and go home with their cars in the same condition that they arrived in.

## Anyone you want to thank?

I would like to thank my wife Mandy for supporting me when I decided to start racing during my late mid-life crisis, I don't think she realised what a major part it would play in our lives going forward. Without her tireless hard work, I don't believe this championship would be as successful as it is, when I leave for week in the morning she is answering drivers queries on emails and when I come home at night she will still be talking to drivers on the phone or organising the next event. I would also like to thank our wonderful co-ordinators who make our life so much easier in race control by making sure drivers are at the assembly area on time and are always informed of everything that is happening.



# DONINGTON PARK

## RACE 2



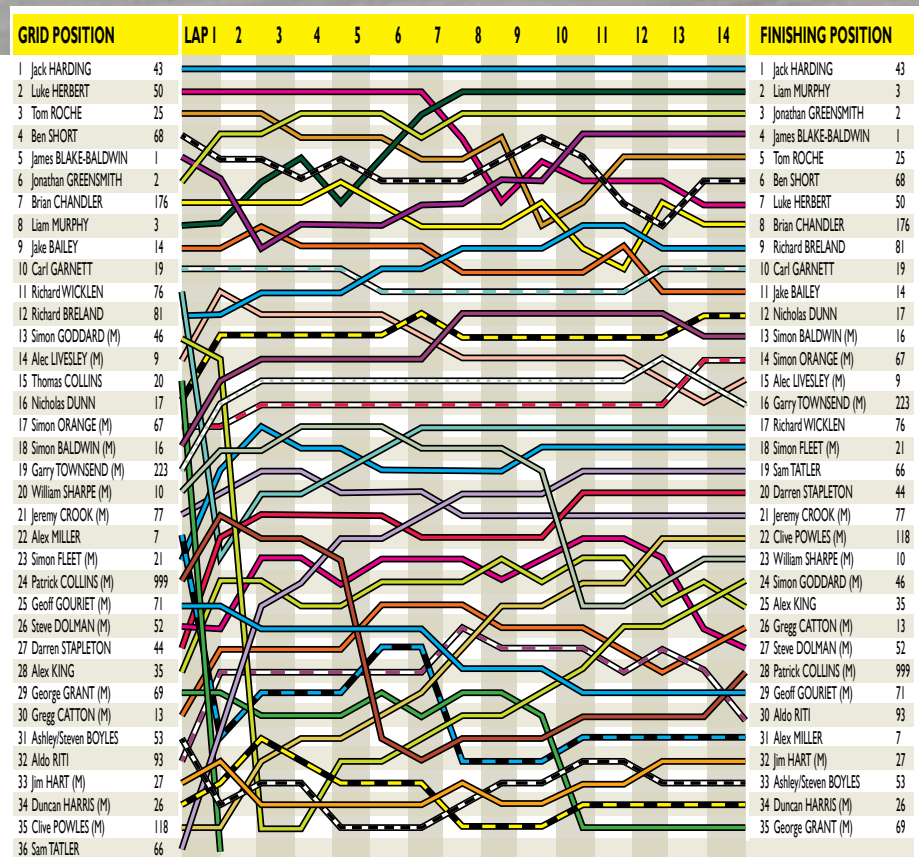
The next day revealed excellent racing conditions, as the 2017 grid of SuperCup competitors once more lined up for the second race of the finale event at Donington Park.

Jack Harding - Winner (Race2)

Harding took control once more from the front, maintaining a cool head and focussing on building a gap from the mayhem of squabbling cars close behind. Herbert gave chase and kept pace for the first half of proceedings, being comfortable to simply work with Harding rather than challenge too hard and risk taking them both out of contention.

In equal measure, but seemingly biding his time, Roche looked to be patiently waiting for an opportunity until Greensmith upset that plan, pushing up from sixth to directly fight Roche. The Blendini driver put-up a stout defence, but Greensmith resolutely applied pressure to successfully overtake, claiming and holding third place for the remainder of the race.

Roche soon had to contend with a manic charge from Murphy who,



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following a brief falter in pace against Short and Chandler; had hurtled up the field to surpass Roche and Greensmith before locking-horns with Herbert.

Being critical to avoid a "Did Not Finish", Herbert subsequently did not resist Murphy too vehemently, but was consequently mugged by the group of nose-to-tail cars as five competitors pushed past in one fell-swoop!

Herbert went on to enjoy a battle with Blake-Baldwin, then encountered the relegated form of Roche as the latter executed a squeeze on Short that saw the BS Motorsport driver flung towards the grass at Redgate and placed within the grasps of Breland, Herbert and Chandler; the penultimate lap seeing Short sneak past Herbert and Chandler to capture sixth.

Blake-Baldwin initially suffered a few detrimental opening laps as the tightly packed swarm of MX5 machines harshly punished any driver even slightly out of position. Falling from fifth to ninth behind Bailey, the SuperCup veteran soon used his proven talents to dash past Bailey's #14 machine and begin systematically hunting each of the ballistic drivers ahead; reaching fourth place by lap ten, but unable to close the gap in time on Greensmith ahead.

Having established his potential pace in the previous round, Breland once more pushed through the field as he climbed from twelfth to eighth over the duration of the race, frustratingly losing one place to Chandler for an otherwise unstoppable advance.

As Breland advanced, he passed the once more embroiled forms of Garnett and Bailey as the pair fought their seemingly fateful cycle of battles, seeing Garnett once more finish as he started in tenth, only this time just ahead of Bailey.



Liam Murphy - Fastest Lap (Race2)



Roche fights the protesting #25 across Roberts



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Experiencing a no-doubt hair-raising moment as control was momentarily lost, Simon Goddard's #46 racing machine careened across the grass at Craners towards Old Hairpin and the solid line of fellow SuperCup drivers. Fortunately avoiding any incident and recovering, Goddard appeared to focus determinedly on removing all obstacles ahead, to rapidly climb the standings by eleven positions from last place to twenty-fourth, despite an unexpected visit into the tyre wall at Roberts.

Mirroring this remarkable rate of ascension was Clive Powles who, having started from the back of the grid from his previous retirement, delivered a solid drive with overtakes on nearly every lap to boast a total gain of thirteen places.

Meanwhile, Sam Tatler started in last place following his previous race misfortune, but would not to

be caught twice, seeing a meteoric rise of eleven places during the opening two laps alone, blowing past the like of Alex King, Steve Dolman and Patrick Collins until briefly plateauing behind Darren Stapleton. Yet, the latter's #44 car proved to be a temporary obstacle for Tatler; passing-by to further dispatch Jeremy Crook, before receiving a timely promotion from the calamity befalling William Sharpe that left Tatler to chase Simon Fleet.

Fleet had the pleasure of earning several places in the opening laps to leap from twenty-third to seventeenth, becoming entangled with Sharpe and losing ground before also losing position to a recovering Wicklen.

Wicklen's first lap ran in contrast to Fleet's, as he inexplicably lost twelve places prior to reasserting himself and ploughing through the field back

up to seventeenth, holding back Sharpe in the process until Fleet could extract his revenge to also overtake Sharpe's #10 machine.

Soon after, Sharpe suffered a six-place demotion that aligned him with the King and Dolman, both of whom had been locked in a private battle until the "Sharpe Distraction" appeared to break the pair apart, allowing

Gregg Catton through to bisect the rivals on the last lap.

Following suit with Wicklen's disastrous opening lap, Alex Miller too had a challenging second round having been demoted nine places within the first lap. Battling with George Grant and Aldo Riti yielded two victories, only to be immediately receded when Miller's reported off-track excursion flung him back into thirty-second to contest with a similarly unlucky Patrick



Dunn #17 & Baldwin #16

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Collins – albeit Collins nailed a two-place promotion on the last lap with Dolman's bumper in his crosshairs!

Consequently, Race Two concluded with Jack Harding once more securing a solid victory having persistently led the race, with second place and fastest lap going to Liam Murphy, followed closely by Jonathan Greensmith onto the podium a mere three-tenths of a second behind.

Seven seconds later, James Blake-Baldwin took fourth from Tom Roche in fifth, chased fervently by the tight formation pack consisting of respective drives from Ben Short, Luke Herbert, Brian Chandler and Richard Breland.

Once more completing the top ten was Carl Garnett, with Jake Bailey maintaining the pressure two-tenths off his tail bumper!

The fantastic news for Herbert, was that he had accrued enough points to have effectively won the SuperCup championship!

## RACE 2 - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	43	Jack HARDING	Mazda MX-5 Mk3	14	19:23.687			85.59	1:22.483	5
2	3	Liam MURPHY	Mazda MX-5 Mk3	14	19:26.210	2.523	2.523	85.41	1:21.775	5
3	2	Jonathan GREENSMITH	Mazda MX-5 Mk3	14	19:26.538	2.851	0.328	85.38	1:22.125	5
4	1	James BLAKE-BALDWIN	Mazda MX-5 Mk3	14	19:33.571	9.884	7.033	84.87	1:22.651	7
5	25	Tom ROCHE	Mazda MX-5 Mk3	14	19:37.937	14.250	4.366	84.56	1:22.295	4
6	68	Ben SHORT	Mazda MX-5 Mk3	14	19:38.174	14.487	0.237	84.54	1:22.536	4
7	50	Luke HERBERT	Mazda MX-5 Mk3	14	19:38.472	14.785	0.298	84.52	1:22.492	4
8	176	Brian CHANDLER	Mazda MX-5 Mk3	14	19:38.746	15.059	0.274	84.50	1:22.373	4
9	81	Richard BRELAND (M)	Mazda MX-5 Mk3	14	19:39.006	15.319	0.260	84.48	1:22.533	6
10	19	Carl GARNETT	Mazda MX-5 Mk3	14	19:39.906	16.219	0.900	84.42	1:22.772	4
11	14	Jake BAILEY	Mazda MX-5 Mk3	14	19:40.144	16.457	0.238	84.40	1:22.767	4
12	17	Nicholas DUNN	Mazda MX-5 Mk3	14	19:53.247	29.560	13.103	83.47	1:23.142	3
13	16	Simon BALDWIN (M)	Mazda MX-5 Mk3	14	19:53.511	29.824	0.264	83.45	1:23.810	5
14	67	Simon ORANGE (M)	Mazda MX-5 Mk3	14	19:54.127	30.440	0.616	83.41	1:24.130	4
15	9	Alec LIVESLEY (M)	Mazda MX-5 Mk3	14	19:54.540	30.853	0.413	83.38	1:23.501	3
16	223	Garry TOWNSEND (M)	Mazda MX-5 Mk3	14	19:54.556	30.869	0.016	83.38	1:23.877	3
17	76	Richard WICKLEN	Mazda MX-5 Mk3	14	19:55.350	31.663	0.794	83.32	1:23.908	5
18	21	Simon FLEET (M)	Mazda MX-5 Mk3	14	19:57.728	34.041	2.378	83.16	1:24.074	10
19	66	Sam TATLER	Mazda MX-5 Mk3	14	20:01.845	38.158	4.117	82.87	1:23.954	3
20	44	Darren STAPLETON	Mazda MX-5 Mk3	14	20:07.734	44.047	5.889	82.47	1:24.647	4
21	77	Jeremy CROOK (M)	Mazda MX-5 Mk3	14	20:08.037	44.350	0.303	82.45	1:24.775	9
22	118	Clive POWLES (M)	Mazda MX-5 Mk3	14	20:14.335	50.648	6.298	82.02	1:24.694	6
23	10	William SHARPE (M)	Mazda MX-5 Mk3	14	20:15.821	52.134	1.486	81.92	1:24.434	7
24	46	Simon GODDARD (M)	Mazda MX-5 Mk3	14	20:16.075	52.388	0.254	81.90	1:24.160	11
25	35	Alex KING	Mazda MX-5 Mk3	14	20:17.155	53.468	1.080	81.83	1:25.111	6
26	13	Gregg CATTON (M)	Mazda MX-5 Mk3	14	20:19.329	55.642	2.174	81.69	1:25.174	4
27	52	Steve DOLMAN (M)	Mazda MX-5 Mk3	14	20:19.812	56.125	0.483	81.65	1:24.723	3
28	999	Patrick COLLINS (M)	Mazda MX-5 Mk3	14	20:23.936	1:00.249	4.124	81.38	1:25.127	13
29	71	Geoff GOURIET (M)	Mazda MX-5 Mk3	14	20:25.480	1:01.793	1.544	81.28	1:24.637	3
30	93	Aldo RITI (M)	Mazda MX-5 Mk3	14	20:28.133	01:04.4	2.653	81.10	1:24.930	12
31	7	Alex MILLER	Mazda MX-5 Mk3	14	20:32.432	01:08.7	4.299	80.82	1:25.124	4
32	27	Jim HART (M)	Mazda MX-5 Mk3	14	20:46.734	01:23.0	14.302	79.89	1:26.648	12
33	53	Ashley / Steven BOYLES	Mazda MX-5 Mk3	14	20:46.999	01:23.3	0.265	79.87	1:27.117	14
34	26	Duncan HARRIS (M)	Mazda MX-5 Mk3	14	20:48.642	1:24.955	1.643	79.77	1:27.215	11
35	69	George GRANT (M)	Mazda MX-5 Mk3	13	19:35.243	1 Lap	1 Lap	78.69	1:24.722	4

### NOT CLASSIFIED

DNF 20 Thomas COLLINS Mazda MX-5 Mk3 0

### FASTEST LAP

3 Liam MURPHY Mazda MX-5 Mk3 5 01:21.775 87.12 mph/140.21 kph

Checkered flag shown early - race result declared at 14 laps



Clive Powles & Jim Hart

# DONINGTON PARK

## RACE LIFE: BRSCC 2017 SUPERCUP CHAMPION LUKE HERBERT

### **Congratulations on winning the BRSCC MX5 Championship - how does it feel?**

To win the championship for a second time was a great feeling, better than the first-time round and better than my Michelin Clio Cup Championship. It has proven to be one of my hardest seasons, so to come out on top of a very competitive field was an amazing feeling. After the first three rounds I was 50% sure I wouldn't be able to win the championship, so to turn the second half of the season into such a successful one made the victory taste sweeter.

### **So, how long have you been racing and how did you get into it?**

I started karting when I was ten, so eighteen years ago. When I was younger we had a big garden and I wanted a mobility scooter to ride around it on. Dad found it a struggle to find one that was cheap enough for me to wreck, so he took me indoor karting instead and the rest is history. He now jokes he had bought me a brand new one because indoor karting led to be a very expensive sport! I started car racing in 2010 in the Ma5da MK1 Championship and then progressed to MK3s in 2011.

### **What do you like about racing MX5s?**

It is a great car to drive and has excellent balance. The cars are all very even, so it comes down to set up and driver ability. The championship also breeds very quick drivers, so

having a level playing field produces adrenaline filled racing.

### **What were the main challenges/ frustrations for you this year?**

We only decided to race three weeks before the start of the season and decided to build a fresh car instead of buying one. This made the first round at Brands Hatch very stressful as we had many problems with the car and ended up travelling two hours that Friday night to get a replacement gearbox. Apart from this we have had the odd problem but no major frustrations or issues with the car.

### **Who made you work the most out on track?**

I don't think there is a driver in the top ten that hasn't made me work on track this year as it has been so competitive. However, it would have to be Tom Roche on the basis that he has forced me into more mistakes than other drivers as he is such an aggressive attacker. He is also very good at tactics and defending, especially at Donington when using first gear through the chicane (which is usually a third gear corner) to try and push me down the field to take the championship.

### **Which track do you most like and similarly which one are you not so keen on?**

Oulton Park has always been my favourite circuit as it has every type of corner and is very scenic. I also



seem to have my greatest results at Oulton, taking a Pole and three wins there this year. Rockingham is my least keen UK circuit as it is very artificial and very start/stop - no flowing corners. I did however get my first pole there in 2010 in the Mk1 Ma5da days against Rob Boston and Tom Roche.

### **Who supports you during a race meeting?**

I am very lucky to have supporters at every round. Dad and my girlfriend, Siobhan, have been at every round this season and it is us three that mainly run the team. However, I get lots of support at other rounds and off the track from my Mum and my Sister. I am also very lucky to have lots of friends who come and support me at local rounds, which make the weekend so much more enjoyable.

### **Apart from winning the championship, what were the stand-out high and low moments?**

My stand out high moment was at Brands Hatch when I managed to qualify in third in our first weekend

# DONINGTON PARK

out in Mazdas for five years, especially as it was such a rush to get the car ready for Brands Hatch. Even though it was third place it felt better than some Pole Positions later in the year. My lowest moment of the year was at Silverstone, where we were taken out in race one after getting into the lead for the first time in the season, but this sort of thing happens in such a closely contested field.

## **Will you return next year and what's your next goal?**

Yes, we will be returning next year to compete in the TCR Supporting championship. I have never had to chance to defend a title, so it will be great to give it a crack. My next goal will be to be the first-person to defend the title. My long-term goal will be to compete in TCR or BTCC.

## **If you could make "any" change to your car and/or the rules, what would they be?**

In a dream world it would be nice to have a sequential gearbox because in Clios it was such a nice thing to have. We only use 2nd 3rd and 4th gear in the Mazda but with a sequential gearbox in the Clio we would use all of the gears at most circuits, so you get a lot more torque. I would also like to change the way qualifying is done. It would be nice to set your start position for the 3 races from your 3 fastest laps in qualifying instead of your finishing position in the race determining where you start in the next race. This would stop the unfairness of having to start last if you get taken out or have a mechanical failure.



## **What advice would you give to drivers wishing to become more competitive?**

What I have learnt this year is not to focus on the set up of the car but focus on the driving. We have used the same setup for every track with very minor tweaks to achieve car balance. We do however make sure that the setup we use is 100% correct by checking it every session with a flat floor.

## **Anyone you want to thank?**

I would like to thank Dad, my girlfriend and family the most for the time and effort that have gone into the season. Coming out with the championship has proven how hard we have worked this year. I would also like to hugely thank my sponsors SRC Recycling LTD, McEwan Wealth Management, ACC tyres and Chichester Watersports as none of the racing would happen without your support. I would also like to thank everyone at the BRSCC for producing such a brilliant championship. Also, anyone who has helped me along this season and people who have come to support me at the weekends.



# DONINGTON PARK

## RACE 3

First lap!

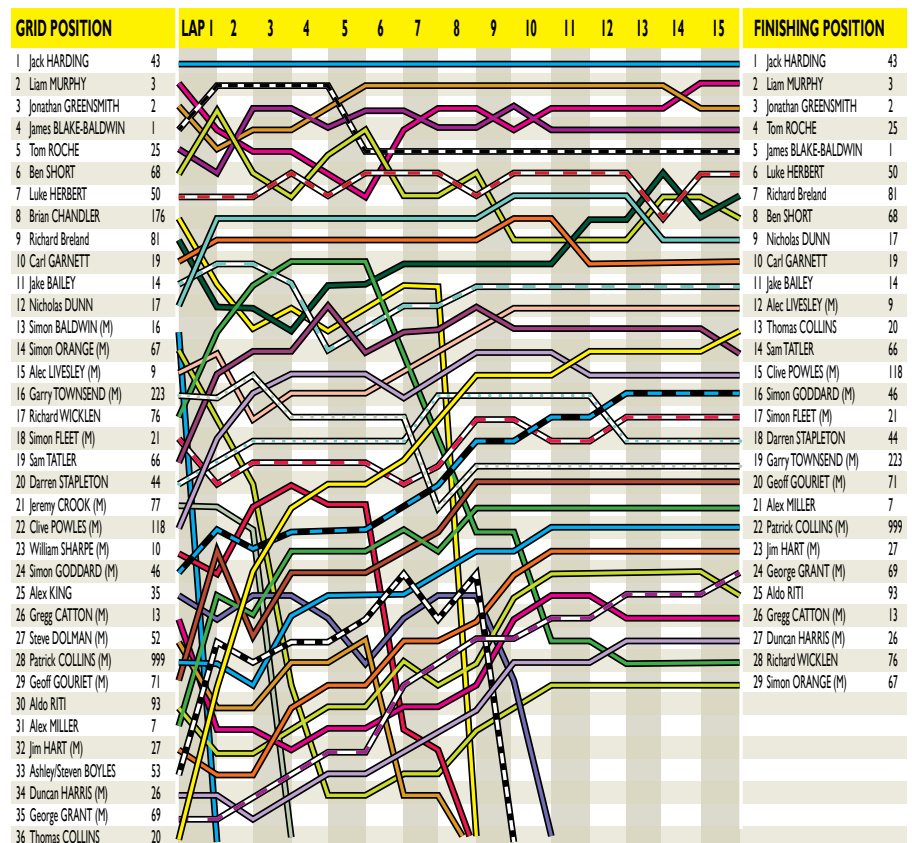


With the very last race of the 2017 season ready to commence, the championship had already been won, yet Luke Herbert commendably rolled out onto the track to do battle for one last time this year. With the championship so tantalisingly close yet decided, Tom Roche too could afford to ease off a little and enjoy the last race.

As such, the final round catapulted thirty-six angry hornets past the gantry as Jack Harding once more found his groove from Pole Position and maintained resolute control of the race from the fore.

By the end of lap one, Blake-Baldwin leapt to the front in pursuit of Harding with Short fervently chasing, until the bunched racing machines baying at his tail bumper struck during the opportune time to demote his #68 car to sixth.

Herbert would further exacerbate matters for the BS Motorsport driver, until the following lap seemingly refocused his mind to engage and surpass Herbert, then Murphy, before conquering Blake-Baldwin!



By this point Greensmith and Roche were dancing around one-another for second place, seeing the green MX5 of Roche ironically passed by Greensmith, who ardently defended second place to the penultimate lap – here Murphy exacted a final charge to the front by overtaking Greensmith and staging a wheel-to-wheel blast for the finish line on the last lap!

Murphy's progress to second had seen

him scuffle with Roche for several laps, momentarily slowing both competitors and allowing the likes of Blake-Baldwin to further close the gap and harass the tail of Roche for most of the race, the #25 car of Roche holding fast against the assault.

By the mid-point of the race, Short and Herbert found themselves duelling once again, although a dramatic moment for Short across the

# DONINGTON PARK

gravel at Roberts chicane would knock him down the standings to combat Breland and Garnett.

In the closing laps, Short and Breland became inseparable as they jostled for position amongst Herbert and Dunn. Meanwhile, the mid-pack was treated to major gains and equally major losses!

Wicklen rocketed up the grid, passing the embroiled and ailing forms of Chandler and Breland before tackling

Bailey in the process, only to have fate roll its dice on lap six and send the #76 driver plunging back down the standings from tenth to twenty-second! With apparent mechanical challenges now slowing progress, Wicklen commendably continued while agonisingly sliding further down the standings to finish in penultimate position ahead of Orange.

The #67 of Orange similarly suffered an epic demotion, losing swathes of positions with each passing lap

in the opening phase of the race, leading many to assume there was an attributable issue with his steed to explain the uncharacteristic loss of pace.

The attrition continued with the loss of Jeremy Crook's #77 on lap three; only to be over-shadowed by the sudden raft of retirements on laps seven to nine, sadly ending their last race of the season watching from the side-lines as Steve Dolman, William Sharpe, Brian Chandler, Ashley/Steven



Jack Harding - Winner (Race3)

# DONINGTON PARK

Boyles and Alex King exited from the proceedings.

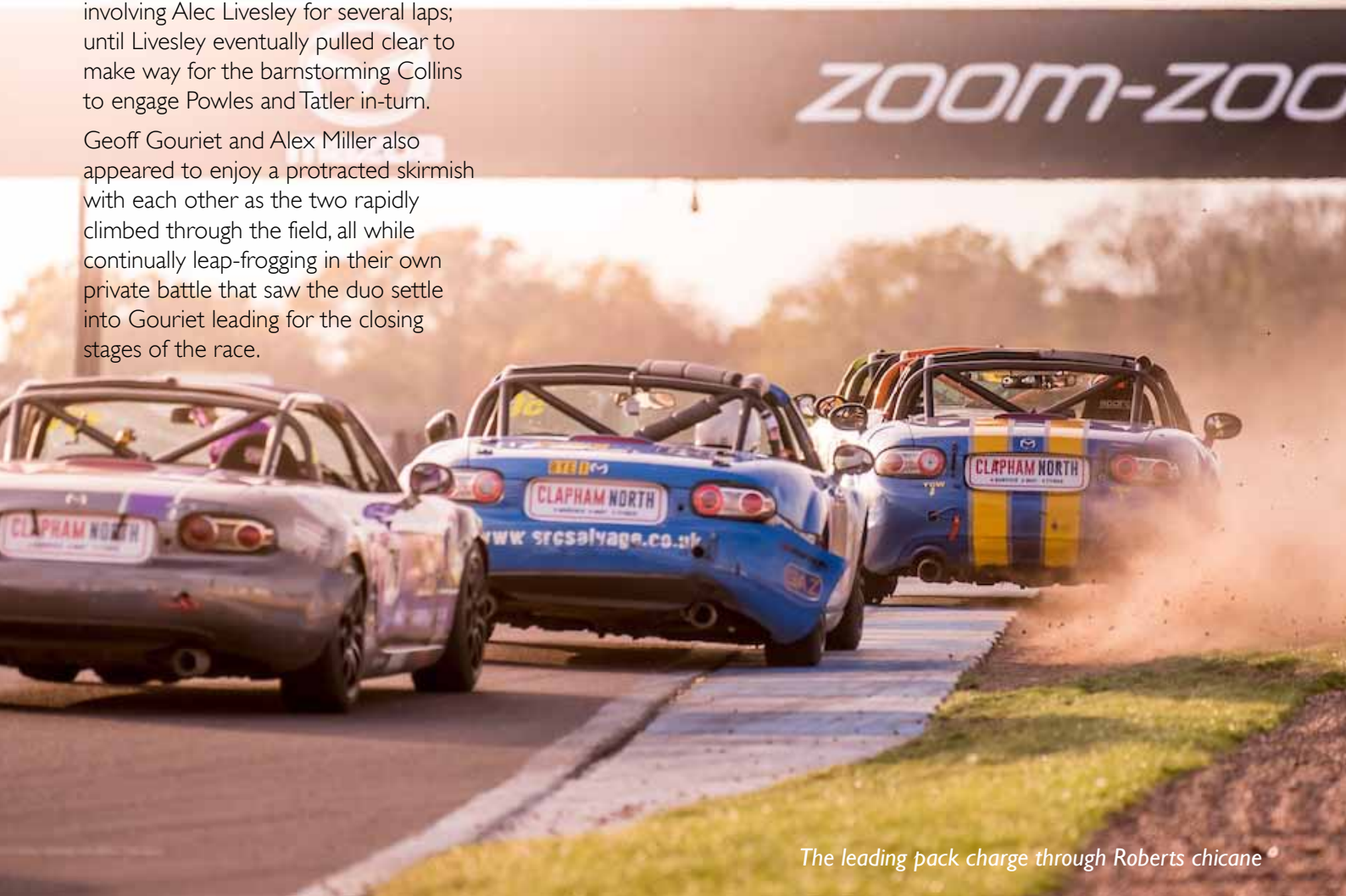
In contrast, a successful and fortunate set of laps graced Thomas Collins after his mechanical problems of the second race. Starting in last place the #20 driver delivered a brutally swift set of overtakes as his MX5 bullet tore through the field of racers ahead! Come lap four he had acquired a fantastic sixteen places with no sign of his pace abating, moving on to briefly plateau behind Clive Powles, then overtake and also surpass Sam Tatler on the last lap!

Both the aforementioned Powles and Tatler had risen through the ranks at a similar rate, initially battling together and involving Alec Livesley for several laps; until Livesley eventually pulled clear to make way for the barnstorming Collins to engage Powles and Tatler in-turn.

Geoff Gouriet and Alex Miller also appeared to enjoy a protracted skirmish with each other as the two rapidly climbed through the field, all while continually leap-frogging in their own private battle that saw the duo settle into Gouriet leading for the closing stages of the race.



Richard Breland - Fastest Lap (Race3)



The leading pack charge through Roberts chicane

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Grant, Riti and Catton emulated this same on-track dance for position as Riti consistently led Catton, albeit with the "banzai" gain and loss of Grant orbiting around them as they duked repetitively with each passing lap; ultimately seeing Grant secure a last lap overtake to become the trio's victor.

Thus, with the sun setting fast on the event as a fitting back-drop, Jack Harding once more asserted himself as the definitive victor, taking the chequered flag for first place after another indomitable drive; the hat-trick placing him two points ahead of his season-long rival, Liam Murphy.

Next onto the podium came a no-doubt welcome yet frustrating second place for Liam Murphy, with Jonathan Greensmith hotly pursuing him a mere fraction of a second behind to be rewarded with the trophy for third.

A final blast from Tom Roche netted him fourth, but only just, as James Blake-Baldwin had drawn alongside in the charge for the line to unnervingly be one-thousandth of a second off the Blendini driver – yet again highlighting the incredibly competitive racing to be found within the championship!

Luke Herbert enjoyed a steady race to come home in sixth, half a second

## RACE 3 - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	43	Jack HARDING	Mazda MX-5 Mk3	15	20:55.427			85.01	1:22.944	14
2	3	Liam MURPHY	Mazda MX-5 Mk3	15	21:01.576	6.149	6.149	84.60	1:22.624	8
3	2	Jonathan GREENSMITH	Mazda MX-5 Mk3	15	21:01.803	6.376	0.227	84.58	1:22.959	8
4	25	Tom ROCHE	Mazda MX-5 Mk3	15	21:02.271	6.844	0.468	84.55	1:22.746	8
5	1	James BLAKE-BALDWIN	Mazda MX-5 Mk3	15	21:02.272	6.845	0.001	84.55	1:22.804	8
6	50	Luke HERBERT	Mazda MX-5 Mk3	15	21:09.072	13.645	6.800	84.10	1:23.090	3
7	81	Richard BRELAND (M)	Mazda MX-5 Mk3	15	21:09.663	14.236	0.591	84.06	1:22.522	9
8	68	Ben SHORT	Mazda MX-5 Mk3	15	21:10.198	14.771	0.535	84.02	1:22.807	7
9	17	Nicholas DUNN	Mazda MX-5 Mk3	15	21:10.509	15.082	0.311	84.00	1:23.013	7
10	19	Carl GARNETT	Mazda MX-5 Mk3	15	21:10.729	15.302	0.220	83.99	1:23.023	8
11	14	Jake BAILEY	Mazda MX-5 Mk3	15	21:12.864	17.437	2.135	83.85	1:23.206	7
12	9	Alec LIVESLEY (M)	Mazda MX-5 Mk3	15	21:20.793	25.366	7.929	83.33	1:23.672	8
13	20	Thomas COLLINS	Mazda MX-5 Mk3	15	21:21.051	25.624	0.258	83.31	1:23.321	13
14	66	Sam TATLER	Mazda MX-5 Mk3	15	21:22.267	26.840	1.216	83.23	1:24.092	6
15	118	Clive POWLES (M)	Mazda MX-5 Mk3	15	21:27.541	32.114	5.274	82.89	1:24.727	4
16	46	Simon GODDARD (M)	Mazda MX-5 Mk3	15	21:30.210	34.783	2.669	82.72	1:23.446	8
17	21	Simon FLEET (M)	Mazda MX-5 Mk3	15	21:30.635	35.208	0.425	82.69	1:23.973	14
18	44	Darren STAPLETON	Mazda MX-5 Mk3	15	21:38.788	43.361	8.153	82.17	1:24.533	9
19	223	Garry TOWNSEND (M)	Mazda MX-5 Mk3	15	21:41.088	45.661	2.300	82.03	1:25.277	5
20	71	Geoff GOURIET (M)	Mazda MX-5 Mk3	15	21:41.468	46.041	0.380	82.00	1:25.036	4
21	7	Alex MILLER	Mazda MX-5 Mk3	15	21:45.448	50.021	3.980	81.75	1:25.339	6
22	999	Patrick COLLINS (M)	Mazda MX-5 Mk3	15	21:53.787	58.360	8.339	81.24	1:25.807	15
23	27	Jim HART (M)	Mazda MX-5 Mk3	15	21:56.085	1:00.658	2.298	81.09	1:25.572	5
24	69	George GRANT (M)	Mazda MX-5 Mk3	15	21:57.625	1:02.198	1.540	81.00	1:25.603	5
25	93	Aldo RITI (M)	Mazda MX-5 Mk3	15	21:59.451	1:04.024	1.826	80.89	1:25.488	5
26	13	Gregg CATTON (M)	Mazda MX-5 Mk3	15	22:00.314	1:04.887	0.863	80.83	1:25.740	5
27	26	Duncan HARRIS (M)	Mazda MX-5 Mk3	15	22:16.969	1:21.542	16.655	79.83	1:26.417	4
28	76	Richard WICKLEN	Mazda MX-5 Mk3	14	21:00.016	1 Lap	1 Lap	79.05	1:24.328	5
29	67	Simon ORANGE (M)	Mazda MX-5 Mk3	14	21:58.171	1 Lap	1 Lap	75.56	1:25.523	12
NOT CLASSIFIED										
DNF	35	Alex KING	Mazda MX-5 Mk3	9	13:38.698	6 Laps	5 Laps	78.15	1:26.374	7
DNF	53	Ashley / Steven BOYLES	Mazda MX-5 Mk3	8	11:49.774	7 Laps	1 Lap	80.11	1:25.894	5
DNF	176	Brian CHANDLER	Mazda MX-5 Mk3	7	10:00.861	8 Laps	1 Lap	82.77	1:23.328	7
DNF	10	William SHARPE (M)	Mazda MX-5 Mk3	7	10:56.829	8 Laps	55.968	75.72	1:24.529	5
DNF	52	Steve DOLMAN (M)	Mazda MX-5 Mk3	6	10:05.725	9 Laps	1 Lap	70.34	1:26.137	4
DNF	77	Jeremy CROOK (M)	Mazda MX-5 Mk3	2	03:05.020	13 Laps	4 Laps	76.27	1:27.586	2
DNF	16	Simon BALDWIN (M)	Mazda MX-5 Mk3	0						
FASTEST LAP										
	81	Richard BRELAND (M)	Mazda MX-5 Mk3	9	01:22.522		86.33 mph/138.94 kph			

ahead of Richard Breland in seventh and similarly Ben Short, eighth.

Nicholas Dunn finished ninth in Short's wake; with Carl Garnett having seemingly establishing a new

tradition, to once more complete the coveted top ten in tenth place (with Jake hassling him all the way).

Patrick Collins #999 and Steve Dolman #52



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## FINAL THOUGHTS:

With the end of an exciting and dramatic season, there are jubilant congratulations to Luke Herbert in earning the accolade of 2017 BRSCC MX5 SuperCup Champion.

As he later confessed, he may not have always been the fastest, but he was consistently quick!

Certainly, a cool head under pressure, tactical racing and a healthy portion of talent, all accumulated into another championship crown to add to his collection.

Credit also goes to Tom Roche, Liam Murphy and Jack Harding for continually strong performances, numerous podiums and thrilling battles, that through-out the year entertained, while keeping all guessing as to who may ultimately become champion.

In addition, the Masters Championship, run as a class within the overall event, saw a hard-fought year for Garry Townsend culminate in final victory at Donington Park; with Alec Livesley his worthy key adversary, pressuring him all the way to the end!



Luke Herbert 2017 SuperCup Champion (with Mandy & Ester)



Richard Breland



Garry Townsend – Masters Champion



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Generous awards from Fix Autos for the “Overall Winner” and “Best Improver” have been generously donated all year alongside the “Star of the Meeting” award kindly presented by the Mazda Owners Club; with many more gifted to competitors at the BRSCC end-of-season awards night.

Lastly, most importantly, a wealth of thanks goes to the sponsors, staff, mechanics, families and drivers themselves for making the championship the fantastic event it is.

Mandy Andrew is without question the passionate dynamo and glue that maintains the championship – she receives heartfelt gratitude and thanks from all of those involved.

Steve and Mandy’s “Angels” – Esther, Shelly and Lyndsay – work tirelessly to ensure everything runs as smoothly as possible.

They are also superbly supported by the Course Clerks, Kim (scrutineering), Jon (photography), Scott (media), Liz and the whole BRSCC office team.

The drivers are the pinnacle of the sport, but their endeavours would rarely be possible were it not for the vast army of mechanics, friends and family that devote enormous time, dedication and resources to help them achieve their motorsport dreams.

It has been a common re-occurrence this season throughout the interviews, chats in the paddock “village”, team dramas, celebrations and challenges, that the sense of community within the championship is conceivably its greatest asset.

Thanks for being part of it.

**THAT'S ALL FOLKS! MORE ACTION FROM THE BRSCC MX5 SUPERCUP WILL RETURN IN 2018!**

*“Likely lads” – Top three championship drivers: Tom Roche (2nd), Luke Herbert (1st) and Jack Harding (3rd)*



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