

# British Racing & Sports Car Club



## Snetterton 300 2017



15th - 16th July, 2017 | Rounds 13, 14 & 15

# RACE REPORT

Author Alex Soar | Pictures Jon Elsey | Layout Jem Soar

# SNETTERTON 300

## BRIEF:

Snetterton, Norfolk's premiere race circuit, was for many years synonymous with embodying a pseudo drag-strip, often considered better suited for highly powered racing machines with its long straights and tight hairpins.

However, since being remodelled into the Snetterton 300, the introduction of several sweeping turns within the "in-field" necessitated the carrying of greater corner speed; seemingly becoming an attractive challenge for a broader range of vehicles – including the comparatively low powered, but highly nimble, BRSCC specification mark three Mazda MX5.

Continuing to provide sponsorship for the championship is the generous support from Clapham North, DPA Technologies and PRG Trailers.

As Snetterton commences the

second half of the season, Luke Herbert occupies the top slot in the championship, albeit resolutely fighting-off constant and fervent pressure from talents such as Tom Roche, Liam Murphy, Jonathan Greensmith and Jack Harding, to name only a few.

With generally dry but overcast weather lulling many into a false sense of security, the sudden arrival of intermittent heavy rain, made for wildly unpredictable conditions during the event's final set of races – this would prove beneficial for some, seriously challenging for others...

*Closely packed action ensued throughout*



# SNETTERTON 300

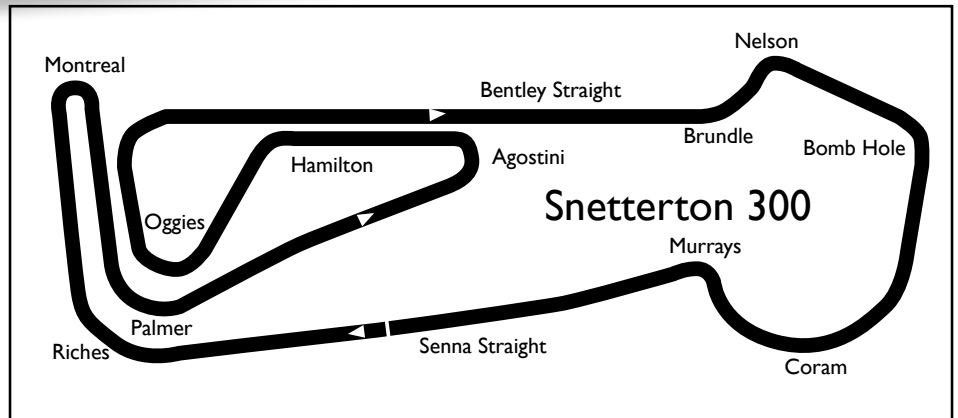
## QUALIFICATION:

In stark contrast to earlier in the season, where lap times posted by many of the drivers were insanely close to one another, the times were evidently more spread out at Snetterton as many competitors realised a mid-season impetus.

Following the sight of all thirty-eight MX5 racing machines barrelling onto the track for qualifying, Jake Bailey was arguably the first to set a respectably rapid pace of 2 minutes 17 seconds (milliseconds omitted).

However, it was notable that many of the championship's big names were using their opening laps to gauge the track – albeit even then never found wanting for pace, much to other's amicable frustration!

Those often found occupying the top ten began to post 2:16 times by the end of lap two, save for Tom Roche who was cannily and progressively easing his green steed up to speed – perhaps waiting for a tow, suitable space or just getting a better feel for the track. To begin with, Brian Chandler and Ben Short



Garry Townsend - Masters Trophy leader

also seemed to be echoing Roche's apparently tactical approach.

By lap four James Blake-Baldwin had taken the lead with Steve Roberts chasing in second, followed by Luke Herbert, Brian Chandler and Tom Roche.

Standings soon changed though as Herbert snagged the lead with a very low 2:15, followed by improved efforts from Blake-Baldwin and Roche in the same ballpark, while

Chandler also snuck in to the 2:15 zone to break away from Roberts!

Not to be out-done and whether or not realising the situation, Roberts clearly re-doubled his efforts to begin finding more speed as he secured a solid 2:15 time, just pipping Chandler.

Although the top three would attempt another assault on the optimum time, their qualifying positions would not alter, while most



"Old Rivals" - Luke Herbert (#50, Fastest Lap), James Blake-Baldwin (#1) and Tom Roche (#25)



Steve Roberts – qualified fourth

# SNETTERTON 300



Formation flying-lap from Aiden Hills (#80), Jack Harding (#43) and Ben Short (#68)

of the field gradually wound up their pace to post respective fastest times during the closing laps of the session.

Herbert in particular was no exception, as he started "slow" posting 2:16 laps, before wholly smashing proceeding times with a consecutive succession of low 2:15's, almost astoundingly threatening to break into 2 minutes 14 seconds!

Perhaps unsurprisingly given his consistently dominant times, Herbert rightly secured himself pole position!

The results from qualifying would see the top five nail 2:15 times, followed by 2:16 times down to position twelve, before times gradually increased to be just over ten seconds adrift in 38th.

Lining up on the grid in the first row were Herbert and Blake-Baldwin, who would be chased by Roche and Roberts. The third row consisted of Chandler and Harding followed by Murphy and Short with Bailey and Greensmith completing the top ten.



Jake Bailey – after a succession of misfortune, hoping to reinstate previous form



Brian Chandler – fifth fastest in qualifying

# SNETTERTON 300

## RACE 1

Tearing off the line, Herbert snuck into the lead with a “championship points” hungry pack hounding him all the way into the first corner, seeing the top four commence a race long battle.



*Harding and the surrounding pack during lap one*

Herbert held up under pressure on the first lap to maintain the lead until Corum, where Blake-Baldwin forced an error and snuck past to occupy the top slot for six laps, leaving the former vulnerable to the predacious attentions of those immediately behind.

Sure enough, Roche chose his moment to strike at Montreal as they commenced the second lap, edging past to claim second and relegating a no-doubt frustrated Herbert to third, who found himself having to consider Steve Roberts zeroing in on his bumper!

Roberts' exploits were briefly interrupted by a charging Aiden Hills, remarkably careening up from tenth to fourth within two laps! However, the impressive driving was ultimately marred when Hills out-braked himself into Agostini, impacting on the side

of Brian Chandler and earning an exclusion from that race. Chandler, often found mixing at the forefront of most races, prudently retired his machine from that round before returning for race two.

As the front runners hurtled into lap three, Herbert threw Roche a feint, as he ducked up the inside at Riches to retake position two and once again engage Blake-Baldwin – flying down the Bentley Straight, both drivers determined not to yield to the other, saw their respective racing machines unable to stop in time for Brundle and plough across the grass at Nelson.

Blake-Baldwin's off-track excursion would ultimately see him re-join in third before Roberts capitalised on the situation to steal third place for himself on the last lap.

In contrast, Herbert's grass cutting session saw him bowl back onto

the track, still in the lead – ever the sportsman and recognising the advantage gained; Herbert commendably lifted the throttle to relinquish the lead to Roche as they charged towards the chequered flag, side-by-side and less than a tenth of a second between them!

In hot pursuit of the leading pack, a race-long squabble broke out between Jack Harding, Liam Murphy and Ben Short, with the latter storming past the other pair to lead the immediate group. Further promotion all round from Chandler's misfortune, would precede Harding's move on lap four where he recouped and passed Short, to not only take fifth but hold on to it until the chequered flag.

After a brief scuffle with Garry Townsend, Jake Bailey could be found holding onto the coat-tails of Murphy

# SNETTERTON 300

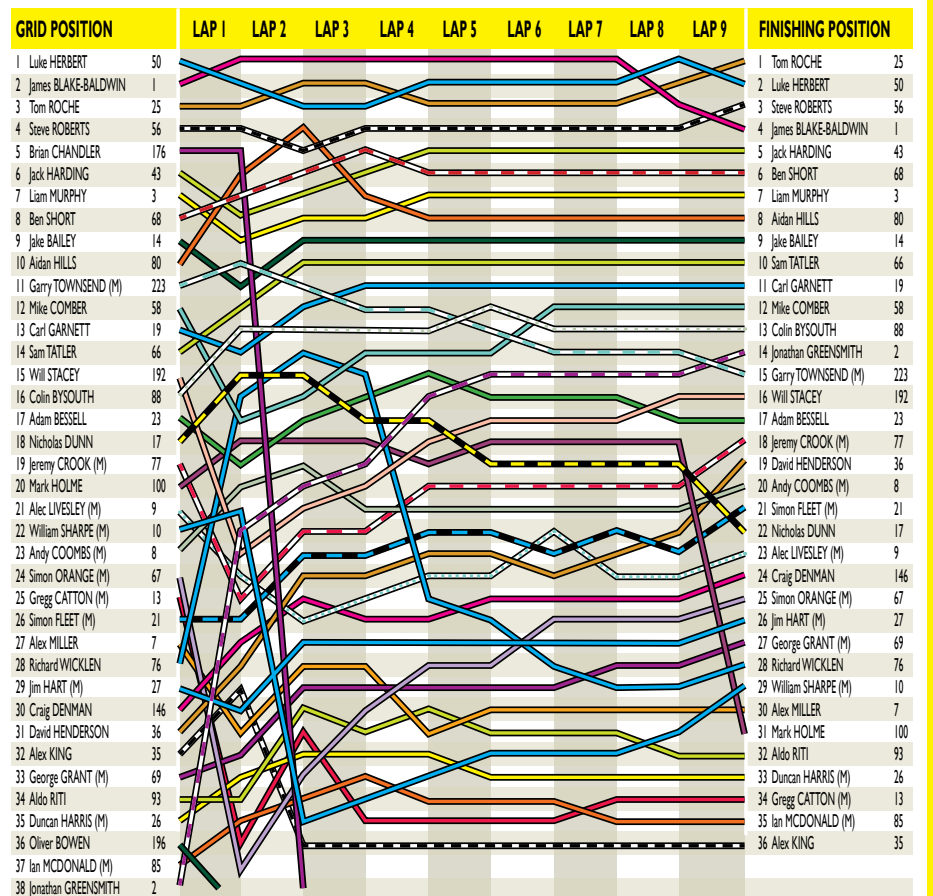
(and Hills) all while contending with Sam Tatler, who had leapt four places from fourteenth in two laps to spend the remainder of the race hounding the #14 driver in unison with Carl Garnett.

Garnett delivered a solid drive throughout but was challenged in the closing laps by Mike Comber who had initially experienced a calamitous few opening laps, dropping from twelfth to seventeenth before quickly clawing his way back up through the ranks to finish in the same position with which he started.

In contrast to Garnett's race, but also finishing where he qualified, Richard Wicklen tore up through the grid to dominate twelve of his fellow competitors as he rose from twenty-eight to sixteenth in the opening lap alone. By this stage he had engaged both Nicholas Dunn and the recovering Garnett in a two-lap battle that would see Wicklen manage to gain another two places before scrapping with 23 momentarily before catastrophically plunging ten places down the ranking in one fell swoop to twenty-fifth. With information unclear as to whether it was forced, mechanical or driver error, Wicklen's fortune none-the-less did not improve as further positions were lost seeing him finish twenty-eighth.

A silver-lining for Wicklen fortunately came in the form of an impromptu promotion provided by Mark Holme who, having delivered a consistent performance until the last lap, unluckily fell off the track in eighteenth position to cross the finish line in thirty-first.

Never boring to watch, the SuperCup



race continued the story of extreme position changes as Jonathon Greensmith hurtled up the standings during the first lap from last place to the mid-field. Maintaining his momentum, Greensmith overtook more competitors with each passing lap until engaging Comber and Garry Townsend on lap five where he

plateaued until the last lap when the canny driver snuck past Townsend to claim fourteenth.

While Greensmith climbed rapidly from the back, he passed William Sharpe falling towards the back – so too were Simon Orange and Gregg Catton.

# SNETTERTON 300

Greggs progression was a rollercoaster as he recovered from thirty-sixth to thirty-first during the second lap, only to award those positions back again on the third lap. The remainder of his race would see him chasing down Ian McDonald before successfully overtaking on the sixth lap to finish in thirty-fifth.

Both Sharpe and Orange made commendable recoveries as Orange, charging from last place, delivered consecutive passes until lap four, progress momentarily slowed by the form of Jim Hart, before once more pulling ahead two places to remarkably finish twenty-fifth, only one grid-slot behind where he started!

Near the tail-end of the assembled field, the action was no-less prevalent with the likes of Henderson making huge gains and engaging Livesley in a scuffle that incredibly saw Henderson go on to gain another four places during the closing laps.

The championship's very own "Clapham North" sponsor and driver, George Grant, displayed steady progress with each passing lap, first battling Miller for several laps before moving onto tackle and pass a recovering Wicklen.

The finale of the first SuperCup race at Snetterton saw Tom Roche claim first place from a prudent Herbert in second and Roberts rounding out the podium positions in third.

No-doubt grinding his teeth, Blake-Baldwin just missed out on the silverware in fourth place, while Harding took fifth from usual suspects Short in sixth and Murphy seventh.

Rounding out the top ten were Hills, Bailey and Tatler, but with Hill's

## RACE 1A - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	25	Tom ROCHE	Mazda MX-5 Mk3	9	20:38.204			77.68	2:15.165	7
2	50	Luke HERBERT	Mazda MX-5 Mk3	9	20:38.235	0.031	0.031	77.68	2:14.891	7
3	56	Steve ROBERTS	Mazda MX-5 Mk3	9	20:38.385	0.181	0.150	77.67	2:15.345	5
4	1	James BLAKE-BALDWIN	Mazda MX-5 Mk3	9	20:38.894	0.690	0.509	77.64	2:15.372	3
5	43	Jack HARDING	Mazda MX-5 Mk3	9	20:39.023	0.819	0.129	77.63	2:15.528	5
6	68	Ben SHORT	Mazda MX-5 Mk3	9	20:39.201	0.997	0.178	77.62	2:15.626	5
7	3	Liam MURPHY	Mazda MX-5 Mk3	9	20:43.622	5.418	4.421	77.34	2:15.877	5
8	14	Jake BAILEY	Mazda MX-5 Mk3	9	20:51.134	12.930	7.512			
9	66	Sam TATLER	Mazda MX-5 Mk3	9	20:54.008	15.804	2.874	76.70	2:17.227	5
10	19	Carl GARNETT	Mazda MX-5 Mk3	9	20:54.572	16.368	0.564	76.67	2:16.818	5
11	58	Mike COMBER	Mazda MX-5 Mk3	9	20:54.913	16.709	0.341	76.65	2:17.074	8
12	88	Colin BYSOUTH	Mazda MX-5 Mk3	9	20:55.221	17.017	0.308	76.63	2:17.241	7
13	2	Jonathan GREENSMITH	Mazda MX-5 Mk3	9	20:58.578	20.374	3.357	76.42	2:16.803	4
14	223*	Garry TOWNSEND (M)	Mazda MX-5 Mk3	9	21:04.119	25.915	5.541	76.09	2:17.871	4
15	192	Will STACEY	Mazda MX-5 Mk3	9	21:08.927	30.723	4.808	75.80	2:17.987	7
16	23	Adam BESSELL	Mazda MX-5 Mk3	9	21:09.175	30.971	0.248			
17	77	Jeremy CROOK (M)	Mazda MX-5 Mk3	9	21:14.942	36.738	5.767	75.44	2:19.081	7
18	36	David HENDERSON	Mazda MX-5 Mk3	9	21:25.842	47.638	10.900	74.80	2:19.563	3
19	21	Simon FLEET (M)	Mazda MX-5 Mk3	9	21:26.266	48.062	0.424	74.78	2:19.642	3
20	17	Nicholas DUNN	Mazda MX-5 Mk3	9	21:26.824	48.620	0.558	74.75	2:19.172	6
21	146	Craig DENMAN	Mazda MX-5 Mk3	9	21:27.763	49.559	0.939	74.69	2:20.245	8
22	9*	Alec LIVESLEY (M)	Mazda MX-5 Mk3	9	21:32.296	54.092	4.533	74.43	2:18.908	5
23	67*	Simon ORANGE (M)	Mazda MX-5 Mk3	9	21:34.660	56.456	2.364	74.29	2:19.640	4
24	8*	Andy COOMBS (M)	Mazda MX-5 Mk3	9	21:40.957	1:02.753	6.297	73.93	2:19.726	5
25	27	Jim HART (M)	Mazda MX-5 Mk3	9	21:43.409	1:05.205	2.452	73.80	2:21.366	5
26	69	George GRANT (M)	Mazda MX-5 Mk3	9	21:43.727	1:05.523	0.318	73.78	2:21.546	3
27	76	Richard WICKLEN	Mazda MX-5 Mk3	9	21:45.635	1:07.431	1.908	73.67	2:17.062	2
28	10	William SHARPE (M)	Mazda MX-5 Mk3	9	21:49.992	1:11.788	4.357	73.42	2:19.839	6
29	7	Alex MILLER	Mazda MX-5 Mk3	9	21:50.006	1:11.802	0.014	73.42	2:21.831	3
30	100	Mark HOLME (M)	Mazda MX-5 Mk3	9	21:50.836	1:12.632	0.830	73.38	2:19.117	5
31	93	Aldo RITTI (M)	Mazda MX-5 Mk3	9	21:55.370	1:17.166	4.534	73.12	2:22.327	7
32	26	Duncan HARRIS (M)	Mazda MX-5 Mk3	9	22:10.003	1:31.799	14.633	72.32	2:25.188	6
33	13	Gregg CATTON (M)	Mazda MX-5 Mk3	9	22:10.3	01:32.1	0.341	72.30	2:21.980	8
34	85	Ian MCDONALD (M)	Mazda MX-5 Mk3	9	22:19.0	01:40.8	8.659	71.83	2:25.248	9
35	35	Alex KING	Mazda MX-5 Mk3	9	22:31.0	01:52.8	11.962	71.20	2:20.833	9

### NOT CLASSIFIED

DNF 176	Brian CHANDLER	Mazda MX-5 Mk3	1	02:25.679	8 Laps	8 Laps	73.36	2:25.679	1
DNF 196	Oliver BOWEN	Mazda MX-5 Mk3	0						
EX 80*	Aidan HILLS	Mazda MX-5 Mk3	0						

### FASTEST LAP

50	Luke HERBERT	Mazda MX-5 Mk3	7	02:14.891			79.23 mph/127.51 kph		
----	--------------	----------------	---	-----------	--	--	----------------------	--	--

Cars 14 and 23 - STILL No working transponder so untimed ref MSA reg Q12.2.1

Cars 8, 9, 67 and 223 - 5 second penalty applied for exceeding track limits ref MSA reg Q14.4.2

Car 8 - 10 second penalty applied for exceeding track limits ref MSA reg Q14.4.2

Car 80 - Excluded from race result for driving in a manner incompatible with general safety ref MSA Reg C1.1.5



Roche - Winner (Race 1)

exclusion the latter two drivers would receive a promotion that permitted Garnett to occupy tenth position. With some unexpectedly extreme

demotions and retirements, there were clearly going to be some names desperate to reassert themselves within the SuperCup's Race Two....

# SNETTERTON 300

## RACE LIFE: BRSCC MAZDA COORDINATOR

### Esther Crook

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

Sounds a bit like a question from *Blind Date!* Well, my name is Esther Crook, I am a Mazda Coordinator for both Mazda MX5 Championship and Mazda SuperCup (I'm not revealing my age, I haven't had a drink yet!) and I live in Cambridgeshire with Jeremy (#77 SuperCup driver).

#### How did you get into the role?

I'm not very good at being in the background I'm afraid - It's the Brownie Guider bit of me.

I'd done a season of sitting in the camper and making the tea and thought "there must be more to racing than this"! After a couple of small glasses of wine (\*ahem\*) with Mandy at Snetterton two years ago, I decided I would volunteer for the following season. Also, I'm a typical woman (nosey) and wanted to know more about what happens from a "behind the scenes" point of view.

#### What does a typical race day involve?

Lots of walking! Mainly it's chasing the drivers and teams to the Assembly area for the start of the race; being in Race Control when the races are on and in Park-Ferme at the end of the race to round up any drivers that are required to visit the Clerk. I also get the glamorous job of presenting trophies on the Podium sometimes, although I'm very grateful when my much younger and more beautiful colleague Lyndsay is there for that bit!

I do tend to guard the signing in sheets during the briefing meetings to ensure that everyone has signed in and scare them with a look if they haven't. We also gather the results from Race Control and, if you are lucky, we sometimes get the chance to hand these out. Oh and I nearly forgot, being on hand with a bowl of hot water for washing grills as well!

A big part of the day is just being there as a point of contact for anyone involved with the Championship and to look after everyone, again a Brownie Guider trait.

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

I do some of the admin prior to race day, like the usual printing of regulations etc. for my own information. I 'remind' the drivers via Facebook of the Briefing Meeting times - however most of the work is done as soon as we arrive and have set up our camp on either the Thursday or Friday when we arrive.





# SNETTERTON 300

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

All of it to be honest, there isn't anything that I really don't enjoy about it. I'm a people person and hopefully that comes across in how I communicate with everyone. We are a great team of Coordinators and being a part of that makes the weekend to be honest - we do have laugh (you need to sometimes) and the camaraderie and support is something that is important to the having fun part.....

## **What is the most difficult part?**

Haven't really experienced anything yet that has been challenging if I'm honest, but rest assured I will let you know - being neutral in race control when Jeremy is racing can be a little difficult at times :o)

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

I've got so many from the last 18 months, but I think the one from this season was of a "certain" SuperCup driver who was very late getting into the Assembly area for one of the races at Brands. Poor Shelley and Lyndsay were chasing around like mad before I finally got the call on the radio. .... "I've found him, he's taking pictures of his car!!".

If I remember correctly, my response wasn't repeatable! As the assembly area Marshall's had been informed, they jokingly created a human blockade (backs turned) when said driver sheepishly turned up with a mere 3 minutes to go!

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

I'm not looking forward to having to

accompany one of the drivers on a hospital visit if I'm honest - if the time comes! Across all sectors of motor racing this year, the driving has been challenging due to incidents and "Driving Standards", as we have seen some dreadful accidents with life changing injuries for some and I would like all our Mazda drivers to stay safe. That's why I stand at the exit to the Assembly area when it's time for them to go, it's almost like "Mother Hen" counting out her brood!

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

I work with Jeremy running the Field Marketing company that he started 13 years ago - basically I make the tea and do the admin .... with lots more to do as well, I hasten to add (just in case he does read this!). My main role is similar to a National Account Manager, looking after a number of customers and managing their requirements throughout the year, as well as liaising with the team to ensure that the activities are carried out.

## **Any message to the drivers?**

Turn up to your Briefings on time, always get to assembly with time to spare, drive safely and enjoy it.

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

Everyone involved in the race meetings to be honest, in whichever role they have, as it's a great family atmosphere - like Lyndsay said in the last report, I do get a little sad when the "village" start's to get broken down on a Sunday and we all go home. There's always the next meeting though :o)

# SNETTERTON 300

## RACE 2

With the Saturday's rounds complete, the following morning saw the teams prepare for race two and reportedly unpredictable weather!

The front row fired off the line in their usual ballistic manner, Herbert taking the lead off the line - although Roche would make him work for the lead, Herbert successfully built a gap to comfortably take the chequered flag.

Behind Herbert, an epic battle raged. While Roche began the process of chasing Herbert, Roberts similarly commenced a campaign against

Roche, seriously hassling the Blendini driver for several laps and giving the predatory forms of Short and Murphy the chance to close the distance.

By the third lap, the battle between Roche and Roberts came to a climax as the latter seemingly squeezed his opponent into backing out of their simultaneous charge through the Bomb Hole corner.

Such is the close racing of the SuperCup that this slight loss in momentum for Roche was all that Short needed to capitalise on the opportunity to also sneak past on the same lap.

With Short having fought past Murphy in the opening laps, then Roche, his cross-hairs were evidently firmly set on the tail bumper of Roberts, before punching through



Mark Holme (#100), George Grant (#69), William Sharpe (#10)

# SNETTERTON 300

a gap on lap four to claim and hold second place.

Be it Karmic loss of momentum or mechanical trouble, Short passing-by appeared to have shattered Robert's "mojo" as he slipped down the ranking from second to fifth in one lap. A brief scuffle with Murphy saw Roberts regain a place, only for the #56 driver's misfortunes to compound as unknown events forced him to yet again fall three places into seventh; going on to continue a valiant effort chasing down Jonathan Greensmith for the remainder of the race.

Meanwhile, with Short in second a refreshed Murphy, having vanquished Roberts, was rapidly hunting down Roche in third place. Be it a tap from Murphy or a forced error, Roche seemingly opened the door for Murphy who hungrily accepted the last podium slot before doggedly holding fast to the position for the remaining three laps.

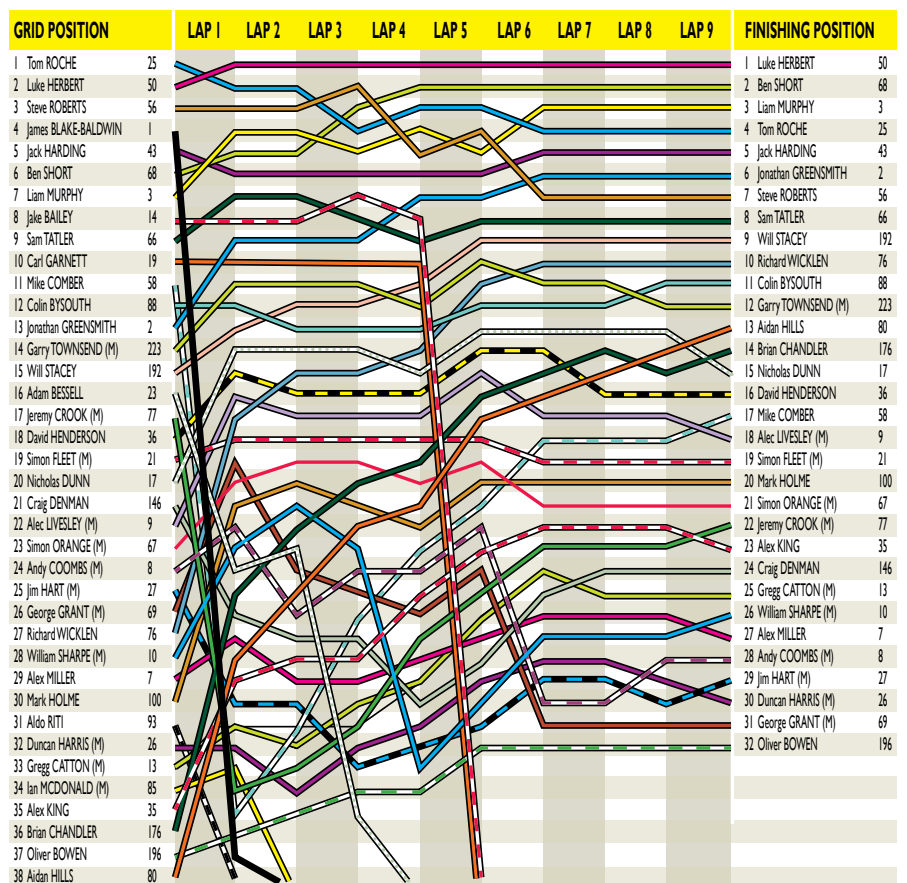
If Roberts thought his luck was down, there appeared to be a veritable stream of miss-adventures unfolding behind him, all the while superbly contrasted by epic demonstrations of driving talent.

The current Championship titleholder, James Blake-Baldwin, suffered a less than optimal start to the race, as wheel-to-wheel action reportedly saw contact into Riches – the resultant mayhem presumably caught-up or held-up a few fellow competitors, with more than a few drivers found to have fallen down the rankings by the end of the first lap.

Sadly, Blake-Baldwin retired on lap



Herbert - Winner (Race 2)



two, while Mike Comber and Jeremy Crook experienced an almighty rollercoaster ride, both drivers initially caught up in the melee to fall twenty-four and seventeen places respectively to the back to the field!

# SNETTERTON 300

Not discouraged and with the red-mist descending, the duo instantly began a colossal charge back up through the speeding throng of MX5 racing machines.

Both accomplished drivers overtook many competitors with each passing lap, although Comber was a man possessed as he leapt seventeen places from thirty-fifth to eighteenth in only six laps! At this point, his gains would plateau having engaged Alec Livesley, the pair duking it out until the last lap, where Comber made a move that would crown his achievement with a final well earned promotion up to seventeenth.

Emulating Comber all the way, Crook delivered a similarly impressive drive, carving up the rear and mid-field drivers to hurtle eleven places up to position twenty-three. Again, shadowing Comber's performance, Crook's progress was halted by the form of Alex King until the final lap where Crook then succeeded with a determined last charge past his antagonist.

Comber and Crook were not the only drivers ascending the rankings at a phenomenal rate – Brian Chandler and Aiden Hills, normally found near the front of the field save for the events in the previous race, were obviously desperate to recover lost ground by breaking back into their normal "hunting ground".

Fantastic starts from both drivers saw their MX5s hook the tarmac and slingshot forward to quickly gain at least ten places apiece. Swiftly navigating the mid-field scrum with a relentless succession of overtakes during each passing lap, the two

## RACE 2A - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	50	Luke HERBERT	Mazda MX-5 Mk3	9	20:41.410			77.48	2:16.829	5
2	68	Ben SHORT	Mazda MX-5 Mk3	9	20:46.326	4.916	4.916	77.18	2:16.927	8
3	3*	Liam MURPHY	Mazda MX-5 Mk3	9	20:48.058	6.648	1.732	77.07	2:16.769	9
4	43	Jack HARDING	Mazda MX-5 Mk3	9	20:49.146	7.736	1.088	77.00	2:16.524	8
5	2	Jonathan GREENSMITH	Mazda MX-5 Mk3	9	20:49.514	8.104	0.368	76.98	2:16.558	8
6	56	Steve ROBERTS	Mazda MX-5 Mk3	9	20:49.767	8.357	0.253	76.96	2:16.593	8
7	66	Sam TATLER	Mazda MX-5 Mk3	9	20:51.743	10.333	1.976	76.84	2:17.177	7
8	192	Will STACEY	Mazda MX-5 Mk3	9	20:52.458	11.048	0.715	76.80	2:17.083	3
9	25*	Tom ROCHE	Mazda MX-5 Mk3	9	20:53.593	12.183	1.135	76.73	2:16.753	8
10	76	Richard WICKLEN	Mazda MX-5 Mk3	9	20:58.510	17.100	4.917	76.43	2:17.360	7
11	88	Colin BYSOUTH	Mazda MX-5 Mk3	9	21:01.196	19.786	2.686	76.27	2:17.819	4
12	223	Garry TOWNSEND (M)	Mazda MX-5 Mk3	9	21:04.606	23.196	3.410	76.06	2:17.712	2
13	80	Aidan HILLS	Mazda MX-5 Mk3	9	21:09.389	27.979	4.783	75.77	2:17.954	8
14	176	Brian CHANDLER	Mazda MX-5 Mk3	9	21:11.281	29.871	1.892	75.66	2:17.659	6
15	17	Nicholas DUNN	Mazda MX-5 Mk3	9	21:12.183	30.773	0.902	75.61	2:18.927	4
16	36	David HENDERSON	Mazda MX-5 Mk3	9	21:12.843	31.433	0.660	75.57	2:18.950	8
17	9	Alec LIVESLEY (M)	Mazda MX-5 Mk3	9	21:18.293	36.883	5.450	75.25	2:19.556	4
18	58*	Mike COMBER	Mazda MX-5 Mk3	9	21:20.503	39.093	2.210	75.12	2:17.541	8
19	21	Simon FLEET (M)	Mazda MX-5 Mk3	9	21:24.339	42.929	3.836	74.89	2:20.192	4
20	100	Mark HOLME (M)	Mazda MX-5 Mk3	9	21:25.086	43.676	0.747	74.85	2:19.904	7
21	67	Simon ORANGE (M)	Mazda MX-5 Mk3	9	21:29.867	48.457	4.781	74.57	2:19.918	4
22	77	Jeremy CROOK (M)	Mazda MX-5 Mk3	9	21:36.222	54.812	6.355	74.21	2:19.577	7
23	35	Alex KING	Mazda MX-5 Mk3	9	21:37.310	55.900	1.088	74.14	2:20.298	7
24	146	Craig DENMAN	Mazda MX-5 Mk3	9	21:39.040	57.630	1.730	74.04	2:19.896	9
25	13	Gregg CATTON (M)	Mazda MX-5 Mk3	9	21:46.099	1:04.689	7.059	73.64	2:21.682	5
26	10	William SHARPE (M)	Mazda MX-5 Mk3	9	21:47.705	1:06.295	1.606	73.55	2:19.964	9
27	7	Alex MILLER	Mazda MX-5 Mk3	9	21:47.816	1:06.406	0.111	73.55	2:22.838	9
28	8	Andy COOMBS (M)	Mazda MX-5 Mk3	9	21:56.692	1:15.282	8.876	73.05	2:21.560	7
29	27	Jim HART (M)	Mazda MX-5 Mk3	9	21:59.817	1:18.407	3.125	72.88	2:22.485	7
30	69	George GRANT (M)	Mazda MX-5 Mk3	9	22:02.960	1:21.550	3.143	72.71	2:22.149	9
31	26*	Duncan HARRIS (M)	Mazda MX-5 Mk3	9	22:06.594	1:25.184	3.634	72.51	2:23.512	4
32	196	Oliver BOWEN	Mazda MX-5 Mk3	9	22:12.417	1:31.007	5.823	72.19	2:22.503	7

### NOT CLASSIFIED

DNF	19	Carl GARNETT	Mazda MX-5 Mk3	4	09:24.056	5 Laps	5 Laps	75.79	2:17.437	3
DNF	23*	Adam BESSELL	Mazda MX-5 Mk3	3	07:42.953	6 Laps	1 Lap	69.26		
DNF	85	Ian MCDONALD (M)	Mazda MX-5 Mk3	1	02:44.717	8 Laps	2 Laps	64.88	2:44.717	1
DNF	1	James BLAKE-BALDWIN	Mazda MX-5 Mk3	1	04:04.751	8 Laps	1:20.033	43.66		
EX	14*	Jake BAILEY	Mazda MX-5 Mk3	0						

### FASTEST LAP

43	Jack HARDING	Mazda MX-5 Mk3	8	02:16.524			78.28 mph/125.99 kph		
----	--------------	----------------	---	-----------	--	--	----------------------	--	--

Car 23 - No working transponder so untimed

Cars 25, 26 and 58 - 5 second penalty applied for exceeding track limits ref MSA reg Q14.4.2

Car 3 - Formal reprimand for driving in a manner incompatible with general safety ref MSA reg C1.1.5

Car 14 - Excluded from race result for driving in a manner incompatible with general safety ref MSA reg C1.1.5

competitors would never be more than three places apart as if Chandler was somehow towing Hills around the circuit.

By the start of lap six, Hills had narrowed down the gap to be hot on Chandlers tail, the duo first blasting past Alec Livesley then David Henderson before Hills made his move on Chandler. During the penultimate lap, as Chandler zeroed in on Nicholas Dunn, Hills forced his way past the BC Cars driver – but never breaking that seemingly invisible tether, pulled Chandler with him past Dunn to soundly finish in the top of

# SNETTERTON 300

the mid-pack ready to renew their fervent attack in the third race.

Also maintaining a view to the third race, were the forms of Carl Garnett and Jake Bailey after a solid start by both saw a battle commence between the latter and Sam Tatler. Bailey and Tatler continued to swap places until a strong drive from Greensmith schooled them both during lap four – perhaps Bailey tried to push too hard, possibly snaring Garnett, or perhaps a hapless victim himself, either way both he and Garnett suddenly retired their racing machines on lap five, relegating themselves to the back of the field for race three.

However, they could gain some solace that the attrition rate of the second race had been quite high, with four fellow competitors having exited proceedings due to the challenges involved.

The mid-field was a veritable riot,

with continual action throughout the twenty-minute race.

Significantly impressive starts were delivered by championship sponsor George Grant as well as Mark Holme and Richard Wicklen – while the former two quickly became embroiled, Wicklen leapt an imposing ten places before steadily making his way past the usual suspects; firstly consisting of Livesley and Henderson before meshing with the skirmish between Colin Bysouth and Garry Townsend. Ultimately, Wicklen in his #76 MX5 slowed his charge forwards while hunting Will Stacey although the accomplished racer was still able to sneak into the top ten.

For the remainder, fantastic racing and prolonged brawls broke out throughout the grid, with George Grant repeatedly engaging Andy Coombs; Craig Denman, Greg Catton and Alex Miller as they became entangled, while the latter

also duelled a mixed fortune of highs and lows from William Sharpe.

In the end though, Herbert firmly claimed first place from Short in second and a no-doubt relieved Murphy who completed the podium in third.

Roche finished a challenging race in fourth (later placed ninth due to track limits), followed closely by Harding and Greensmith respectively in fifth and sixth, while Roberts would conclude his race holding on to seventh.

The remainder of the top ten saw Tatler claim eighth from Stacey in ninth and tenth rewarded to Wicklen after a hard drive.

With the weather turning for the worse and suspension settings consequently an unpredictable game, the outcome of the third race was far from a foregone conclusion.



Harding - Fastest lap (Race 2) – battered but not out

# SNETTERTON 300

## RACE LIFE: BRSCC MAZDA COORDINATOR Shelly Lightowler

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

I'm Shelly Lightowler, Coordinator for the BRSCC Mazda MX5 Championship and SuperCup.

### How did you get into the role?

After a few seasons polishing Ric's car [Collins – mk1 #5] and cooking sausage sarnies, I wanted something else to do at the race meetings, so I spoke to Mandy at the Autosport show and asked if I could get involved.

### What does a typical race day involve?

Getting up early! Running from one end of the paddock to the other to chase drivers and teams. Ensuring drivers have the latest info and are where they need to be at the time they need to be. Relaying messages from the clerks to the drivers post-race. Here's a useless piece of information for you all.....Over a typical race weekend, I'll walk in excess of 20 miles!

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

The coordinating is just at the track, although a race weekend for me starts a few days beforehand with getting all the paperwork printed and organising myself and Ric to make sure we take everything we need and then organise family or friends to look after my cat and my horses!

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

Getting to meet everyone in the paddock, from drivers to their mechanics and the families that come along and the feeling of being part of a big, mostly happy, family.

### What is the most difficult part?

Watching Ric go out on track!

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

Ric proposing to me at Donnington,

surrounded by all our friends after he had won his race. He'd organised it all with the restaurant we were eating at and a couple of our friends knew beforehand, but it was a complete surprise to me.

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

The accident that Ric was involved in at Cadwell Park with Kevin Brent in 2014. I knew it was serious because the commentator said it was the biggest accident he'd ever seen in Mazda racing and I wasn't allowed into the medical centre for about an hour to see him!

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

I have two horses, "Leader" and "Pickers". I compete regularly in Dressage and Showing. My biggest achievements so far this year are that I won the "Winter Intro Dressage Championship" with Leader and have qualified both Leader and Pickers for the "In Hand Showing Supreme Final" at the Nationals in September. I'm quite a competitive person and enjoying keeping busy.

### Any message to the drivers?

"Don't shoot the messenger!" ..... Typically I'm only relaying messages from race control or the clerks, so please don't take it out on the coordinating team.

### Any fun facts?

For all those that may have asked in the past and those who are too embarrassed to .....Yes - those are my legs on Ric's car (#5)!

### Anyone you want to thank?

Mandy Andrews for letting me be a part of such a wonderful team (Mandy's Angels) and Ric for getting me interested in the sport.



# SNETTERTON 300

## RACE 3



Third and final SuperCup race of Snetterton, saw several off-track excursions from drivers pushing beyond the limits of traction that their race cars could deliver.

Intermittent rain left many drivers and pit-crew in utter disarray as to possible settings. Consequently, quite an esoteric mix of configurations headed out onto the track, some praying for more rain and others desperate for a dry line. In the end, the consensus seemed to be that it became relatively dry; although with some definite slippery patches discovered by a handful of unfortunate souls.

As the lights went out for a third and final time, Herbert delivered a seemingly perfect launch to once more take the lead in a moment of *Deja-vu*.

Barrelling into the switchback that is Montreal, Herbert came under close pressure from Short, Murphy and momentarily Harding, until a brief trip over the grass on exit of the corner lost the latter valuable places to the tight pack, knocking him down to eighth.

A new engine for Roche must have given him wings, seeing his green MX5 charge past Stacey, Tatler, Roberts

and Greensmith (as well as Harding) to occupy second and commence a protracted yet staunch defence against Murphy until crossing the finish line.

With Murphy having fought past Short to take third place, he looked to be on for a certain podium finish – on the last lap, disaster struck for the capable driver as the live commentary noted Short out-braking himself into Agostini. It was unclear whether Short tagged the #3 car, or simply an error from Murphy, but the latter careened onto the slippery grass, spun and lost ten positions, frustratingly knocking him out of the coveted top ten.

Throughout the field, other drivers were also claimed by the slippery conditions or otherwise a victim of highly dynamic changes of race position. Most notably, Richard Wicklen, Mark Holme, Alex King and Will Stacey seemed to particularly fall prey to a loss of traction. Holme made a good start, gaining a promotion, before the second

*Mike Comber, Alec Livesley and Aiden Hills go three abreast through Palmer*

# SNETTERTON 300

lap smashed him down fourteen places to combat George Grant for the remainder of the race, albeit gaining a final lap victory over his adversary.

King, respectfully held his own in the mid-field against the horde, until lap six saw him derailed and sent back to chase Holme and Grant!

Wicklen and Stacey shared a near simultaneous mishap, seeing Wicklen fending off the attentions of Bailey, while Stacey would quickly recover control and spend the rest of the race dicing with Townsend before securing and successfully holding fourteenth.

Elsewhere in the field, intense action could be found between Simon Orange and Craig Denman as they repeatedly leap-frogged each other throughout proceedings, closely echoed in a similar manner by the heated battle between Colin Bysouth and Aiden Hills.

Slippery conditions or not, the "man of the moment" surely had to be James Blake-Baldwin – demonstrating once more why he is the current SuperCup Champion.

Having started three slots from the back of the grid, he seemingly ignored the limitations of physics as his #1 MX5 rocketed past eighteen other competitors on the opening lap alone! Continuing this meteoric rise, Blake-Baldwin blew past the like of Comber, Hills, Townsend and Stacey during laps two and three, before apparently taking a breather behind Chandler on lap four!

Ambushing the BC Cars driver before continuing his assault on the front-runners, "JBB" lined up some of the top characters in the championship; systematically tear past each one to engage Short on the penultimate lap. Indeed, even Short's efforts appeared

GRID POSITION	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	LAP 9	FINISHING POSITION
1 Luke HERBERT	50									1 Luke HERBERT
2 Ben SHORT	68									2 Tom ROCHE
3 Liam MURPHY	3									3 James BLAKE-BALDWIN
4 Jack HARDING	43									4 Ben SHORT
5 Jonathan GREENSMITH	2									5 Steve ROBERTS
6 Steve ROBERTS	56									6 Jonathan GREENSMITH
7 Sam TATLER	66									7 Jack HARDING
8 Will STACEY	192									8 Sam TATLER
9 Tom ROCHE	25									9 Mike COMBER
10 Richard WICKLEN	76									10 Brian CHANDLER
11 Colin BYSOUTH	88									11 Aidan HILLS
12 Garry TOWNSEND (M)	223									12 Colin BYSOUTH
13 Aidan HILLS	80									13 Liam MURPHY
14 Brian CHANDLER	176									14 Will STACEY
15 Nicholas DUNN	17									15 Garry TOWNSEND (M)
16 David HENDERSON	36									16 Carl GARNETT
17 Alec LIVESLEY (M)	9									17 Richard WICKLEN
18 Mike COMBER	58									18 Alec LIVESLEY (M)
19 Simon FLEET (M)	21									19 David HENDERSON
20 Mark HOLME	100									20 Nicholas DUNN
21 Simon ORANGE (M)	67									21 Jake BAILEY
22 Jeremy CROOK (M)	77									22 Jeremy CROOK (M)
23 Alex KING	35									23 William SHARPE (M)
24 Craig DENMAN	146									24 Craig DENMAN
25 Gregg CATTON (M)	13									25 Simon FLEET (M)
26 William SHARPE (M)	10									26 Adam BESSELL
27 Alex MILLER	7									27 Simon ORANGE (M)
28 Andy COOMBS (M)	8									28 Gregg CATTON (M)
29 Jim HART (M)	27									29 Andy COOMBS (M)
30 George GRANT (M)	69									30 Mark HOLME
31 Duncan HARRIS (M)	26									31 Alex KING
32 Oliver BOWEN	196									32 George GRANT (M)
33 Carl GARNETT	19									33 Alex MILLER
34 Adam BESSELL	23									34 Duncan HARRIS (M)
35 Ian MCDONALD (M)	85									35 Ian MCDONALD (M)
36 James BLAKE-BALDWIN	1									
37 Aldo RITI	93									
38 Jake BAILEY	14									



Herbert - Winner (Race 3)



# SNETTERTON 300

to be in vain when faced with the blue MX5 tsunami bearing down on him, seeing an utterly ecstatic Blake-Baldwin secure third place, having started thirty-sixth and climbing an incredible thirty-three positions!

As if hanging onto Blake-Baldwin's coat tails, Bailey and Garnett also delivered exceedingly strong performances as they exploded up the standings lap after lap.

Save for a couple of skirmishes involving Henderson and Livesley, Garnett's progress soared and netted him a reassuring sixteenth among the mid-field.

Bailey made equally impressive progress until apparently meeting Wicklen on lap four, the latter having suffered an expected excursion during the previous lap that rapidly demoted him to twenty-sixth! The veteran and relative rookie shadowed one-another as they surged forward, ultimately seeing Wicklen recover to seventeenth while Bailey could not surpass Dunn in twentieth before the race ended.

A dominant performance throughout yielded another top spot on the podium for Herbert, with Roche hunting him from second place. Blake-Baldwin, deservedly claimed the final trophy position in third.

Short just missed out on a podium in fourth, while Roberts brought home fifth, closely followed by Greensmith in sixth.

Once more demonstrating the competitive level in the championship, Harding could not manage more than seventh following his earlier error on the first lap.

Tatler and Comber took eighth and ninth respectively, while Chandler rounded out the top ten of a truly frenetic race!

## RACE 3A - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	50	Luke HERBERT	Mazda MX-5 Mk3	9	20:36.466			77.79	2:15.823	6
2	25	Tom ROCHE	Mazda MX-5 Mk3	9	20:38.411	1.945	1.945	77.67	2:15.952	2
3	1	James BLAKE-BALDWIN	Mazda MX-5 Mk3	9	20:38.965	2.499	0.554	77.63	2:15.039	9
4	68	Ben SHORT	Mazda MX-5 Mk3	9	20:40.267	3.801	1.302	77.55	2:16.211	5
5	56	Steve ROBERTS	Mazda MX-5 Mk3	9	20:43.219	6.753	2.952	77.37	2:16.509	4
6	2	Jonathan GREENSMITH	Mazda MX-5 Mk3	9	20:43.501	7.035	0.282	77.35	2:16.640	4
7	43	Jack HARDING	Mazda MX-5 Mk3	9	20:43.689	7.223	0.188	77.34	2:16.067	7
8	66	Sam TATLER	Mazda MX-5 Mk3	9	20:47.110	10.644	3.421	77.13	2:16.436	4
9	58	Mike COMBER	Mazda MX-5 Mk3	9	20:51.382	14.916	4.272	76.86	2:17.129	4
10	176	Brian CHANDLER	Mazda MX-5 Mk3	9	20:51.845	15.379	0.463	76.84	2:16.843	2
11	80	Aidan HILLS	Mazda MX-5 Mk3	9	20:55.510	19.044	3.665	76.61	2:16.900	5
12	88	Colin BYSOUTH	Mazda MX-5 Mk3	9	20:56.819	20.353	1.309	76.53	2:17.015	8
13	3	Liam MURPHY	Mazda MX-5 Mk3	9	20:57.240	20.774	0.421	76.51	2:15.705	6
14	192	Will STACEY	Mazda MX-5 Mk3	9	21:07.115	30.649	9.875	75.91	2:18.130	8
15	223	Garry TOWNSEND (M)	Mazda MX-5 Mk3	9	21:09.045	32.579	1.930	75.79	2:18.506	3
16	19	Carl GARNETT	Mazda MX-5 Mk3	9	21:11.703	35.237	2.658	75.64	2:17.856	6
17	76	Richard WICKLEN	Mazda MX-5 Mk3	9	21:12.021	35.555	0.318	75.62	2:17.170	9
18	9	Alec LIVESLEY (M)	Mazda MX-5 Mk3	9	21:14.371	37.905	2.350	75.48	2:18.791	3
19	36	David HENDERSON	Mazda MX-5 Mk3	9	21:14.526	38.060	0.155	75.47	2:19.184	4
20	17	Nicholas DUNN	Mazda MX-5 Mk3	9	21:15.334	38.868	0.808	75.42	2:19.154	4
21	14	Jake BAILEY	Mazda MX-5 Mk3	9	21:16.360	39.894	1.026	75.36	2:17.871	7
22	77	Jeremy CROOK (M)	Mazda MX-5 Mk3	9	21:22.011	45.545	5.651	75.03	2:19.416	6
23	10	William SHARPE (M)	Mazda MX-5 Mk3	9	21:24.112	47.646	2.101	74.90	2:19.608	7
24	146	Craig DENMAN	Mazda MX-5 Mk3	9	21:24.411	47.945	0.299	74.89	2:19.544	9
25	21	Simon FLEET (M)	Mazda MX-5 Mk3	9	21:27.551	51.085	3.140	74.70	2:19.964	7
26	23	Adam BESSELL	Mazda MX-5 Mk3	9	21:27.998	51.532	0.447			
27	67	Simon ORANGE (M)	Mazda MX-5 Mk3	9	21:29.201	52.735	1.203	74.61	2:20.099	2
28	13	Gregg CATTON (M)	Mazda MX-5 Mk3	9	21:36.466	1:00.000	7.265	74.19	2:20.837	7
29	8	Andy COOMBS (M)	Mazda MX-5 Mk3	9	21:41.753	1:05.287	5.287	73.89	2:20.602	3
30	100	Mark HOLME (M)	Mazda MX-5 Mk3	9	21:42.065	1:05.599	0.312	73.87	2:20.615	8
31	35	Alex KING	Mazda MX-5 Mk3	9	21:42.717	1:06.251	0.652	73.84	2:19.543	8
32	69	George GRANT (M)	Mazda MX-5 Mk3	9	21:44.082	1:07.616	1.365	73.76	2:21.489	6
33	7	Alex MILLER	Mazda MX-5 Mk3	9	21:52.377	1:15.911	8.295	73.29	2:21.316	6
34	26	Duncan HARRIS (M)	Mazda MX-5 Mk3	9	22:16.377	1:39.911	24.000	71.98	2:25.361	9
35	85	Ian MCDONALD (M)	Mazda MX-5 Mk3	9	22:17.844	1:41.378	1.467	71.90	2:25.112	9

### NOT CLASSIFIED

DNF	27	Jim HART (M)	Mazda MX-5 Mk3	2	05:11.138	7 Laps	7 Laps	68.70	2:27.940	2
DNF	196	Oliver BOWEN	Mazda MX-5 Mk3	1	02:44.364	8 Laps	1 Lap	65.02	2:44.364	1

### FASTEST LAP

1	James BLAKE-BALDWIN	Mazda MX-5 Mk3	9	02:15.039				79.14 mph/127.37 kph	
---	---------------------	----------------	---	-----------	--	--	--	----------------------	--

Car 23 - No working transponder so untimed - ref MSA reg C12.2.1



Blake-Baldwin #1 - Fastest lap (Race 3) - with Jeremy Crook #77

# SNETTERTON 300

## FINAL THOUGHTS:

At almost every venue, events unfold to highlight a particular aspect of the world that is club level motorsport.

Sometimes it is the social aspect or the thrill that keeps drivers returning, but Snetterton bizarrely seemed to highlight the presentation of the cars themselves!

Epitomised by several smart looking, newly painted racing MX5s, it quickly transpired that across the entire paddock, body shops had been busy since Oulton Park; with many drivers and teams devoting an astounding degree of time and effort into the body panels, preparation, paint and the vinyl "stickers" that many cars boast.

Be it driven by aesthetics, sponsor requirements, artistic flare or championship regulations, the design and presentation on each car can be a very personal subject - making the new "zero-contact" rulings even more pertinent for saving people's investment of "blood, sweat and tears".

However, as coined by the phrase "rubbin' is racing", it is rare indeed for any race MX5 to remain completely unscathed, be it tyre marks down the sides, crumpled panels, exchanges of paint, trips through the gravel, or indeed the occasionally dropped spanner!

Consequently, after a few closely fought races or hectic starts, the pride-and-joy of each driver can start to look battered and scarred. Due in part to the events being televised, the championship maintains rules regarding the minimum standard of presentation that should be met – fortunately though, as was evident at Snetterton, most of the drivers are so proud of their steeds that they lavish on them care and attention.

Varying budgets amongst the drivers mean it is perhaps understandable when tempers flare due to potentially avoidable damage out on track – although accidents do inevitably happen when thirty-eight cars dance on the limits of traction, it would seem to be the aim of the non-compromising "zero-contact" policy to minimise these occurrences.

Sincere appreciation is extended yet again to the championship sponsors Clapham North - Services, MOT and Tyres", "DPA Technologies" and "PRG Trailers". As has become customary this season, the deserving recipients of the Fix Autos "Overall Winner" and "Best Improver" shall be announced at the next event, while the Mazda Owners Club are pleased to award a trophy for the "Star of the Meeting".

Looking forward, the championship next moves to the coastal circuit of Anglesey in Wales - a track infamous for its often unpredictable conditions!

Luke Herbert's dominant command of the championship continues unshaken, but his lead is not so great that he can afford to relax with the predatory forms of Tom Roche and Liam Murphy stalking the top of the standings!

As three more events provide nine more races with which to make an impact, it is still anyone's guess as to who will eventually triumph at Donington Park to claim the title of BRSCC SuperCup Champion!

## NEXT EVENT: ANGLESEY

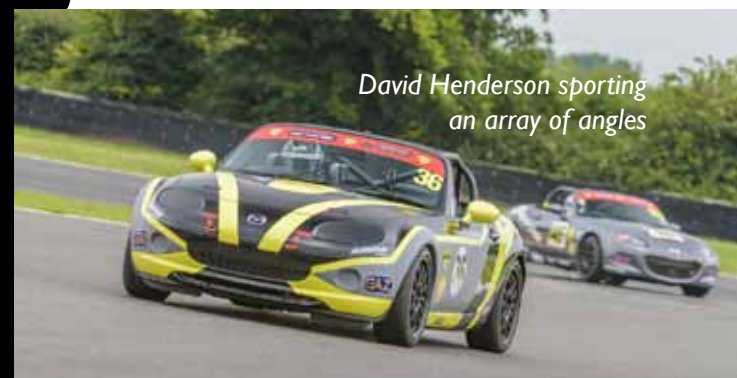
Andy Coombs - good use of vinyl for trophy sponsor "Fix Autos" logo.



George Grant (Championship sponsor) – well presented.



Alex Miller & Jim Hart from Boreham Motorsport – must take a while to put on the stickers!



David Henderson sporting an array of angles