

## MGCC Race Report – Round 2 Brands - 3rd-4th May 2014

As the sun beamed down, the MG Car Club set up camp for two days of high speed fun at Brands Hatch. Many of the club's regular series' and championships were on hand, along with an exciting mix of Porsche's, Ferrari's, Mazda's and saloon cars to entertain the masses.



**Motorsport**

### Baylis & Harding Porsche Club Championship

The first Porsche Club Championship race of the weekend saw Tom Bradshaw return to form with race victory from pole position, despite immense pressure from the chasing Peter Morris.



*Sumpter defends from Morris in Race 1*

A speedy escape from the grid saw Bradshaw immediately inherit the lead, as Mark Sumpter settled in behind. Despite his best efforts, Sumpter was unable to defend from the feisty Morris, who came charging through in the early stages. After stealing the fastest lap, Morris managed to narrow the gap to Bradshaw, however just missed out on the top step of the podium.

Pole sitter Bradshaw was unable to take the start of race two when his engine suddenly cut out. As he sat in the pits, Morris leapt away from the front row of the grid on his own.

Morris' lead soon came under threat when Sumpter muscled his way past. After just a few minutes, Mark McAleer became stranded in the gravel at the bottom of Paddock Hill Bend, calling for the release of the safety car. With McAleer pushed back into the race, albeit at the back, the race resumed, as Sumpter, Morris, Adrian Slater and John McCullagh battled for supremacy.

As the quartet circulated, Gary Sullivan's stricken Porsche 944 caused the release of another safety car. At the restart, Sumpter and Morris leapt ahead, but it was Morris who had the upper hand this time to take the chequered flag.

### MGCC BCV8 Championship

The opening MGCC BCV8 encounter was cut short, when oil on the circuit caused unwanted chaos throughout the field.

As the race got underway it was Ollie Neaves who leapt ahead of the chasing pack. However, as the field toured on lap two Russell McCarthy managed to find a way into the lead. From here he held position as the action unfolded behind him.

With just 11 laps completed, the race was abruptly halted when oil was unleashed onto the circuit from the Hayleigh Spencer's ailing MGB Roadster FIA in only her second race. As some cars began to spin, the red flag ended proceedings with just three minutes to go, to crown McCarthy the victor, ahead of Simon Cripps. Ollie Neaves completed the podium in third place. It was a bitter sweet start to the weekend for Spencer McCarthy; after changing



*McCarthy leads from Neaves and Cripps in Race 1*

an 18th place start for 4th place during, his race culminated two laps earlier than planned.

Race two was just as thrilling, with Russell McCarthy again claiming victory. Another strong launch from Neaves saw him immediately take control, however McCarthy took over the reigns early on, to lead the way to the chequered flag.

A mid-race safety car to rescue the stricken machines of Christopher Forrest and Ben Tovey, threatened to halter McCarthy's pace, however he quickly resumed his advantage ahead of Neaves. Behind, Spencer McCarthy again featured heavily, when he stormed from 18th on the grid to an eventual third place. An opportunistic manoeuvre in the closing stages fired Neil Fowler to fourth ahead of the muscled out Ian Prior.

### **BRSCC Mazda MX5 Supercup**

David Chapman scored a controlled victory in the first BRSCC Mazda MX5 Supercup race on Saturday. After others battled behind, he was able to take a commanding win by over eight seconds.

Early on Abbie Eaton had looked set to score a second place finish, however, after Mike Comber leapt past her hopes relied on third. A fierce tussle with Paul Sheard quickly ensued, and with her best defensive driving Eaton denied Sheard the position for much of the race. As the race neared an end, however, Sheard managed to wiggle his way through, to steal third. Eaton held on to fourth place, ahead of Liam Murphy and early leader Tom Roche.

Mike Comber was victorious second time around, by just 0.050s from Chapman. A slow getaway from the latter gave Comber the advantage, however after a competitive drive, Chapman managed to claw his way back to second place, mere inches away from victory.

Sheard finished off a strong weekend to complete the podium once again. Murphy fought off advances from Eaton and Roche to steal fourth, with less than one second separating the trio from one another.

### **MGCC Ecurie GTS**

A dominant performance from Tom Smith in the first Ecurie GTS race saw pole position soon become victory. A seemingly easy escape saw Smith leap ahead as Peter Barnard trailed behind. After 26 laps it was Smith who flew past the chequered flag, some 10 seconds ahead of Barnard.

Barnard's start was not as simple, when the fast starting Robi Bernberg launched himself from 10th on the grid to sit third almost immediately. As the pair battled furiously, the pressure soon lifted for Barnard when Bernberg encountered difficulties that saw him seemingly lose power intermittently and drop down the field.

In his absence, Barnard was able to secure a comfortable second place. Behind, a thrilling three-car battle for third place ended with Pete Foster taking the honour over Rob Cull and Richard McKoen.

It was déjà vu for Smith in race two, with another dominant lights to flag victory. Behind, Cull and Barnard engaged in a thrilling battle for second place, as they swapped positions numerous times. After 25 minutes of action, it was Barnard who claimed second place in the closing stages, when Cull found himself in turmoil on the final tour to drop to fifth. Despite



*Smith leads the pack round Paddock Hill Bend*

starting 17th on the grid, Bernberg romped to a third place finish, with Foster fourth.

### **Drayton Manor Park MG Metro Cup**

Tom Sanderson dominated all weekend in both MG Metro Cup races, when pole position quickly became victory.

After the ideal start launched him perfectly into the lead in race one, Sanderson began to edge away from his pursuers. Behind, Mike Williams slotted into second place, from where he began to chase his rival. His bid for honours was short lived, however, when his MG Metro machine suddenly slowed exiting Druids, forcing him to pull off along the Cooper Straight.

In his absence, the battle for second place between Jack Ashton and Ben Rushworth raged furiously, with the latter keen to promote himself. Before too long, Rushworth found a way ahead, leaving Ashton to finish third.



*Sanderson leads in Race 1, with Williams and Rushworth battling for second place*

Race two was much of the same for Sanderson, who again crossed the finish line over seven seconds ahead. Williams held on for second place this time around, while the battle for third place raged. Original third place man David Javes held position for the early stages, however when a charging Rushworth appeared, both he and Ashton were unable to defend their position. Rushworth held on for third place, while Ashton took fourth ahead of Javes and Jonathan Woodcock.

### **MGCC Toomey MG Trophy Championship**

A thrilling opening race for the MG Trophy boys and girls saw Chris Bray narrowly take victory over Paul Luti and Ross Makar. As the race began, pole sitter Bray jumped into the lead, as Luti fought his way into second from third on the grid.



*Bray and Luti battling for first round Druids Bend*

Before long, it was a two-way scrap for honours, as Luti tried his best to find a way past Bray. With lights ablaze, Luti finally found a gap big enough for his MG ZR 190, when he slipped into the lead. His delight was short lived, however, when Bray regained the lead as the pair headed towards Druids.

As the pair battled, Makar soon joined in the fun, when he latched onto their tails with just moments to go. As time ran out, it was Bray who took honours ahead of Luti, whilst Makar picked up the fastest lap for the 190 machines and third place.

Bray led once again at the start of race two, however it wasn't long before Luti edged ahead courtesy of a move up the inside into Druids. From here Luti was able to edge away from Bray and Makar, until a puncture due to hitting a kerb caused him to suddenly pull off the track at Surtees.

In Luti's absence Bray went on to score victory ahead of Makar and Robin Walker. Behind, the battle for Class C was one to watch, when early leader Richard Marsh came under attack. As the race neared an end,

Andrew Ashton sneaked ahead of Marsh, but after running wide almost immediately Vince Pain picked up the pieces to score Class C success. Marsh collected second, ahead of Paul Savage.

### **MGCC Lackford Engineering MG Midget & Sprite Challenge**

Paul Sibley made light work of the MG Midget and Sprite Challenge outing, to romp from pole position to an unchallenged victory in both races.

Behind, David Weston chased Sibley throughout race one, to eventually take the chequered flag 3.153s adrift after a somewhat solitary outing. Behind, Martin Morris and James Dunkley engaged in their usual thrilling battle for position, however as the battle raged a suddenly slowing Morris ended their scrap when he pulled off the track. In Morris' absence Dunkley held onto third place.



*Sibley leads through Druids on the first lap of Race 1*

Whilst race two was much of the same for Sibley, it brought drama for others. Weston settled in second place early on, but his challenger changed multiple times. At first it was Dunkley who looked set for taking third place, however as he suddenly pitted it promoted Morris to third. With just moments to go, Morris pulled off the circuit unexpectedly between McLaren and Clearways, ending his race and promoting Edward Reeve to third. Andy Southcott finished fourth, also scoring a Class B victory.

### **Pirelli Ferrari Formula Classic Championship**

Nigel Jenkins stormed to victory in the opening Ferrari Formula Classic Championship race. Jenkins followed Gary Culver for the first half of race one, however after a brief safety car period to rescue the stricken Ray Ferguson, Jenkins edged ahead.

After a series of qualifying style laps from the lead duo, it was Jenkins who finished ahead of Culver, by just 0.481s. Nicky Paul-Barron completed the podium in a solitary third place, some nine seconds ahead of Peter Everingham.

Culver was victorious second time around, untouched throughout. Jenkins progressed from his third place grid slot to finish second, whilst Paul-Barron completed the podium.

### **BARC Quaife Motorsport News Saloon Car Championship/BARC Tin Tops**

Rod Birley dominated an interesting first race for the BARC Motorsport News Saloon Car Championship, in a race of two halves. Fluid on the circuit in the first half played havoc for a number of drivers, which brought out the red flag. After a somewhat lengthy stoppage the race started again, with Birley picking up right where he left off.

With less than three minutes remaining an incident at the bottom of Paddock Hill Bend saw Perry Winch become beached in the gravel trap, again bringing out the red flag. With the result finalised it was Ian Butler who finished second, ahead of Paul Eve, Jamie Liptrott and Tony Paxman, who had originally started 13th.

Race two was marred by a red flag, when oil from the Peugeot 205 GTi of Chris Bassett coated the circuit, resulting in Tom Bridger landing in the gravel trap at Druids. Barnaby Davies led the way originally and again at the restart. However, as he and Whiteman weaved their way towards their final tour separated by

just 0.019 seconds, Whiteman muscled his way through to claim the victory. Davies held on for second, ahead of Kenny Coleman and Vic Hope.

Birley triumphed again in race three, as Butler jumped ahead of Liptrott to steal second by just 0.056s as the pair swept past the chequered flag.

### **Peter Best Insurance MG Cup with Thoroughbred Sportscars**

The first combined Peter Best Insurance MG Cup with Thoroughbred Sportscars race saw another red flag split the race. As Peter Barnard appeared to lose his footing at paddock Hill Bend, an unsuspecting Clive Jones became embroiled in the incident, removing both from the race and stopping it almost immediately.

With a shortened distance, the field had just five minutes to battle for supremacy. At the front, Ian Prior, Russell McCarthy and Neil Fowler trailed one another whilst vying for success. However, as the flag fell it was McCarthy who leapt to the fore for Thoroughbred Sportscar success, ahead of Fowler and Prior.

Andrew Young took honours in the Peter Best section of the race, ahead of Barry Holmes and Chris Dear.

McCarthy was victorious once more in the final race of the day, to score honours after a furious tussle with Fowler. As they wrestled their way through traffic, Fowler was unable to disturb McCarthy's rhythm to stay second, ahead of Ken Deamer and Simon Cripps.

Andrew Young clawed his way back to fifth overall after a mishap earlier in the race, to score Peter Best Insurance MG Cup honours, ahead of Tom Diment.

### **Pirelli Ferrari Open Series**

Gautam Singhania triumphed in the Ferrari Open Series encounter to grasp two victories from as many races.

Ivor Dunbar had led early on; however lose bodywork on the rear of his Ferrari 458 soon called for the black/orange flag. However, after failing to pit when his bodywork detached itself out on track, the black flag came his way. With bodywork removed Dunbar was able to rejoin, albeit classified in sixth place.



*Singhania triumphed in both Ferrari Open races*

The shared Graham Reader/Tony Jones Ferrari 430 crossed the finish line second, ahead of Lars Kinell third and John Shirley fourth.

Despite not having raced at Brands Hatch for 32 years, Singhania was again dominant in race two, despite the interjection of the mandatory pit stops. The shared Bernard and Marcus Hogarth Ferrari 458 Challenge machine finished second, ahead of Reader and Jones.

*After a spectacular weekend at Brands Hatch, our attentions now turn to the MG 90 event at Silverstone in just five weeks time. We look forward to seeing you all there to help MG celebrate in style.*

**Words by Leanne Fahy.**

**Pictures by Dickon Siddall and George Woodward.**