

MGCC Race Report – Round 5 Oulton Park - 6th September 2014

We have soon found ourselves at the penultimate round of the season, as we arrived at Oulton Park for round five of the MG Car Club and our supporting championships and series'. As the sun sneaked a peak through the clouds the day soon warmed up as our attentions turned to the track for masses of excitement.



Porsche Club Championship

Tom Bradshaw endured an eventful outing in the first Porsche Club Championship race to eventually claim honours after a change in a penalty he was given.

After immediately seizing the lead from pole position at the race start, Bradshaw was soon handed a 10 second penalty when he was deemed to have started out of position. Despite leading on track, Bradshaw was demoted to 13th place as a result of his penalty, as he raced ahead to try and reclaim his advantage.

Despite his best efforts, Bradshaw was left second to Mark Sumpter as the chequered flag fell. Behind the lead duo the battle for third place was a thrilling affair, with Pete Morris and Adrian Slater side by side for much of the outing. Morris eventually got the jump on his rival, to leave Slater 4th, ahead of reigning champion John McCullagh. Stuart Ings collected the spoils in Class 2, ahead of Paul Livesey.

During the lunch break there was a change in the order, to promote Bradshaw to the head of the field, granting him victory.

Bradshaw teamed his earlier performance with another victory in race two. After romping ahead there was no danger of a false start this time around, as he swept by the chequered flag to score an unchallenged victory.

Sumpter and Morris battled for the duration over second place. Sumpter held the upper hand for much of the outing, however after racing side by side for much of the latter half, Morris found a way ahead to claim second place. Stuart Ings doubled his success with another Class 2 victory, again ahead of Livesey.

The John Woods Motorcare MGCC Trophy Championship

Paul Luti overcame chaos in race one to claim victory. A hard morning for the Luti clan saw the team change the head gasket on their MG ZR between qualifying and race one, to make the grid just in time.

At the start a strong getaway launched Luti into the lead from fourth on the grid, however as the field rounded Old Hall he ran wide onto the grass to drop down the field. In his absence, pole sitter Ross Makar reclaimed the advantage.

As Makar, Graham Ross, Colin Robertson and Doug Cole toured at the front, Luti soon found himself on the tail of Chris Bray, as the pair battled over fifth place. Before long Luti had moved ahead, when the red flag was thrown for a heavy incident at Old Hall.

Paul Savage was forced onto the grass after spinning on coolant from his own MG ZR, however before he could exit the car, Jack Roberts was caught out on the same coolant, sending him sideways, straight into the side of Savage's car and towards the barrier. The red flag simmered the pace immediately after the heavy impact, whilst officials and medics attended to the drivers.

With their stricken cars cleared, the race was restarted with the drivers lined up in their original grid slots. Luti repeated his speedy getaway to lead the way once again.

As a six can train battled for supremacy, Luti held onto his advantage this time to grasp honours, ahead of Robertson, Makar and Chris Bray. Andrew Ashton proved victorious on Class C, ahead of Fergus Campbell and James Cole.

Ross Makar triumphed in an eventful final race of the day, as he fought off the attentions of Colin Robertson, Paul Luti, Chris Bray and Graham Ross, in turn.

Makar held onto the lead from his pole position start to control the pace from lights to flag. However, he was challenged continuously until the final moment.

Behind, Robertson held second place for much of the outing, however after a hard charging Luti fought his way from fourth place, he began to challenge for second, before leaping ahead. Keen to regain his position, Robertson darted past Luti, edging Luti onto the grass and down to fourth place, where he stayed until the chequered flag.

As others tussled, Bray managed to attach himself to the lead scrap, to sneak ahead in the midst of battle. As the chequered flag flew it was Makar who captured it first, with Bray stealing second just 0.001 second ahead of Robertson, with Luti fourth.

Fraser Campbell claimed Class C victory this time around, ahead of a fierce tussle between Ashton and Marsh. James Cole collected fourth place in class.

MGCC BCV8 Championship

Russell McCarthy led brother Spencer across the finish line to score victory in their sole appearance. An astounding launch from the second row of the grid for Rob Spencer saw him steal the lead, with the inside line into Old Hall.

By the end of the opening lap, Spencer's lead had diminished as Russell McCarthy jumped ahead, swiftly followed by Spencer McCarthy. Behind, third place came under threat for Spencer, when Simon Cripps was the man on the move, as he began to challenge. Just moments later, Cripps moved into third place, demoting Spencer once more to fourth place.

With just a few laps remaining, the safety car was released to neutralise the pace, whilst the air ambulance took to the skies with the injured Jack Roberts aboard from the first MG Trophy race. As it departed, the race restarted for a one lap dash to the flag, to crown Russell victorious over brother Spencer. Cripps held on for third place.

MGCC Ecurie GTS

Pete Foster wrestled victory from long time leader Andrew Bentley on the final lap, after 40 minutes of high speed action.

Martin Richardson led the way as the race began chased by John Yea, however before long Bentley leapt ahead and into control. As the mandatory pit stop window opened, Richardson opted to stop straight away, as others continued to tour.

As the pit window closed, it was Bentley who retained the advantage, but as the race neared an end, Bentley soon found his MGB Roadster harried by the chasing Triumph TR4 of Foster.

As the pair romped onto their final tour, Foster saw his opportunity to sneak ahead. Unable to fight back past, Bentley was forced to settle for second place, just 0.2 seconds away from the Triumph's bumper as the chequered flag fell.

Will Linley collected a somewhat lonely third place, ahead of Steve Naish and Alex Quattlebaum. Graham Bates and the shared David Eales/Robert Johnson machine completed the finishers, whilst John Yea and Martin Richardson failed to finish.

MGCC Drayton Manor Park MG Metro Cup

Mike Williams tasted success in the sole MG Metro Cup outing. Pole sitter Tom Sanderson led the way on track from start to end, however after a jump start earned him a 10 second penalty he was demoted to sixth place on the timing screens.

In his wake, Williams inherited control, which he held until the chequered flag fell. Behind, Sanderson battled his way through the field, to eventually land in second place. As the chequered flag neared Sanderson was unable to move any further forward in his quest for victory, to collect second place.

Behind, the battle for third place was one to watch, with Ben Rushworth, Jack Ashton and Philip Gough making it a three way scrap for the final podium spot. After a feisty tussle between the trio, it was Rushworth who leapt ahead, to finish in front of Ashton and Gough. Simon White completed the top six.

MGCC Cockshoot Cup

Jason Simm was crowned Cockshoot Cup Champion by way of a race victory. After claiming pole position this morning, Simm steered his MG ZS towards Old Hall first, from where he never looked back. After storming ahead he secured yet another victory and also champion status.

With the lead virtually decided, the battle for second place was the one to watch. David Morrison held second early on, before coming under attack from the chasing Paul Clackett. Before long, the pair came under attack once more when Sean Peters decided to make it a three way scrap for position, before jumping ahead of both for second.

With Peters settled in second place, Morrison and Clackett continued their scrap for third. After 20 minutes of action the battle was decided with Clackett ahead, after a move down the inside into Old Hall. Morrison held on for fourth, ahead of Simon Lowery and Howard Hunt.

MGCC Lackford Engineering MG Midget & Sprite Challenge

An incident along the pit straight at the start of the MG Midget and Sprite Challenge race saw the safety car released immediately. As the field bunched up on the run towards Old Hall, a collision saw Stephen Pegram caught from the rear of his MG Midget, sending him off towards the barrier.

David Weston led the way after sneaking ahead of pole sitter Paul Sibley, however, as the pair battled amongst themselves, Sibley managed to find a gap big enough for his MG Midget to sneak ahead.

Eventually separated by just over six seconds, Sibley controlled the pace towards the chequered flag, ahead of Weston. Unchallenged by his rivals, Martin Morris scored a third place finish, ahead of Andy Southcott, Nigel Pratt and Richard Wildman.

MGCC Motoring Classics Thoroughbred Sports Cars

It was Spencer McCarthy's turn to taste victory this time, as he romped to victory ahead of brother Russell. In a shortened race due to time constraints, the McCarthy brothers finished just 0.2 seconds apart after a fierce tussle.

Simon Cripps completed his run of strong finishes at Oulton Park to again claim third place. Ian Prior collected fourth place, ahead of a penalised Neil Fowler, who jumped the start, earning him a 10 second penalty. Ken Deamer completed the top six in his MGB GT V8 machine.

After 10 thrilling races we soon came to the end of another race meeting, and what a success it was. It was a shame to have the incidents we did, but we wish all involved a speedy recovery. We're glad to report that whilst Jack Roberts was taken to hospital for further observation as a precaution, he was released later that afternoon. We look forward to seeing you all again in a few weeks time at Snetterton for the sixth and final round of another exciting season.

Words by Leanne Fahy.