

MGCC Race Report – Round 3 Silverstone MG90
21st-22nd June 2014

Another sunny weekend beckoned as we arrived at Silverstone for our landmark event, to celebrate 90 years of MG. Two days of action, on and off the track, delivered on our promise of a spectacular event, with MGs from all years, Porsches and Ferraris on hand to entertain the crowds.



Baylis & Harding Porsche Club Championship

Tom Bradshaw dominated the first race of the weekend, to immediately steal the advantage, by way of a commanding launch towards Copse corner. Despite an early challenge from fellow front row starter Peter Morris, Bradshaw soon found himself in his own company, to take victory by over four seconds.

Behind Morris, the battle for third became one to watch. Mark Sumpter fought hard to save his third place starting position, as Adrian Slater and Mark McAleer tried their utmost to distract him. The pressure soon eased for Sumpter, when Slater and McAleer raced themselves into a frenzy, each encountering difficulties along the way. After briefly dropping back, Slater managed to climb back to a fourth place finish, whilst McAleer struggled to sixth place on very worn tyres. Richard Ellis slotted in between the two in fifth.

Peter Morris dismissed the drama that befell race two to steal honours. A speedy getaway gave him the lead on lap one, a position he held until the chequered flag.

Morris initially found himself hassled by a train of three cars, with Slater, Sumpter and Bradshaw hot on his heels. However, he was quick to dismiss his rivals, as he stormed ahead.

Behind, Mark McAleer was the first to succumb to the chaos, when he lost his wheel arch liner, giving the appearance of a shredded tyre as he headed down the Wellington Straight, forcing him into the pits. David Botterill was the next in line for drama, when the rear of his Porsche 964, unbeknown to him, set on fire as he toured the circuit. After a full lap with his car alight, Botterill pitted when he saw the billowing smoke, where extinguished his blaze.

In the midst of chaos, Richard Ellis kept himself free from trouble to finish second. Bradshaw had been running second, however after being penalised by five seconds for exceeding track limits he slipped to third place.

The final Porsche appearance saw Morris double his success, to grasp the spoils ahead of Ellis. Morris grabbed the lead from the start, however immense pressure from Ellis at half distance saw the latter momentarily sneak ahead. Morris swiftly regained control, to hold the advantage until the chequered flag came into view.

Chris Dyer appeared to have secured third place, however a charging Slater powered through to steal the final podium spot in the closing stages. Dyer held on for fourth place, whilst McAleer stormed through to fifth place from the back of the grid.

Mark Koeberle was a definitive feature in Class 2 throughout the weekend, taking his first Class victories in each of the three races.

MGCC Finishline UK MG Trophy Championship

A record entry of 31 cars took to the track for the first MG Trophy outing, and with just 0.001s between pole sitter Paul Luti and Colin Robertson it was bound to be a thrilling adventure.

Robertson triumphed in the first race after an early battle with Luti. An unrivalled start saw Luti swap pole position for the lead, as Robertson chased profusely. As the pair leapt ahead, their pace was rarely matched by their pursuers Graham Ross and Chris Bray.

Luti held the upper hand for much of the first half, however, as he led Robertson managed to sneak ahead, a manoeuvre which Bray later emulated. As Luti tried his best to regain control, his MG ZR seemingly slowed before an expired engine forced him into retirement.



In his absence, Robertson and Bray continued their scrap, swapping positions frequently, which was ultimately decided as the chequered flag fell, crowning Robertson the victor. Behind, Ross lost his third place when his ZR suddenly slowed on the final tour. Doug Cole collected third place in his absence, ahead of Ross Makar in fourth.



A thrilling battle for Class C honours, saw Vince Pain collect eventual spoils, after a race long tussle. MG Trophy UK rookie Cody Hill, who made the lengthy trip over from Australia, led for much of the 20 minute duration, but lost out late on to eventually finish sixth.

Following his woes in Saturday's race, Sunday sadly missed the Luti factor, with Paul forced to watch from the sidelines. With his pole position spot left empty on the grid, Robertson started on the front row alone, while Bray had a clear run towards Copse from third.

As race two began, Robertson immediately grabbed the upper hand, however as he exited Copse he found himself sharing the track with both Bray and Ross.

Robertson soon asserted himself above his challengers, to lead the way from lights to flag. Behind, however, the battle for second was certainly not settled so easily, with Bray and Ross engulfed in battle from start to end.

After swapping place a number of times, Ross eventually held his ground to finish just ahead of Bray in second place, with Bray third, Doug Cole fourth and Robin Walker fifth.

Class C was dominated by Fergus Campbell who, despite not racing the car for nine years, seized honours by some six seconds. The scrap for second place was heated throughout, with Vince Pain eventually claiming the position ahead of Cody Hill, Richard Marsh and reigning champion Andrew Ashton.

MGCC BCV8 Championship with MGCC Lackford Engineering MG Midget & Sprite Challenge

Run in memory of MGCC BCV8 regular Joe Parrington, who sadly lost his battle with Cancer this week, the sole BCV8 with MG Midget & Sprite Challenge race saw Paul Sibley trounce the opposition, to win overall, as well as claim MG Midget & Sprite Challenge honours.

A fantastic sight of 57 cars fired themselves towards Copse on lap one, as Rob Spencer led the way. However, after a speedy scrap with Russell McCarthy, Spencer was forced to abdicate his throne. With a clear track ahead of him, McCarthy looked to have control, until the MG Midget of pole sitter Sibley made himself known once more.

As Sibley challenged, a difference in power became apparent, when after sneaking ahead, Sibley would have to vacate his position down the lengthy straights.



Keen to hold position, Sibley made the best of a final opportunity to leap into the lead with less than 10 minutes remaining, a position he managed to save this time around. The MG Midget pilot soon weaved himself a 5.8s cushion to take the chequered flag. On the final tour McCarthy's chances vanished, when his MGB GT V8 disappeared from the running, handing position to an ecstatic Spencer, just 0.2s ahead of Neaves.



Despite finishing second on track, Spencer was crowned victorious in the BCV8 Championship race, to claim the accolade ahead of Neaves and Neil Fowler.

Martin Morris was awarded second place in the race for MG Midget & Sprite Challenge success, ahead of David Weston.

Pirelli Ferrari Formula Classic Championship & Pirelli Ferrari Open Series

Arwyn Williams secured the opening Ferrari Open Series victory on Saturday, despite a tricky start. Pole position was not enough to secure Williams the lead into Copse, as fellow front row starter Marcus Hogarth sneaked into the lead.

A moment during the opening tour saw Williams slip to third place, handing second to Wayne Marrs. Williams soon fought back, to challenge Marrs for second place. After displacing the 458 Challenge pilot, Williams set his sights on the head of the field. As the race neared an end, Williams fought his way into the lead, leaving Hogarth to collect second and Marrs third.

Behind, Gary Culver proved triumphant in the Ferrari Formula Classic race. The battle for second was one to watch, as Nicky Paul-Barron and Jim Cartwright scrapped until the chequered flag fell, with Paul-Barron ahead.

Williams again dominated in race two, to lead the way from start to end. Untroubled by his pursuers, Williams eventually swept past the chequered flag some 15 seconds ahead. Marrs claimed second place this time around, after a somewhat solitary outing, whilst Bernard Hogarth quickly turned a 10th place start into a third place finish.

Culver and Cartwright immersed themselves in a thrilling tussle for the Ferrari Formula Classic lead, with each enjoying a turn at the fore. However, as Culver led the way towards the final three laps, Cartwright was forced to retract his bid when his Ferrari 328 GTB began to expire, forcing him into the pits. Culver held on for victory, despite being penalised five seconds for exceeding track limits. Paul-Barron collected another second place.

MGCC Ecurie GTS

Race one pole position soon became victory for Mark Halstead, however it was Scott Quattlebaum who stole the show with a drive from 21st on the grid to second place at the chequered flag.

A clean getaway saw the winning Halstead-Turner MkII combination triumph once again. After developing a gap of over 11 seconds at one point, Halstead eventually won by just over five seconds by way of a commanding drive.



Robi Bernberg slotted into second place early on, ahead of Tom Smith. Blanketed by just a few inches, the trio toured nose to tail for a number of laps. Before long, Halstead managed to edge away, leaving Bernberg and Smith to fend for themselves.

Smith soon found an MGB Roadster sized gap alongside his rival, to promote him into second place. As Bernberg trailed in third, he was soon out of the running when his TVR was forced to exit the race prematurely. Smith immediately made second place his own until Quattlebaum muscled past on the final tour. Brian Lambert secured a fourth place finish, ahead of Andrew Bentley and Ian Hulett, who moved from 12th on the grid to sixth at the finish.

Halstead and Bernberg were both forced to withdraw from race two on Sunday, as mechanical gremlins worked against them. With pole position vacant, Quattlebaum lined up second on the grid on a lonely front row.



As the race began, Quattlebaum immediately grabbed the lead, which he held tightly in his grasp until the chequered flag came into view. Behind, Smith tried his best to distract his rival, but after 30 minutes of high octane action the MGB Roadster pilot steered himself to second place.

Bentley, Pete Foster and Lambert battled over third place for much of the second half, with Foster and Bentley swapping places. However as

the clocked ticked to zero, it was Bentley who edged ahead by just 0.2 seconds, to the welcome sight of the chequered flag.

Hulett had looked set to grasp second place, however after uncovering issues during the race he was forced into the pits where retirement awaited him.

MGCC Peter Best Insurance MG Cup with Cockshoot Cup

It was a busy track for the combined Peter Best Insurance MG Cup and Cockshoot Cup race. Separated by 20 seconds at the start of the outing, the two races were run at the same time to provide double the entertainment.

The Cockshoot Cup was the first to start, with reigning champion David Morrison the first to reach Copse on lap one. Gary Wetton slotted in behind, however after a fierce opening lap, the pair were soon side by side for honours.



A spin from Morrison in the early stages proved a prominent game changer, when it allowed Wetton to pass with ease. Despite losing ground, Morrison rejoined, albeit down in seventh place.

Wetton's lead came under threat almost immediately, when Paul Clackett launched an attack. Wetton was unable to stop the charge of Clackett's MG ZS, as the latter flew past, dragging Jason Simm with him. Shortly afterwards Simm promoted himself one step further, when he stole the lead.

A late race surge between Clackett and Simm saw the pair lap side by side on their final tour, but it was Simm who grabbed the spoils. Wetton held onto third place, ahead of Ashley Woodward in a solitary fourth place.

Robert Campbell drove a commanding race to snatch unchallenged Peter Best Insurance MG Cup honours. Alan Brooke collected second place, ahead of Tom Diment and Chris Dear.

Another victory in race two on Sunday helped Simm brush off the difficulties he had at the start of the weekend. After stealing the lead on the opening lap, Simm held on to rid himself of novice status in style.

Wetton managed to weave his way from seventh on the grid up to second place. Woodward claimed third place, narrowly ahead of Morrison. Howard Hunt ended a fierce battle with David Coulthard and Ian Winstanley ahead in fifth place.



Starting by a wave of the Union Jack caused confusion for the second Peter Best Insurance MG Cup race, as Campbell set off ahead of his rivals. Despite being handed a 10 second penalty, Campbell again stormed to honours. Diment looked to have cemented second place early on, however a very late lunge from Chris Dear into the final section of the last lap threatened his rhythm. Despite Dear's intentions, Diment held on for second, with Dear third.

MGCC Motoring Classics Thoroughbred Sports Cars with MGA Race



Spencer McCarthy steered his way to his first win of the season in the sole Thoroughbred Sportscars with MGA race. Spencer started on pole position, with brother Russell alongside, and it was certainly a family feud on track for much of the outing.

Spencer immediately stole the lead, as Russell settled in second place. However, Russell soon saw an opportunity to sneak ahead. After leading the way for a number of laps, Russell suddenly began to slow with just three minutes to go, handing position over to Spencer.

Despite battling his ailing MGB GT V8, Russell appeared to have secured himself a second place, however as the leaders launched towards Copse on their final lap, his car was unable to travel any further. Neil Fowler inherited second place in his absence, ahead of Josh Files and Rob Spencer. Despite his non-finish, Russell collected the fastest lap as small consolation.

MGCC Iconic 50's with Fiscar Flyers

The heat appeared to play its part in the sole Iconic 50's with Fiscar Flyers encounter. A number of cars began to fall by the wayside as the temperature increased.

The lead changed hand multiple times, with Brian Arculus being crowned after 30 minutes of high speed action.

Mark Ellis took control early on, but it wasn't long until his advantage came under threat, when Graham Coles came charging past. The lead spot appeared to be tainted, when Coles too was forced out of the running, handing the reins to Arculus. Once in control, Arculus failed to relinquish his advantage, to score victory by over nine seconds.

Alex Quattlebaum, father of earlier race winner Scott, kept his nose clean to secure second place. Meanwhile, a resurgent Mark Ellis tried to steal third place, with a late lunge into the final section on Bruce Riches, to no avail. Riches progressed six places on his grid position to climb to third, forcing Ellis to stay fourth.



50 Minute Pit Stop Race



Josh Files and father Keith steered their Triumph TR6 to victory after 50 minutes of racing in the blazing evening Silverstone sunshine. With a gap to nearest challenger, the shared MG Midget of Ian Staines and Rob Griffiths, of over 35 seconds, the Files duo dominated in style.

Tom Smith led the way early on in his shared MGB GT V8, but as the field steered their way towards the mandatory pit stops the lead changed hands. Files soon took control, which he managed to hold until making his stop. After rejoining the track, Ian Prior led the way after taking over from

Smith, but he was forced to vacate his position after encountering problems, once again handing over to Files.

The shared Graham and Oliver Bryant Morgan Plus 8 recovered to score third place. After starting on pole, the pair struggled for much of the 50 minutes, before seizing the final podium spot in the closing stages. Martyn Adams raced himself to fourth place.

A combination of ideal weather, thrilling racing and off-track entertainment made for the perfect weekend for MG's 90th year celebration. A big thank you to everyone who played a part in organising MG90. We now have a bit of a break in action trackside, the next round will take place at Donington Park on Sunday 3rd August. See you there!

Words by Leanne Fahy.

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