

MGCC Race Report – Round 3 Silverstone, MG! Live

Another successful MG Live event took place at Silverstone during the 15th-16th June, and with so much on offer the crowds were kept fully entertained. As well as the stunt shows, competitions, air displays, club displays and stalls, the track was kept hot and lively with 13 different series providing high octane entertainment.



Josh Files fought off Spencer McCarthy to score **Thoroughbred Sports Cars** honours on Saturday. After starting from pole, Files initially slipped to second as McCarthy led the way. By lap three, the 0.6 second gap separating the lead duo disappeared as McCarthy's lead fell to his pursuer.

From here Files' advantage was untouched as he steered towards a victorious finish. Behind, McCarthy's second place came under threat when a steady pace allowed Andy Green to sneak through. McCarthy in his MGB GT V8 held on for third.

It was an eventful double outing for the **MG Trophy** and **Drayton Manor Park MG Metro Cup**, with both races run alongside one another. As the MG Trophy boys and girls escaped in race one, it was Paul Luti who leapt to the fore. Chased by invitational entrant and Ginetta GT Supercup racer Tom Ingram, Paul was soon forced to relinquish his advantage.



As Ingram controlled the pace at the front, Luti engaged in battle with chief rival Chris Bray. In a fierce scrap that mirrored previous rounds, Bray managed to slip past Luti as the race edged towards the chequered flag. With Ingram's win not counting towards the title race, the race was on for overall honours between Bray and Luti. Keen to make the most of one last attempt, Luti and Bray headed onto their final tour side by side, as they weaved their way through the traffic.

With a 6 second cushion, Ingram crossed the finish line ahead of Bray and Luti, with Colin Robertson 4th on his return to the series.

In a wet race two, a fast start again saw Luti lead the way on lap one. As Ingram caught up, the pair battled furiously, running side by side corner after corner. Ingram eventually seized the lead, as Luti collected maximum points, ahead of Bray. Thomas Butler scored Class C victory from Andrew Ashton and Sarah Budby.

Tom Sanderson inherited Metro Cup victory on the final lap of race one, when long time leader Mike Williams suddenly slowed.



After starting from pole, Sanderson soon lost his lead when a charging Williams launched an attack. With a substantial advantage over Sanderson and third placed Thomas Grainger, Williams looked set to sample honours, until his Rover 100 suddenly slowed on the final tour. Upon seeing the Rover crawling, Sanderson sneaked past in hunt of victory. Grainger was promoted to second with Oliver Hood third.

Race two was just as exciting, when leader Sanderson ran off the track early on, and Williams dropped to 9th place. Despite their initial disadvantages, the pair battled frantically, crossing the finish line side by side. Sanderson was awarded victory, by a remarkable 0.001s.

A rain shower before the start of the first **Porsche Club Championship** race presented the difficult decision of which tyre to use. As the field headed onto the first of their two green flag laps, Mark Sumpter dived into the pits to change to wet tyres.



As the race got underway, Adrian Slater led the way from Tom Bradshaw, as the field struggled on a slippery track. Now on wet tyres, Sumpter fired towards the head of the field, to make up an astonishing 28 places in just two laps.

Before long, the Porsche 964 pilot was leading the way, trailed by Bradshaw. With the lead duo on different tyres, a drying track caused excitement. However, as the final laps arrived Sumpter appeared to have the upper hand with an eventual 35 second advantage over Bradshaw. Mark McAleer held on for third place, ahead of Pete Morris and Slater.

A dry outing second time around saw Bradshaw control the pace to add another victory to his tally. Slater again led into Copse corner, but a determined drive from Bradshaw gave him the lead during lap one.

The battle for third was one to watch, as Morris mounted a charge on Sumpter. As the pair rounded Luffield, the inside line promoted Morris to third, before he turned his attentions to Slater in second. Before long, second place fell to Morris when a slight moment from Slater saw him drop to fifth.

As Bradshaw edged away to an eight second advantage, it was all change behind, when McAleer elevated himself to third ahead of Sumpter. Keen to make amends for his earlier spin, Slater dismissed the challenge of Sumpter to finish fourth, with Sumpter fifth and Marcus Carniel sixth.

Paul Bailey rushed to victory in the first **Ferrari Classic and Ferrari Open** race. As the 33 car field thundered towards Copse for the first time Toby Tarrant-Willis immediately took control, with Bailey second and Arwyn Williams third.

Determined to dismantle Tarrant-Willis from his perch, Bailey weaved his way ahead as the pair negotiated the tail enders. With less than four minutes left on the clock, less than one second blanketed the top two. As the pair scrapped, Tarrant-Willis found himself pirouetting out of contention, as Bailey went on to take the chequered flag.



Williams was victorious second time out on a drying track. Tarrant-Willis and Bailey again dominated early on, but both were muscled out by Sam Smeeth, who charged from the back of the grid to second.

Scott Quattlebaum fended off the charges of Malcolm Gammons and James Cottingham to score **Ecurie GTS** victory in race one. Amongst a grid of 51 cars, the top three swapped places numerous times in a fierce 12 lap charge towards the chequered flag.



Robi Bernberg led the impressive field on lap one before second placed Quattlebaum seized his opportunity to sneak ahead. Upon seeing his rival advance forward, Cottingham followed shortly afterwards, before Gammons joined in the fun as well.

With the top three positions filled by Quattlebaum, Cottingham and Gammons the battle for control ignited. All three were engulfed in a fiercely entertaining tussle, with each enjoying some time in the lead and determined to seal victory.

As they reached the chequered flag it was Quattlebaum who was ahead when it counted. Gammons held onto second place, whilst Cottingham swept past the flag third. Bernberg scored a strong fourth place finish, whilst Brian Lambert held off the hard charging Tom Smith, who had started at the back of the grid, for fifth.

Smith stormed to victory in race two, after carnage struck the start. As the field raced towards Copse on lap one, Jeff Handley and Alistair Pugh/Les Congdon's races were thrown into turmoil when a heavy collision brought out the safety car. With their Triumph Spitfire machines cleared the race resumed.

After trailing Cottingham in second for much of the race, Gammons launched past on the final lap, to score his third consecutive second place finish. Cottingham held onto third ahead of Quattlebaum, Bernberg and Mike Harris.

A dominant display saw Andrew Young steer to victory in the first **Peter Best Insurance Challenge** race. Combined with the **Cockshoot Cup**, the mixed field provided high level entertainment that we have come accustomed to.



After an early dice with chief rival Ashley Woodard, a Cockshoot Cup win for David Coulthard gave him the edge as Woodward slipped to third place, sixth overall, by the fall of the chequered flag. David Morrison secured second place in the Cockshoot Cup, after crossing the finish line fifth on track. Simon Cripps was awarded second in the PBIC, ahead of Barry Holmes in third.



A wet track failed to stop Coulthard in race two, with the MG ZR driver winning by over 22 seconds. Woodward was second this time around, as Young again hit the top of the podium for the second Peter Best Insurance Challenge outing.

The combined **BCV8 Championship** and **MG Midget and Sprite Challenge** race thrilled the crowds, with high speed action from start to finish.

After slipping backwards at the start, pole sitter Paul Sibley clawed his way back ahead, to finish some 35 seconds ahead of his nearest challenger. Edward Reeve just managed to sneak ahead of Martin Morris' MG Midget in the final stages, as Morris seemingly began to drop off slightly. Despite losing second place, Morris held on for a strong third from Tom Neat.



Spencer McCarthy was crowned victor for the BCV8 Championship, despite James Wheeler closing in towards the end to finish second.

The **Historic Intermarque, Iconic 50's and T-Type anniversary race** was another combined outing, with Mark Ellis the overall and Iconic 50's winner.

Ellis led for much of the first half of the 30 minute race before Michael Milligan took control. Milligan was later penalised by three minutes for failure to make his pitstop, leaving him sixth in the Historic Intermarque race. Andrew Cox steered to T-Type class victory in his MG TC. Jonathan Abecassis won the Historic Intermarque battle in Milligan's absence.

Matthew Wurr fought off early advances from Richard Plant to develop a seven second cushion for **Aero Racing Morgan Challenge** victory.

A strong start from the outside of the front row saw Wurr lead the way into Copse on lap one, however a charge from Plant soon gave him the edge. Unable to fend off Wurr's Morgan Plus 8 any longer Plant settled in second. Despite a late surge on the final lap, he was unable to unsettle Wurr's advantage. Behind, Roger Whiteside slipped ahead of Andy Green for third after a move at Luffield in the closing stages.

Many of our racers took to the track one final time for the **Allcomers Enduro** race. After 50 hard fraught minutes it was the Caterham 7 of Graham Booth who stormed to victory. Early challengers Gary Marsh and Tom Bradshaw looked on course for a strong finish until they were suddenly forced to pull off the track and out of the lead. Ian Staines and Rob Griffiths steered their shared MG Midget to second place.



*As ever the MG Car Club are pleased with another triumphant MG Live event, and with some spectacular racing we're sure the fans enjoyed it too. The next port of call on our 2013 map of adventure takes us to the ever challenging **Cadwell Park in Lincolnshire on Sunday 21st July**, and we all very much look forward to seeing you there.*

Thanks go to Dickon Siddall, Martin Cumming and Aaron Lupton for the photos.