

CNC HEADS SPORTS/SALOON CHAMPIONSHIP – ROUNDS 6 & 7 – ANGLESEY– JULY 20 -21

Simon Allaway's Lotus Daytona Esprit V8 proved unbeatable on the annual visit to the North Wales coastal circuit. He led both races from start to finish, secured a double pole and improved his own lap record in both outings.

QUALIFYING

The temperature was already rising inside and out of the cars for the 15 minute late morning session. It was close at the top with Allaway just edging out Robert Spencer's Stuart Taylor Locosaki for pole by 0.022s. "I was surprised to get pole as it didn't feel that good. The front tyres soon overheated and the engine temperature was too high," he explained.

Spencer also had tyre problems, "they had gone off after two or three laps the temperature was so high," he added. Grahame Tilley's Caterham CSR was only a fraction behind Spencer too, "not so good, just couldn't feel it and Rob was able to catch me in all the slow corners," he reckoned.

Garry Watson's Westfield SeiW completed the second row, but hoped for better. "I only did a few laps and the water pump went. I was only just warming up," he said. Joe Spencer's Locosaki was next up, "hot, busy and not much else to say really," he added.

Having missed Mallory Philip Duncan was back from his holiday and lined his Westfield up in sixth. "It was good, I loved it. Hard work though with the tyres overheating," he said.

Only 5/1000ths separated defending Champion Dennis Crompton's BMW M3 and Paul Dobson's Mazda RX7, which was an indication of their weekend long duel. "I did enough, but it was too warm and my time seemed Ok, so I came in," said Crompton. "I flat spotted the tyres with an off coming onto the straight, they were overheated but I still stayed out," Dobson added.

Although Kevin Cryer's Caterham and Iain Gorrie's Ultima completed the top ten, both had differing stories. "As yet it's Ok, lots of traffic," said Cryer. "I got stuck in third gear latish on, just tried to change and couldn't, so it's weekend over," Gorrie confirmed.

James Aukland's Capri headed row six, still professing to be looking after his car, "nice though," he reckoned. He was joined by returnee Chris Maries in his BMW 325. "Too rusty and talking to myself and just did what I needed to," he added.

Richard Roundell had hoped to shadow Maries to help learn the circuit. "It was better than expected and had a few minor excursions, but Chris didn't wait for me," said the Vectra driver. Next up was Russell Hunter in his MGB, back on the track rather than marshalling it, while Jack Marland was delighted with the promise from his Mazda RX7, qualifying in 15th. "Still a learning lesson, but latched onto Paul Sampson and worked through each problem," he explained.

Next up and making a return to racing after a 14 year lay off, Paul Greaves was trying out his ex Pete Edwards Mini. Paul Sampson's Volvo powered Grand National Coupe found it all "plain sailing," while Graham Saul was looking forward to a good scrap in class F with returnee Mike Nash. "I had a bit of brake fade into Rocket, but it's only my second time here," said Saul.

Duncan Aukland brought out his V6 Grand National Coupe for its seasonal debut too, "it was the first time I have got the tyres sticky with this car," he reckoned. Steven Hibbert was less than happy with his Lotus Sport Elise though, "it started badly and fell away as I was just slipping around out there," he said.

Richard Hall brought his wet tyres with him just in case, but the Ginetta driver was content if a little hot, despite being in an open car. Nash had a few teething problems with his new Peugeot 106, "it's the first time in the car, no testing and so far so good," he confirmed.

Alan Collinson decided to "take it easy," in his TR7 V8, but Steven Parker had a mixture of success and drama with his BMW Compact. "It was my first time on slicks and they were catching on the inside, so couldn't carry speed into the corners and need to get the hammer out," he explained.

Ralph Underwood's TR7 V8 had its starter motor pack up before the session had started, "the clutch got too hot in the pitlane too but was Ok once on track," he said. James Caskey's Escort and Brian Allen's XR2i completed the line up.

RACE ONE

Gorrie was the only casualty from qualifying and so there were 26 cars due to line up for Saturday's race, until Underwood peeled off into the pitlane after the out lap and joined in later.

Allaway got a good clean start but only just held off the charging Spencer Snr into Turn One. But Watson snatched second into Rocket, as Tilley, Spencer Jnr and Duncan lined up behind.

Tilley had also demoted Spencer Snr on the opening lap, but the pair soon swapped again as the Locosaki driver closed in on Watson. Joe Spencer was under pressure too from Duncan for fifth, while Cryer was able to consolidate seventh, as Dobson and Crompton's duel ignited.

While Allaway extended his lead Tilley came back at Rob Spencer again for third, as both closed in on Watson for second. Duncan made it into fifth on lap five and after trailing Maries for a number of laps, James Aukland snatched 10th.

The battle for second began to intensify after Tilley had surged back into third through School on lap seven, before cracking Watson's defence into Rocket a couple of laps later, which allowed Spencer Snr to follow.

Allaway cruised through the second half of the race and took victory by just over five seconds. "I was pushing still at the front but kept seeing Caterham type things and wanted to make sure I won. I had a good start and just kept on it," he said.

Tilley held onto but the gap to Rob Spencer continued to open and close right to the flag. "Rob had outbraked me into Rocket as I had let the tyre pressures down and they didn't seem to work for four or five laps, then nearly threw it away out of the last corner," he explained. "I was losing the gap every lap but got Grahame back after he got me, but just couldn't hang on," Spencer added.

Watson fell back to a solitary fourth, "I had two choices at the start, go with Simon or look for second. I chose the first and my tyres went off after a couple of laps. After that I slid around and it was damage limitation," he reckoned.

Duncan's early duel with Joe Spencer ended for good with four laps to go, when Spencer's engine blew. "The warning light flashed and it blew up," he said. "I had eventually got rid of Joe but wondered where he went and by then the leaders were too far away, so just kept drifting," Duncan added.

Cryer had a fairly solitary but impressive race into sixth, "Yes I had a good start made two places and made sure I kept in front of Dennis and Dobbo, but had lost Philip Duncan in the traffic," he said.

The seventh place duel was gradually consolidated by Crompton after Dobson collided with Greaves' Mini at Rocket. "I understeered into the Mini but had a great race with Dennis until my tyres went off," Dobson said. "Brilliant, I went inside when Paul caught the Mini, but had full throttle and found my pace," Crompton added.

Having struggled in qualifying Hibbert more than made up for it in the race. His rapid climb from 16th on the first lap had a temporary stall when he caught Maries and struggled for a while to breach his defence. "I had made a few tweaks and they worked, it was just amazing after a dreadful quali," he said after securing ninth three laps from home.

James Aukland also lost out in his duel with Maries and finally settled in 11th. "I was on the grass exiting the last corner when I chased him back and then spun at Rocket trying to chase too hard," he said.

Roundell got the better of Duncan Aukland into the Corkscrew on lap 13 to secure 12th, "I came in far too quick and Duncan eased off and gave me room," he explained. Hunter had also run as high as 13th early on, "after my best qualifying it ran really well until it overheated," he explained as he fell to 16th.

Duncan Aukland settled in 13th but had manifold problems at the end. "I lost a bit of power but then found the starter motor hanging off and a broken wheel stud after the race," he said.

Parker took Hall for 14th on the last lap, "it was much better as I could turn corners without smoking now," he said. "My car started missing a bit at the end and I had just enough fuel in," Hall replied. Collinson finally escaped from Saul to follow Hunter home in 17th, "I won the class by two laps and had dices for the whole race. I let Alan go so I could concentrate on my own race," Saul explained. "I had to fight hard but at least had folks to race with," Collinson added.

Underwood and Allen completed the finishers, but apart from Joe Spencer there had been five other retirements. Caskey was forced out with heat exhaustion, the driver not the car after nine laps, Marland dropped from an early 16th, before retiring when a power steering pipe split and caused a small fire on lap seven Greaves pitted after his contact with Dobson, Nash had engine temperature concerns when his fan failed to work and Sampson blew the headgasket after two laps.

Results: 1 Simon Allaway (Lotus Daytona Esprit V8) 18 laps in 21m28.995s (77.92mph); 2 Grahame Tilley (Caterham CSR) +5.243s; 3 Robert Spencer (Stuart Taylor Locosaki) ; 4 Garry Watson (Westfield SeiW) +0.543s; 5 Philip Duncan (Westfield SeiW); 6 Kevin Cryer (Caterham Seven); 7 Dennis Crompton (BMW E36 M3); 8 Paul Dobson (Mazda RX7); 9

Steven Hibbert (Lotus Sport Elise); 10 Chris Maries (BMW 325)/. Class A: 1 Allaway; 2 James Aukland; (Ford Capri); 3 Duncan Aukland (Grand National Coupe V6); no other finishers. Class B: 1 Tilley; 2 Watson; 3 Duncan; 4 Cryer; 5; no other finishers. Class C: 1 R.Spencer; no other finishers. Class D: 1 Crompton; 2 Dobson; 3 Steven Parker (BMW Compact); 4 Russell Hunter (MGB); 5 Alan Collinson (Triumph TR7 V8); 6 Ralph Underwood (Triumph TR7 V8); no other finishers. Class E: 1 Hibbert; 2 Maries; 3 Richard Roundell (Vauxhall Vectra); 4 Richard Hall (Ginetta G20); no other starters. Class F: 1 Graham Saul (Ford Fiesta XR2); 2 Brian Allen (Ford Fiesta XR2i) no other finishers. Fastest lap: Allaway 1m09.997s (79.71mph) RECORD

With the cooling breeze and slightly lower temperature, Sunday's qualifying session proved to be less tiring. But Allaway set the pace again, 0.881 secs clear of Watson. "I was pleased with that, but did have an off after looking at my pit board, a 360 at the pit exit," he explained. "I just did enough for a good time," Watson added.

Tilley was third best but slower than the previous session. "I had understeer in the long corners and oversteer in the others and my hot tyres slowed me," he reckoned. He still just edged out Rob Spencer, "the car was really good and thought I had done better," Spencer replied.

Duncan headed row three, "I have been fine as my holiday in Turkey acclimatised me for the heat, wish I had been quicker though," he said. Crompton had the legs of Dobson again but had Cryer between them to. "I was quicker than yesterday bedding in new tyres, but changing back for the race," said Crompton. "Too many kerbs and the steering was out, wrecked the tyres and only did a few laps," Dobson replied. "I was a bit slower than before though," Cryer explained.

There was little to separate Maries and Roundell as they rounded off the top ten. "I played with the rear suspension, but it felt like it was falling over," Maries explained. "I had a lighter fuel load and at least I kept up with him this time," Roundell replied.

Hibbert again struggled through the session, "it was back to awful, I think it's cooled down too much," he said. Despite being late out when his car wouldn't start, Hunter went well again, "we cleaned all the wiring and it was just a fuse," he confirmed.

Duncan just headed James in the Aukland brothers duel. "A bit tail happy and then Helen Allen blew up in front of me," he said. "I spun at the Corkscrew, otherwise good," James replied.

Hall and Parker shared the eighth row, with class F rivals Saul and Nash sharing the next row, while Greaves, Marland, Underwood and Collinson completed the line up. Absent from the back was Helen Allen after the engine blew, but Caskey returned fit and well again to replace her as the 23rd starter.

RACE

Allaway once again made a good clean getaway, despite a determined challenge from Watson into Turn One. Spencer soon lost his early third to Tilley, as Duncan, Cryer, Crompton, Dobson, Maries and Hunter settled into positions behind.

Watson's tow was broken by the end of the second lap, but Tilley, Spencer and Duncan ran nose to tail for third, as Cryer once again fell in the middle, between the lead group and Crompton's duel with Dobson.

Although the top nine held station throughout the whole race, the duel for third continued to ebb and flow as Spencer closed in on Tilley and then fell back again. "Enjoyed getting such a good start, but half expected Garry to be there on the first lap. I pushed hard to get the gap again and by the end the front tyres had it," said Allaway after taking win number two by just over four seconds.

"If I could have beat him I would have, but he had me and although I struggled for grip, I had more pace than Saturday's race," Watson replied.

Tilley retained the final podium place over Spencer, "I had put the rollbar back on and altered tyre pressures and my tow out didn't work. I couldn't go faster and put it on the grass under pressure but still held on," he explained. "Grahame did my head in, first he was to slow and in the way and then he went faster. I lost him after some yellow flags, lost the tow and struggled," Spencer replied.

Duncan stayed in touch with the leaders for longer, but eventually dropped back in a solid fifth. "I lost ground with the backmarkers, but still went as hard as I could," he explained. Cryer was clear in sixth throughout, "I expected Dennis to come back at me, so I had no pressure and a big gap in front and behind," he said.

Crompton had his hands full defending from Dobson, who managed to get a nose inside on a couple of occasions but no more. "Hard work and he gave me a tap, I would have liked it a bit easier," said Crompton. "Fantastic, I showed him the nose to try and shake him up a bit, but he didn't make one mistake and my water injection had failed so the temperature was sky high and I lost power," Dobson replied.

Hibbert once again turned around his poor qualifying run into a sparkling race, netting ninth from lap 13. Having fought up to tenth on lap 10 he closed in on Maries again for a great scrap. "Chris was very fair though but didn't give an inch and I finally got him into Peel, loved it," he said.

Maries retained tenth, “an enjoyable race with Stephen, he got me once but I saw he was blocked, so took him back, but finally gave him enough room, but not too much,” he explained.

Duncan Aukland had been battling with brother James and Roundell, until a mid race clash. Hunter had already been forced to retire after blowing his engine to vacate a strong 11th, As Duncan attacked James gave him space but Roundell tried to follow and they collided. “I was having a good time until then,” Roundell said after taking the blame. “It was just unfortunate, as Richard thought I had left room for him,” James added.

Duncan was left clear in 11th with Roundell continuing in a distant 12th after James had pitted. Parker was next home, from Underwood, with Hall, Saul, Greaves and Caskey completing the survivors.

Collinson had been the first retirement with a recurring misfire and Marland lost fifth gear and was forced out with a soaring engine temperature. Nash led Saul in the class F duel but was also forced out with electrical problems after 10 laps.

Results: 1 Simon Allaway (Lotus Daytona Esprit V8) 18 laps in 21m22.035s (78.34mph); 2 Garry Watson (Westfield SeiW) +4.190s; 3 Grahame Tilley (Caterham CSR) 4 Robert Spencer (Stuart Taylor Locosaki); 5 Philip Duncan (Westfield SeiW); 6 Kevin Cryer (Caterham Seven); 7 Dennis Crompton (BMW E36 M3); 8 Paul Dobson (Mazda RX7); 9 Steven Hibbert (Lotus Sport Elise); 10 Chris Maries (BMW 325)/. Class A: 1 Allaway; 2 D.Aukland; no other finishers. Class B: 1 Watson; 2 Tilley; 3 Duncan; 4 Cryer; 5 Paul Greaves (Mini). no other finishers. Class C: 1 R.Spencer; 2 James Caskey (Ford Escort) no other starters. Class D: 1 Crompton; 2 Dobson; 3 Steven Parker (BMW Compact); 4 Underwood; no other finishers. Class E: 1 Hibbert; 2 Maries; 3 Roundell; 4 Hall; no other starters. Class F: 1 Graham Saul (Ford Fiesta XR2); no other finishers. Fastest lap: Allaway 1m09.932s (79.79mph) RECORD

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