

2013 CHAMPIONSHIP REVIEW

Simon Allaway was finally rewarded for his years of perseverance, when he was crowned 2013 Champion in the best possible way, with a double win in the final rounds of the championship at Oulton Park.

His V8 Esprit has always shown pace, but tended to lack in reliability until this year. Eight outright wins and 11 class victories made him almost unbeatable, but Garry Watson's Westfield topped the podium at Cadwell and Croft, with Rob Spencer's Locosaki victorious in rounds four and five at Oulton Park and Mallory Park. While Ric Wood took the opening round at Oulton in his DTM Astra.

Allaway didn't have it all his own way though and found the rain at Croft particularly unwelcome, spinning twice before the first race got underway. His duels with Watson at Cadwell were one of the highlights, with the safety car giving him a helping hand to win the second race, after Watson pipped him by a fraction in the first, having run nose to tail in the final laps.

Outgoing champion Dennis Crompton finished second overall and looked a strong contender to take the title again until his luck turned at the end of the season, when he failed to finish at Donington when a hose burst and then collided with Joe Spencer at Cadwell.

Watson also had his share of bad luck, despite his two outright wins. He spun off at Shell in the opening Oulton round and spun at Donington too having started from the pitlane, before his rear axle failed in the penultimate Oulton race and left him sidelined for the final. But overall he was Allaway's most consistent rival for overall wins and deservedly retained third overall in the championship.

Although Richard Roundell's Vauxhall Vectra didn't have a lot of competition in his class, he worked hard through a troublesome year to take fourth overall. Handling problems proved hard to sort and maybe contributed to a number of spins throughout the year.

Philip Duncan travelled more than anyone to contest every round of the championship from his Aberdeen home. His Westfield spent most of the year chasing fellow Scot Watson, but had the delight of passing him at Cadwell briefly. Some great duels with the Caterham's of Grahame Tilley and Nick Cresswell gave him two overall podium finishers and fifth in the championship.

Completing the top six in the overall championship standings was a rather downcast Rob Spencer, who despite taking two early season wins in his Locosaki, had more than his share of problems during the season. He was on the podium for the first six rounds, but after his engine went at Donington, it went again in qualifying at Cadwell with a repeat at the final Oulton rounds.

Ric Wood was the only serious challenger to Allaway in class A, but after winning the first round at Oulton, he was fourth in a wet round four, but didn't get to start round eight after a wheel came off in the pitlane. He was back for the finale, but after taking second in the first race, he crashed heavily cresting Hilltop in the final.

Paul Sampson's Volvo engined Grand National Coupe claimed the runner up spot. He retired from Croft when the diff went and was unable to start the second Anglesey race, but apart from giving Cadwell a miss he was a consistent points scorer. Iain Gorrie's Darrian joined in from Anglesey, having aborted his planned debut at the earlier wet Oulton. Fourth overall at Cadwell was his best finish and he was treating it as a development year.

Duncan Aukland only appeared twice in his Grand National Coupe and had to overcome manifold problems among other things on his seasonal debut at Anglesey. Jack Marland's Mazda RX7 survived a big crash at Croft and was a regular until after the Anglesey rounds. Any lack of pace was more than made up for by his enthusiasm. Like Brother Duncan, James Aukland arrived mid season with his more sedate Capri, but his four outings ended with a collision at Anglesey with Roundell's Vectra.

Class B was the best supported of the year and although dominated by Watson, had some great scraps for the other podium places. Duncan retained second in class with ex FF1600 and Fun Cup racer Grahame Tilley on the pace straightway after his Caterham joined in from Mallory onwards. Duncan didn't manage a class win, but Tilley had secured four by the end of the year.

Steve Owen was the only other winner in the class at the opening Oulton round, but his restricted year came to a sudden end when his Westfield crashed at Knickerbrook in round eight, Kevin Cryer's Caterham took fourth in class and after some early season problems ran reliably. Alistair Chalmers joined from round eight in his Caterham and had some entertaining duels with class rivals, though professing to being rusty. Paul Woolfitt was also

an occasional visitor this year, but found his Z Cars Mini more than a handful to drive, but entertaining to watch.

At times Brian Dean's Westfield looked a strong challenger and other times he was well down, his third in class at Cadwell was his seasons best. Paul Greaves came back after a long lay off with a Special Saloon Mini and found it quite a handful. Once the brakes were sorted and he stopped spinning progress was clear to see.

Nick Cresswell was another to join for the second half of the season and was straight into the thick of the class podium scraps with his Caterham. He was wheel to wheel on numerous occasions, particularly with Duncan and Tilley.

Jamie Cryer came out in his Ginetta G20 at the end of the year, as did Richard Morris' Mini, John Morris' Tigra, Patrick Smyth's Elan and Northern Saloons Champion Bill Addison with his Caterham.

It was almost a family affair in class C with only James Caskey's ex rally Escort the only other taker alongside Rob and Joe Spencer. Rob won eight times and Joe three, with no class finishers at all at Cadwell, after Rob's engine let go and Joe had a propshaft in race one let go and collided with Crompton in race two. Although Joe led races and headed Rob a few times, he is still yet to beat him.

Class D was mainly Crompton 's domain, but the occasional appearance's from Ilsa Cox's Seat and Paul Dobson's Mazda RX7 gave his BMW M3 some entertaining duels. He won the class eight times but it was his late season defeats to Cox twice in the Oulton finale that lost his chance of retaining the Championship crown. Dobson took a win the opening round and both Oliver Thomas' Subaru Impreza and Steven Parker's BMW Compact had one win each at Cadwell and Donington.

Ralph Underwood's TR7 V8 took third in class but had some clutch problems at the end of the year. Dobson did four rounds and was still fourth in class level on points with Cox. Thomas finished fifth, with Bob Claxton's Renault 21 Turbo and Russell Hunter's MGB sixth, but his season ended abruptly with an engine failure at Anglesey.

Tony Ellis' Mazda RX7 did a couple of rounds as did Jamie Cryer's Toyota MR2, Richard Neary's Escort Cosworth and Mike Hurst's Vectra.

Class E had four different winners but it was Roundell's Vectra that took the class spoils. He only managed to beat Steven Hibbert's Lotus Elise at Oulton in round four, but throughout the year he won six times to Hibbert's four. Richard Hall's Ginetta G20 took a win at Donington and Pete Edwards came out at Mallory and Oulton with his Escort and won both times.

Hall was third in class with Paul Rotheroe Citroen Xsara fourth, having been rebuilt after a huge crash at Croft enabled him to return for the final Oulton double header. Myles Baker and Russell Paul both debuted their Fiesta's in round eight at Oulton and both Garry Wardle's Mini and Chris Maries' BMW made occasional appearances too.

If Graham Saul's Fiesta started in class F it won and he even sealed the class title with a blown headgasket. Brian Allen's XR2i took four wins but blew the engine in the Oulton finals, while Mike Nash finally claimed a class for his Peugeot 106 in the last round after some early teething problems. Helen Allen took a class win in her XR2i, while David Bird also came out with his Honda as did Keith Wilkinson's Mini.

FINAL CHAMPIONSHIP POSITIONS

1 SIMON ALLAWAY	104 POINTS
2 DENNIS CROMPTON	102
3 GARRY WATSON	90
4 RICHARD ROUNDELL	70
5 PHILLIP DUNCAN	69
6 ROBERT SPENCER	68
7 GRAHAM SAUL	67
8 STEVEN PARKER	62
9 JOE SPENCER	59
10 GRAHAME TILLEY	57
11 BRIAN ALLEN	55
12 STEPHEN HIBBERT	54
13 RICHARD HALL	45
14 PAUL SAMPSON	39
15 RALPH UNDERWOOD	37
16 MIKE NASH	28
17 IAIN GORRIE	27
18 HELEN ALLEN	
PAUL DOBSON	26
ILSA COX	

Class A: 1 ALLAWAY 104; 2 Sampson 39; 3 Gorrie 27; 4 Duncan Aukland 23; 5 Jack Marland 21; 6 James Aukland & Ric Wood 19.

Class B: 1 WATSON 90; 2 Duncan 69; 3 Tilley 57; 4 Kevin Cryer 25; 5 Alistair Chalmers 19; 6 Paul Woolfitt & Brian Dean 16; 8 Paul Greaves 15; 9 Nick Cresswell 14; Jamie Cryer 11; 11 Steve Owen 10; 12 Richard Morris 4; 13 John Morris 3; 14 Patrick Smyth.

Class C: 1 R.SPENCER 68; 2 J.Spencer 59; 3 James Caskey 16.

Class D: 1 CROMPTON 102; 2 Parker; 62; 3 Underwood 37; 4 Dobson & Cox 26; 6 Oliver Thomas 21; 7 Alan Collinson 15; 8 Bob Claxton 14; 9 Russell Hunter & Tony Ellis 9; 11 Jamie Cryer 2.

Class E: 1 ROUNDELL 70; 2 Hibbert 54; 3 Hall 45; 4 Paul Rotheroe 19; 5 Pete Edwards 17; 6 Myles Baker 10; 7 Russell Paul 1.

Class F: 1 SAUL 67; 2 B.Allen 55; 3 Nash 28; 4 H.Allen 26; 5 David Bird 3.

Published by Peter Scherer for BARC NW, November 22nd, 2013