



OULTON PARK, ROUND ONE, MARCH 29TH, 2014

Paul Dobson's Mazda RX7 and Paul Rose's Saker each took the victory spoils at Oulton Park, with the huge entry split into two races.

Multiple Champion Dobson secured pole for the Classes D-F race by 1.5 secs over Ilsa Cox's Seat Cupra, which was another three seconds up on third best Tony Ellis' Mazda RX7. "I broke an oil coiler right at the end though and still need more grip at the rear," said Dobson. "Brian suggested inters but slicks were fine, but a bit scary," Cox replied.

"I had brake problems, pedals to the floor but really flying, so changed the fluid and pads for the race," Ellis added. Completing the second row was Garry Wardle debuting his Ginetta G50. "Very different to a Mini and only drove it for the first time in Friday's test," he explained.

Steven Hibbert's Lotus Elise headed row three, "the time seemed Ok but it felt so greasy," he said. Alongside was Kevin Cryer debuting his Ginetta G20. "Really good and it felt comfortable," he confirmed.

Oliver Thomas' Subaru Impreza was next up, "I went for inters but it's slicks for the race," he said. He had a guesting Stuart Pearson alongside in his G20. "It's a test for Easter's Ginetta Challenge for me," he confirmed.

Piers Grange should have headed row five in his Escort, but broke it during qualifying and left Paul Rotheroe on his own with his Citroen Xsara. "Better brakes at the front. but a bit slippery," he said.

The Vectra of Mike Hurst was next up, sharing the sixth row with Mike Nash's Peugeot 106 Rallye. "New bigger brakes and it's all good," said Hurst. Steven Parker had also made changes on his BMW Compact. "It kept locking the rear left though and I flat spotted it, but not getting temperature into the tyres," he reckoned. He had Jamie Cryer's G20 alongside, "I was running out of sparks as the alternator came loose and had a little moment at Brittens at the end," he admitted.

Debutant Matthewe Darlington was pleased to have his Peugeot 106 Gti second in class and heading row eight. "Just hope I can stay there in the race," he said. He had Stefan Di Resta's Mini alongside, the brother of ex Grand Prix driver Paul, was out for licence signatures.

Bob Claxton's Renault 21 Turbo headed Helen Allen's Fiesta on the next row and the grid was completed by Brian Allen's XR2i, Ralph Underwood's TR7 V8, Alan Collinson's TR7 V8

with fuel pump problems, Richard Roundell's misfiring Vectra and David Bird's Honda Civic which failed to complete a lap with electrical problems.

RACE

Ellis made a flying start and led Dobson into Old Hall, before an immediate gap to Thomas and Cox. "I thought I would just him go,," said Dobson who then took the lead as they plunged down the Avenue.

Ellis' attempts to stay with him resulted in a spin at Knickerbrook, so Dobson completed his opening lap 3.7 secs clear of Cox, who had also demoted Thomas at Island.

The lead duo were soon in the clear, but Thomas had Wardle pressing him for third. Kevin Cryer was also to join the third place scrap a lap later, which went in Wardle's favour at Lodge on lap three.

Cryer also ousted Thomas a lap later and left the Subaru drive to defend from the advancing Hibbert. But as Wardle consolidated his hold on third, the battle behind continued to rage. Cryer started to slip back, "my tyres were going off and I struggled with gear selction," he explained. By lap eight he was back to sixth, as Hibbert continued to shadow Thomas inhis quest for fourth place.

In the closing laps Dobson's lead was wiped out as Cox looked for a place to challenge. "He was entertainingto follow though," she admitted after taking the flag only 0.385 secs behind.

Wardle retained a clear third, "awesome, I had a good battle then took my time to get away," he explained. Hibbert finally secured fourth exiting Old Hall for the final time, "from halfway it was Ok and the grip was better," said the Lotus driver. Thomas was stil happy with fifth, " it was a great dice with Kevin and Stephen and I got a great start," he said.

Ellis managed to recover to take sixth in the closing laps, aided by Cryer spinningat Lodge just as he had started to challenge again, "my brakes hadn't bedded in and it just swapped ends, but I enjoyed the recovery drive," Ellis added.

Hurst had been Ellis' last scalp and it had been very close into Shell as they exchanged sixth, "I admit I speeded up after Tony got by, but the car had been a lot better still," he confirmed.

Cryer finally settled in eighth with Parker and Pearson completing the top ten. "I lost places when it jumped out of gear and caught me out," said Pearson. "it was the best handling yet, too quick for some and not enough for others," Parker added.

Rotheroe had a lonely race in 11th, "I tried to stay with Steven but couldn't manage it," he admitted. Nash had to fight back to take early class F leader Darlington and even at the flag the newcomer was only 14 secs down. "I had an easy start so had to fight a bit," Nash

admitted. "It was a surprise when I was in the class lead and my start felt like a catapult," Darlingtio added.

Jamie Cryer saw off Claxton for 14th and they were followed by Di Resta, Bird, Underwood, Helen and Brian Allen and the still misfiring Roundell. Eric Bamber's G20 retired with low oil pressure and Collinson with more fuel problems.

RESULT

1 Paul Dobson (Mazda RX7) 12 laps in 22m29.424s (86.18mph); 2 Ilsa Cox (Seat Leon Cupra) +0.385s; 3 Garry Wardle (Ginetta G50); 4 Steven Hibbert (Lotus Elise); 5 Oliver Thomas (Subaru Impreza WRX); 6 Tony Ellis (Mazda RX7); 7 Mike Hurst (Vauxhall Vectra); 8 Kevin Cryer (Ginetta G20); 9 Steven Parker (BMW Compact); 10 Stuart Pearson (Ginetta G20). Class D: 1 Dobson; 2 Cox; 3 Wardle; 4 Thomas; 5 Ellis; 6 Hurst; 7 Parker; 8 Bob Claxton (Renault 21 Turbo); 9 Ralph Underwood (Triumph TR7 V8). Class E: 1 Hibbert; 2 K.Cryer; 3 Pearson; 4 Paul Rotheroe (Citroen Xsara); 5 Jamie Cryer (Ginetta G20); 6 Richard Roundell (Vauxhall Vectra); Class F: 1 Mike Nash (Peugeot 106 Rallye); 2 Matt Darlington (Peugeot 106 Gti); 3 Stefan Di Resta (Moni Cooper); 4 David Bird (Honda Civic); 5 Helen Allen (Ford Fiesta); 6 Brian Allen (Ford Fiesta XR2i). Fastest lap: Cox 1m49.591s (88.43mph).

Robert Spencer's Locosaki managed to split the Saker's of Paul Rose and Steve Harris in qualifying for the A-C Class race. "It was still blowing oil out as usual," said Spencer. "We are planning to do the whole season. Today slicks were the right choice, but towards the end of the session I lost some power as the temperature was a bit high," said Rose.

"It was fine for me, only problem is the driver," Harris reckoned. He should have had Garry Watson's Westfield alongside, but he was a qualifying casualty. "I holed the diff. I heard it whining, tried to get a time and then it was smoking and I pitted," he said.

There was little to separate the Caterham's of Anthony Bennett and Alastair Chalmers on the third row. "I have more power but not fast enough," said Chalmers. John Seery was seventh in his V8 Westfield, despite not having driven the car until the day before. "It was only finished at 9pm Friday night," he said.

Completing the fourth row was Daniel Prendergast's Pell Genesis Evo, followed by the Westfield's of Brian Dean and Cam Forbes. "We had to use solid brake discs and it caused a problem," Dean explained. "I am rusty after a year out and getting used to a paddleshift," Forbes added.

Darren Smith was disappointed with the pace of his Ford V8 TVR Tuscan, while rallyman Stuart Deeley was getting used to the change of discipline with his Banks Europa.

The line up was completed by debutant David Fuller in the ex Joe Spencer Locosaki and Richard Morris' Mini Clubman.

RACE

Spencer shot away to lead as the lights went out, with Chalmers, Rose, Harris and Forbes heading the pursuit, while Fuller was late away after stalling.

Rose soon reclaimed second with Harris doing his best to oust Chalmers too, as they completed the opening lap. Behind them Forbes, Dean and Bennett were nose tail for fifth.

On the second lap Rose nosed ahead but Spencer retook into Knickerbrook, while in third Chalmers had started to shake off Harris. But exiting Old Hall for the third time it was side by side for the lead and persistence finally paid off in Rose's favour.

After running close for another couple of laps, Rose pulled out a huge advantage towards the end. "I was glad to see the flag as the throttle was sticking," he said. "It was Ok until I started losing oil again, an ace start as I wasn't going to let him get away," Spencer replied.

Chalmers retained a comfortable third, "I enjoyed trying to show the Saker's whose boss," he reckoned. Harris settled in fourth, "I was all over the Caterham in corners but then he just pulled away. It was a bad start though, I backed off when Paul slowed," he said.

Bennett finally shook off Forbes on the last lap, after Dean crashed out on lap seven. "The grip just went at Old Hall and I spun to the inside," said Dean. "It was a hell of a race and I finally got ahead at Knickerbrook," Bennett replied. "I missed a few gears, stayed close and then ran out of fuel at the end," Forbes added.

Deeley, Morris and Fuller completed the finishers from Seery, who made a stop due to overheating. Prendergast retired with overheating too and Smith exited with gearbox maladies.

RESULT

1 Paul Rose (Saker) 13 laps in 23m06.947s (90.83mph); 2 Robert Spencer (Stuart Taylor Locosaki) +31.961s; 3 Alastair Chalmers (Caterham CSR); 4 Steve Harris (Saker); 5 Anthony Bennett (Caterham R300); 6 Cam Forbes (Westfield SeiW); 7 Stuart Deeley (Banks Europa); 8 Richard Morris (Mini Clubman); 9 David Fuller (Stuart Taylor Locosaki); 10 John Seery (Westfield SEight). Class A: Rose; 2 Harris; 3 Seery; no other finishers. B: 1 Chalmers; 2 Bennett; 3 Forbes; 4 Deeley; 5 Morris. C: 1 Spencer; 2 Fuller; no other finishers. Fastest lap: Spencer 1m45.103s (92.20mph).

Current Championship positions: 1 Rose 14; 2 Chalmers, Hibbert & Nash 7; 5 Spencer & Dobson 6; 7 Cox 5; 8 Harris; Bennett; K.Cryer; Darlington 4 etc

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