



Sports/Saloon Car Championship - Rounds 2& 3 2014

Anglesey

Garry Watson's Westfield came within a lap of taking a double win at Anglesey, only to collide with backmarker and hand the second race win to Paul Rose's Saker.

It was damp for qualifying on Saturday morning and Joe Spencer, out in father Rob's Locosaki, claimed pole by 0.074 secs from Garry Watson's Westfield. "That was the quickest the car had ever been around here too," Joe emphasised. "It was quite good for us but I had to stop on the track before the end, when a fuel line collapsed and stopped the flow," Garry replied.

Unfamiliar with the car in damp conditions, Paul Rose headed row two with his Saker and had team mate Steve Harris alongside.

Daniel Prendergast's Pell Genesis Evo was next up with Cam Forbes' Westfield alongside. "I have gone back to a gear stick again now after problems with the paddleshift," said Cam.

Paul Dobson's Mazda RX7 shared row four with Ilsa Cox, who had borrowed another Seat Leon from ex BTCC racer David Nye, as her own is currently out of action, with only 0.017secs between them.

Having debuted his Ginetta G50 at Oulton Park, Garry Wardle is still revelling in his new acquisition, while alongside Steven Hibbert's Elise completed the top ten. Iain Gorrie's Ultima had a few issues, "we messed around with the mapping unsuccessfully," he admitted. Stuart Deeley's Banks Europa has done many rallies at the North Wales circuit, but he qualified well and shared the sixth row with Iain.

David Fuller is gaining in confidence with the ex Joe Spencer Locosaki, which was reflected in his 13th best qualifying slot. He had Kevin Cryer's Ginetta G20 alongside, "pleased to say I had no issues," said Kevin.

After his previous problems, some hours on the cylinder heads paid dividend for Richard Roundell, with his Vectra in 15th. "It felt brilliant, like a new car," he said. Jamie Cryer had also made a few tweaks to his G20. "Much better and the brakes are Ok now," he confirmed.

Only 1000th separated Mike Nash's Peugeot 106 Rallye and Steven Parker's BMW Compact, while rounding off the top 20 were Paul Rotheroe's Citroen Xsara and Matthew Darlington's Peugeot 106.

Ralph Underwood's TR7 V8 was next, before Oliver Thomas' Impreza. "I had no brakes during the session, so had to strip them down and hope for the best," said the Subaru driver.

Eric Bamber's G20, the Fiesta's of Helen and Brian Allen and David Bird's Honda Civic completed the 26 qualifiers.

RACE ONE

There was little to separate Spencer and Watson at the start. "It was a tricky tyre choice so I went for inters and Joe got a nose ahead onto the Banking Hairpin. I gave him room and we went side by side up to Rocket," said Garry. Neither of us made good starts, a bit tentative in the damp but I just lost out to him on the back straight," Joe added.

Rose was soon established in third, with Forbes taking Harris for fifth on lap two, before entering into a duel with Dobson. Prendergast also worked his way in contention, as he chased down the Forbes/Dobson duel, while behind him Cox and Wardle were duelling too.

When the lappery started Spencer lost ground among the backmarkers. "I pushed hard again but he got away," said Joe. "Once I had the gap I was able to back off too," Watson added after taking victory by over four seconds.

"I raced on wets and it didn't work, so a bit lonely really," admitted Rose who spent the entire race running solo in third. Forbes eventually shook off Dobson's challenge, "I got past the Saker's at the start but Rose got me back on the first lap. Then Dobbo pounced at the Rocket Complex, but he fell back and then Prendergast nearly got me at the end," Cam explained after just hanging onto fourth.

Prendergast had got past Dobson on the ninth lap before threatening Forbes, but he had made a last minute change to wets too, made a bad start and was losing the rear end with his brake bias off.

Dobson also lost out to Harris with a lap to go, "the wets got too warm, so I had to back off at the end, but had a great dice with Cam and Daniel though," he said. Harris also felt tyres let him down. "Wets were the wrong choice, I got hit twice so some excitement, but still held on," said Steve.

Cox and Wardle's duel finally went the way of the Seat driver, but both had to give best to a storming Thomas. "My wet tyres went off, but I am still learning with this car," Gary admitted. "I was on lod wets and a bit scared of the conditions as it isn't my car, but I drove very defensively to hold off Oliver until he made a great move," said Ilsa.

There was an element of luck for Thomas though. "When I started the race I didn't even know if I had brakes, but I came through and caught Garry and Ilsa. I had grip and tried some moves on Ilsa which failed, then got her into the final turn with two laps to go," he explained after securing eighth.

Gorrie had been running in 11th after a first lap spin, but was sidelined after nine laps. "I spun again at Rocket stalled and couldn't restart," he confirmed. Hibbert moved up to a clear 11th for the rest of the race, "it was survive at best, right tyres, wrong settings," he said.

Deeley also ran strongly throughout to finish 12th, "the slicks didn't work though and made no real progress, but it was a learning experience and the tyres were still cold at the finish," he confirmed.

There may have been 14 secs between the Cryer's but on paper they were 13th and 14th, "I was looking after my tyres as I couldn't catch the Elise," said Kevin. "I was battling with Steven and Paul but got way from them and was nearly caught on the line by David Fuller," Jamie added.

While Rotheroe and Parker enjoyed their duel Fuller caught them and took both on the last lap. "I started from the pitlane for my own safety and came back to nearly get Jamie at the end," said a delighted David.

Rotheroe eventually won the duel for 16th, "it was my first wet race, the car was loose but great fun," he said. "We had quite a few swaps, he was best in the corners and me on the straights and we both had to avoid Richard," said Steven.

Roundell explored the track limits a few times for which he was later reminded, which dropped him well off the pace of Underwood and Nash at the end. "I had a poor start and then a lonely race," said the class F victor Nash. "Clutch was perfect, a late change to wets and past lots of cars, great," Underwood added.

"I admit I had quite a few trips onto the grass, it was terrible on inters, no heat," said Richard. Darlington, Brian and Helen Allen and Bamber completed the finishers after Bird had retired after the opening lap.

RESULT

1 Garry Watson (Westfield SeiW) 14 laps in 23m12.617s (76.00mph); 2 Joe Spencer (Stuart Taylor Locosaki) +4.214s; 3 Paul Rose (Saker); 4 Cam Forbes (Westfield SeiW); 5 Daniel Prendergast (Pell Genesis Evo); 6 Steve Harris (Saker); 7 Paul Dobson (Mazda RX7); 8 Oliver Thomas (Subaru Impreza); 9 Ilsa Cox (Seat Leon Cupra); 10 Garry Wardle (Ginetta G50). Class A: Rose; 2 Harris; no other finishers. Class B: Watson; 2 Forbes; 3 Stuart Deeley (Banks Europa); 4 Eric Bamber (Ginetta G20); no other starters. Class C: Spencer; 2 Prendergast; 3 David Fuller (Stuart Taylor Locosaki); no other starters, Class D: 1 Dobson; 2 Thomas; 3 Cox;

4 Wardle; 5 Steven Parker (BMW Compact); 6 Ralph Underwood (Triumph TR7 V8). Class E: 1 Steven Hibbert (Lotus Sport Elise); 2 Kevin Cryer (Ginetta G20); 3 Jamie Cryer (Ginetta G20); 4 Paul Rotheroe (Citroen Xsara); 5 Richard Roundell (Vauxhall Vectra); no other starters. Class F: 1 Mike Nash (Peugeot 106 Rallye); 2 Matthew Darlington (Peugeot 106 Gti); 3 Brian Allen (Ford Fiesta XR2i); 4 Helen Allen (Ford Fiesta XR2i); no other finishers. Fastest lap: Watson 1m37.356s (77.65mph).

It was dry, bright and blustery for Sunday mornings qualifying session. Once again Watson took pole, "I got one good lap and pitted as there seemed to be a lot of traffic," he said. Rose was second best and much more at home in the dry conditions. "I was struggling a bit through Church though," he reckoned.

Spencer headed the second row, with Harris alongside. "It felt good like yesterday, I tried different lines but it was no quicker," said Joe, "Could do better," Steve added.

Dobson pushed hard to line up fifth, "now I know you can't take Turn One flat, otherwise great," he said. Prendergast was next up, with Forbes and Gorrie completing the fourth row. "I had to pit early as the battery light kept coming on," said Iain.

Cox and Wardle were together again to form the fifth row. "I didn't know my times so just went as quick as I could," said Ilsa. "I put two different tyres on and feel I am really getting into it now," Garry added.

Fuller was hoping for a good show in front of his guests and didn't disappoint with a fine 11th. "Only Joe passed me, so that was a good sign," he reckoned. Deeley completed the row, while Hibbert and Cryer Snr lined up behind.

Thomas back in 15th, "still better than yesterday but very technical and I am still learning," he said. He had Roundell alongside, "much happier and much better and I stayed on the track," he added.

Cryer Jnr, Rotheroe, Nash, Parker, Underwood, Bamber, Darlington and the Allen's completed the line up, with only Bird absent from the previous day. But Gorrie also joined him on the sidelines with more battery related problems.

RACE TWO

Poleman Watson once again had the edge over Spencer at the start, with Rose, Forbes, Dobson and Prendergast heading the pursuit. Harris was left at the start and came through in 12th place at the end of the opening lap, "dramatic clutch slip," he explained.

The lead trio were clear by lap two, with Dobson all over Forbes for fourth, followed by Prendergast, Fuller and Cox, who was being harassed by Deeley, as Harris had them both in his sights. Dobson ousted Forbes a lap later and Harris reigned in on Fuller's seventh place. Wardle came on song and managed to split Cox and Deeley.

There were battles all the way down the field, but the lead trio looked settled and remained so until the final laps. "I got tapped by a backmarker on the last lap, I kept going but then the engine began to cut out," said Watson. Spencer had already vacated second four laps earlier when his engine let go and so no one was more surprised than Rose to pick up a last lap victory. "I got stuck with some backmarkers quite early on, then Joe went and Garry slowed," he said.

Watson still limped home second with Dobson taking third with a more conservative style than his usual. "I got Cam when I thought he had a problem, then the tyres warmed up and I was clear on my own for the rest of the race," he said.

No sooner had Forbes lost out in his duel with Dobson, he had the recovering Harris to fight with. The Saker driver was into the top six from lap eight, with his last scalp Prendergast then retiring to the pits. Within a couple of laps he was on Forbes tail and dived ahead into the final turn on lap 12. At the same spot a lap later he was on the grass on the exit, which put Forbes back into fourth. "I didn't change down and just sailed off," said Steve. A lap later he finally claimed it again and this time held onto the flag.

"I had expected to be on my own after Dobbo left me, then Steve arrived and it was so close, a good race all round," said Cam. Fuller recorded his best finish with sixth, "amazing, I just needed to head Garry's Ginetta and I did," he said.

Deeley retired on lap five which left Wardle and Cox to resume their duel. "I went off on my own water at Peel when a hose split," said Stuart. Wardle eventually broke away to claim seventh. "Stuart spun right in front of me and I went on the grass, then Ilsa got away and I had to chase her again," Garry explained. "It was a good dice with Garry but I had too much understeer," Ilsa replied.

Hibbert and Cryer Snr completed the top ten. "I nearly had a heart attack at the start when Steve's Saker stopped in front of me. I tried to stick with Garry's Ginetta but couldn't," said Steven.

Thomas was 11th after an early spin, "someone turned me around at Rocket, I stalled and later lost power steering and Kevin got me," said Oliver. "I tried to stay with Kevin too but couldn't," said Richard Roundell who came home 12th. Nash was well clear of his class F rivals and also headed Parker, Cryer Jnr, Underwood and Bamber. Darlington was second in class F and Helen Allen turned the tables on husband Brian this time for third in class.

RESULTS

1 Rose 15 laps in 23m02.685s (82.01mph); 2 Watson +8.575s; 3 Dobson; 4 Harris; 5 Forbes; 6 Fuller; 7 Wardle; 8 Cox; 9 Hibbert; 10 K.Cryer. Class A: 1 Rose; 2 Harris; no other starters. Class B: 1 Watson; 2 Forbes; 3 Bamber; no other finishers. Class C: 1 Fuller; no other finishers. Class D: 1 Dobson; 2 Wardle; 3 Cox; 4 Thomas; 5 Parker; 6 Underwood. Class E: 1

Hibbert; 2 K.Cryer; 3 Roundell; 4 J.Cryer; 5 Rotheroe; no other starters. Class F: 1 Nash; 2 Darlington; 3 H.Allen; 4 B.Allen; no other starters. Fastest lap: Watson 1m30.338s (83.68mph).

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