



## Sports/Saloon Car Championship Rounds 6 & 7 2014

### Anglesey

Joe Spencer took his maiden victory in his Stuart Taylor Locosaki, but having seen off Paul Rose in the first race, he was forced to play second best to the Saker in race two, as Rose made it four wins out of seven rounds.

It was damp and drizzly for qualifying on Saturday morning, so there was a variety of tyres on the 33 cars on track. Garry Watson's Westfield SEW took pole by 0.791s over Spencer. "It was a good session for me, busy but it went well in the wet but I was surprised with pole," said Watson.

Rose headed the second row, "great, happy with that," he reckoned. He had Garry Wardle's Ginetta G50 alongside. "It was mega, wet track, the car was great and I was fastest in the class," he enthused. Ilsa Cox's Seat was next up, "the wets were good for me," she said. Iain Gorrie was also quick in the wet too, "I enjoyed it as well," added the Ultima driver.

Paul Dobson also opted for wets and was seventh in his Mazda RX7, with championship leader Stephen Hibbert completing row four in his Lotus Sport Elise. "It was brilliant, fantastic on wets," said Hibbert. Philip Duncan's Westfield was ninth best but didn't get a run as he was a reserve. "The bolts had come out of the bell housing though and we had to have the engine out to fix it," he explained.

With Duncan on the sidelines it was Oliver Thomas' Subaru Impreza and Steve Harris' Saker on the fifth row. "I did three steady laps and then tried to open up, fouled a plug and had to pit," said Thomas. "It was Ok in the wet, then it started to dry," Harris added.

Novice David Fuller's ex Joe Spencer Locosaki was next, his caution was rewarded with 12<sup>th</sup> best time, fractionally quicker than Mike Hurst's battle scarred Vectra. "I was on new wets and went off on the approach to the Banking Hairpin. It was only cosmetic damage," he explained.

But in 14<sup>th</sup> place Luke Armiger was disappointed with his Tigra. "It was really bad, the air sensor failed and it was like limp mode," he said. Jamie Cryer was flying though in his Ginetta G20, outqualifying Cam Forbes' Westfield. "I think it was a lack of enthusiasm in the wet," Forbes reckoned.

Bod Buckby also felt uncertain in the wet. "I didn't have the confidence and the front outside tyre was down too," said the BMW driver. James Aukland's wild Capri was next, "it was just the usual stuff but on wets," he added.

Kevin Cryer's Ginetta G20 completed row nine, with Eric Bamber's G20 and Richard Roundell's Vectra sharing the tenth. "I felt confident on wets, but steamed up badly and could hardly see," said Roundell. Leslie Kirk's Clio headed Paul Rotheroe's Citroen Xsara on the next row, "I was on inters, it was eventful and had a few excursions," said Rotheroe.

Alan Collinson was back with TR7 V8 with Paul Sampson's Volvo powered Grand National Coupe alongside, while Steven Parker's BMW was well down on row 13 with Duncan Aukland's Grand National Coupe. "It was just terrible in the rain with a dry set up," Parker explained. "I had a double 360 on the pit straight too," Aukland added.

Mike Nash was getting used to new rear suspension on his Peugeot 106 Rallye, "it was easier in the wet," he reckoned. The grid was completed by Graeme Laslett's Elise. Jack Marland's JMA Honda Saxo, Ralph Underwood's TR7 V8, Anthony Ellis' Mazda RX7 and Brian Allen's Fiesta XR2i. "I was on my own cut slicks and they didn't work," Ellis admitted.

#### RACE ONE

There was little to separate Watson and Spencer at the start but it was Watson's Wesfield that grabbed the lead as both opened up an early gap over third placed Rose. Thomas had made a flying start and was into fourth from Cox, Gorrie, Armiger, Harris, Dobson and Hurst.

Wardle had been battling with Thomas for fourth until he spun and rejoined in 30<sup>th</sup> place. "My homemade self designed splitter didn't work," he admitted.

Harris and Dobson both fought their way ahead of Armiger on the second lap. "I was on slicks on a drying track so it was hard work at first," said Armiger. Forbes was on the move too taking Hurst for tenth before reigning in on Gorrie too, after Harris and Dobson had demoted the Ultima on lap four.

All was going well at the front, with Spencer still shadowing Watson for the lead. But on lap eight Watson suffered a spectacular propshaft failure which burst through the transmission tunnel into the cockpit. "It had been a bit hairy with backmarkers and then there was a big bang and the propshaft had come off the gearbox," Watson explained.

Spencer was left in the clear for the next 10 laps to secure his maiden victory by over eight seconds. "I couldn't quite get Garry at the start but stayed close, then got hit by some of Garry's bits when the shaft went," he said. Rose was left in a solitary second, "very non eventful, lots of cars but no one to race with," he said.

On the drying track Armiger worked his way back onto the podium too. After Cox had spun at Rocket lap six and Harris's Saker fell back, the Tigra driver followed Dobson through and

eventually ousted the Mazda on lap 11 to secure third overall. "I had tried to follow Harris' Saker, but took a while for my slicks to work. Then seemed to get away until a halfshaft broke on the last lap and I limped to the flag with one wheel drive," he explained.

Dobson spent the second half on his own in fourth, after Harris fell back. "I was on slicks so dropped back at first, but was Ok then until one of my fuel pumps switched off and Armiger got by again," Dobson explained. "My car was like a dog on lino always sideways and the wets were worn out," said Harris after taking fifth from Thomas with four laps to go. "I had held the Saker off but we were both sliding and he got me when Paul Rose lapped me in the other Saker and opened the door for Steve too," said Thomas.

Gorrie retained seventh throughout the second half, "wets were Ok on the drying track, but were totally wrecked," he said. Forbes was next home, after demoting Cox on lap 10, "it got a bit lonely after that," he said. Cox was struggling though and lost two further places in the closing laps to Hibbert and Hurst. "The slicks took a while to come in so everyone came past. I was mainly on my own again but aware Hurst was chasing as usual," said Hibbert. "The gap opened and closed but I couldn't get close to him," Hurst added.

Cox finally finished 11<sup>th</sup>, "the wets were good at the start though," she said. Buckby was having a duel with Ellis until the Mazda retired. "I was on slicks but just after I got past Ellis for 12<sup>th</sup> his wheel came off," said Buckby. "I was on inters, shot through the order and the front wheel came loose but I managed to pit," Ellis replied.

Cryer Jnr shadowed the duel ahead after his own skirmish with Roundell. "It was a good battle but I couldn't hang onto Buckby," he admitted. Parker, Rotheroe and James Aukland all made it past Roundell in the closing laps. "I was hassling for the top ten on wets at the start, but they were on slicks, the track dried and everyone went by," said Roundell.

Parker was particularly pleased to have got Rotheroe and Aukland in one move. "They were fighting and I shot down the inside into the Hairpin," he explained. "I was Ok on inters and was pleased to eventually get the better of James' Capri into the Bakning Hairpin." Rotheroe added.

Fuller, Nash and Duncan Aukland completed the top 20, followed by Laslett, Bamber, Underwood, Kirk and Allen. Kevin Cryer had retired with a diff failure, Collinson with headgasket problems and Sampson with a spark plug problem

## RESULT

1 Joe Spencer (Stuart Taylor Locosaki) 18 laps in 22m03.534s (75.88mph); 2 Paul Rose (Saker) +8.587s; 3 Luke Armiger (Vauxhall Tigra); 4 Paul Dobson (Mazda RX7); 5 Steve Harris (Saker); 6 Oliver Thomas (Subaru Impreza WRX); 7 Iain Gorrie (Ultima GTR); 8 Cam Forbes (Westfield SeiW); 9 Stephen Hibbert (Lotus Sport Elise); 10 Mike Hurst (Vauxhall Vectra).  
Class A: 1 Rose; 2 Harris; 3 Gorrie; 4 Bod Buckby (BMW E36 M3); 5 James Aukland (Ford

Capri); 6 Duncan Aukland (Grand National Coupe); no other finishers. Class B: 1 Armiger; 2 Forbes; 3 Eric Bamber (Ginetta G20); no other finishers. Class C: 1 Spencer; 2 David Fuller (Stuart Taylor Locosaki); no other starters, Class D: 1 Dobson; 2 Thomas; 3 Hurst; 4 Ilsa Cox (Seat Leon Cupra); 5 Steven Parker (BMW Compact); 6 Ralph Underwood (Triumph TR7 V8). Class E: 1 Steven Hibbert (Lotus Sport Elise); 2 Jamie Cryer (Ginetta G20); 3 Paul Rotheroe (Citroen Xsara); 4 Richard Roundell (Vauxhall Vectra); 5 Graeme Laslett (Lotus Elise); 6 Leslie Kirk (Renault Clio). Class F: 1 Mike Nash (Peugeot 106 Rallye); 2 Brian Allen (Ford Fiesta XR2i); no other starters. Fastest lap: Spencer 1m11.814s (77.70mph).

It was dry for Sunday's qualifying session but interrupted by the sudden arrival of a thick sea mist. Spencer had pole, "one clear lap was enough," he confirmed. Rose was alongside, with Duncan and Forbes completing the second row. "We are used to this weather in Scotland," said Duncan. "A lot better, but thought my quicker time was earlier in the session," Forbes added.

Gorrie and Armiger shared row three, with Cox and Buckby on the fourth. "My car was a bit loose at the rear end early on though," said Cox. Although Dobson headed the next row, he was down on power with a leaking exhaust. "It was a bit more tail happy than I would have liked too," he commented. He had Wardle alongside hoping to make up for the previous days disappointment.

Fuller was next up with Hibbert alongside and in 13<sup>th</sup> Ellis had boost pressure problems. "I turned the boost down as I think the weather affected it," he said. Roundell also had a good session, "a clear track and only one excursion on the pits straight," he admitted.

Thomas and Parker shared row eight, "I was playing with the set up," said Thomas. Rotheroe, Hurst and Jamie Cryer rounded off the top 20, with Laslett 21<sup>st</sup>. Underwood was next with Sampson heading row 11 from Duncan Aukland. Nash, Bamber, Kirk, Marland, Allen and Harris completed the line up, with Kevin Cryer sidelined with drive problems. "I was stuck in third gear so pitted. Should make the race interesting though," said Harris.

## RACE TWO

Spencer rocketed off into the lead as both Forbes and Duncan jumped Rose into the first corner. "Starts don't get much better than that," said Spencer But the Saker was quick to recover taking third into Church and second on the exit, before hunting down Spencer and the lead. Armiger was also on the move and having demoted Duncan on the opening lap, chased Forbes up to Rocket on lap two, before snatching third.

Rose didn't wait long to grab the lead, storming ahead on the back straight on lap three, as the gaps were already opening. Spencer stayed close until he spun at the Corkscrew, but closed the gap again in the final laps. Rose took his fourth win of the season by a reduced

margin, after Spencer made a brave last lap lunge. "They were all over me at the start as usual and it usually suits the little kit cars here," he said.

On the last lap the lead pair were approaching Gorrie, who had given ample indication that he was pitting. Rose went to the right exiting the Corkscrew but Spencer opted left. "I didn't see him indicating so went left. It would have looked really good if it had," he reckoned.

Armiger's luck ran out again early on when he was forced to pull off at Church on the sixth lap. "It broke a bolt at the bottom of the stub axle so couldn't turn in on three wheels," he explained. Forbes reclaimed third but almost went off too. "Early on it was good as Luke, Philip and I were all together in a class battle, but when Luke pulled off I was busy watching and nearly followed him," he admitted.

Duncan had run steadily in fifth, well clear of Dobson and Cox, after Wardle had slipped back, but the Westfield then developed gear selection problems. "It seemed to be electrical, it would change and then it wouldn't. I had to stop reset it and it lost me a lap," he explained.

Harris had clawed his way from the back of the grid to hold fourth from lap 12. "That was great fun, a bit of a skirmish into Turn One then progress all the way. I just needed a bit longer," he reckoned. Dobson had been able to fend off Cox for seven laps but finally lost the class D lead to her at the Banking Hairpin. "She was quicker in a straightline than me, but a good race," said Dobson. "I lost places at the start, but don't really know what happened. Paul being so sideways helped me get him, but after that my understeer came back," Cox replied.

Wardle had looked set for seventh until the last lap, when the recovering Duncan and Fuller got by. The back end was all over the place, but I thought at the end they were lapping, not taking places," Wardle admitted. "That was excellent, I am getting used to it more now and it feels amazing," Fuller added.

Buckby kept Ellis at bay and threatened Wardle for a while. "When the car got hot I lost ground," he said after completing the top ten. Ellis stayed behind him and was seven seconds back at the flag. Hibbert was 12<sup>th</sup> followed by Hurst as usual, but it was only during the second half that Vectra driver established his place. "It wasn't me going quicker it was them slowing down," he reckoned.

Thomas took a while to shake off Roundell, but a lack of boost didn't help. "It went after two laps, but it was a good race though," he said. Gorrie was still classified 16<sup>th</sup> but also had boost problems. "I had none from the start and decided I had enough at the end so headed for the pits," he said. James Auckland headed Cryer and Rotheroe for much of the race until he spun three times. "One was only a little excursion and red mist trying to stay with Oliver," he said after briefly splitting the Thomas and Roundell duel.

So Cryer was 17<sup>th</sup>, with Rotheroe, Auckland and Underwood completing the top 20. Sampson was next home after heading his duel with Underwood for the first half. Laslett, Kirk, a brakeless Nash and Allen completed the finishers.

Bamber had been a first lap casualty and Parker lasted one lap before he crashed out in his BMW, while Duncan Auckland suffered engine failure after five laps.

#### RESULTS

1 Rose 18 laps in 21m10.828s (79.03mph); 2 Spencer +1.238s; 3 Forbes; 4 Harris; 5 Cox; 6 Dobson; 7 Philip Duncan (Westfield SEiW); 8 Fuller; 9 Garry Wardle (Ginetta G50); 10 Buckby. Class A: 1 Rose; 2 Harris; 3 Buckby; 4 Gorrie; 5 J.Auckland; 6 Paul Sampson (Volvo Grand National Coupe). Class B: 1 Forbes; 2 Duncan; no other finishers. Class C: 1 Spencer; 2 Fuller; no other starters. Class D: 1 Cox; 2 Dobson; 3 Wardle; 4 Tony Ellis (Mazda RX7); 5 Thomas; 6 Underwood. Class E: 1 Hibbert; 2 Roundell; 3 J.Cryer; 4 Rotheroe; 5 Laslett; 6 Kirk. Class F: 1Nash; 2 Allen; no other starters. Fastest lap: Rose 1m08.551s (81.39mph).

Published by Peter Scherer for BARC NW, July 22nd, 2014.