



Sports/Saloon Car Championship Rounds 6 & 7 - 2015,

Anglesey

WATSON'S WINNING ANGLESEY DOUBLE

Having had his share of misfortune on previous visits to Anglesey, Garry Watson's long trip from Scotland was rewarded in fine style, with two dominant wins in his Westfield SEW.

34 cars took part in first qualifying, with Watson on pole by only 0.180s from Joe Spencer's new Stuart Taylor Locosaki. "The handling was terrible, but I found one good lap. But when I returned to the paddock I found I hadn't reconnected my anti rollbar," Watson explained.

"Mine is a new car and needs sorting as it's spinning the wheels on the wrong settings," Spencer replied.

The second row was also a mixed Westfield and Locosaki one. Philip Duncan was "very pleased" to be only 0.471s off pole and in only his third race, Dave Harvey was still getting used to the car on his first visit to the Welsh circuit.

Luke Armiger's Vauxhall Tigra headed the third row, but had trouble with vibration, while alongside him Ilsa Cox pitted early in her Seat Leon Cupra, "everything was fine," she reckoned.

Garry Wardle "just drove it," which was enough for seventh best in his Ginetta G50, while he had Stuart Pearson's G20 alongside. "Better than ever," he said. Les Kirk's Fisher Fury and Steven Hibbert's Elise completed the top ten.

In 12th Mike Nash was out for the first time in his Seat Leon Supercopa, "it's so different to my Peugeot and at the moment it's driving me," he explained. He was just pipped by Peter Davies who was having a run in Paul Dobson's Mazda RX7, in memory of Cam Forbes whose Memorial Trophy was also part of the meeting. "The diaphragm went on the turbo," he said.

Tony Ellis wore the tyres out on his Mazda RX7 and had to change them with a lever, while Jamie Cryer felt his Ginetta G20 was "brilliant," just out qualified by Steven Parker's BMW Compact.

The Elise's of Vic Lord and Graeme Laslett were next up, followed by Danny Bird having another run in his borrowed Pell Genesis. "The handling was all over the place though," said Bird. Piers Grange's Escort and Jason Hennefer's Honda Prelude rounded off the top 20,

while further down the order the increasing numbers in class F were headed by Graham Saul's XR2 from Helen Allen's Fiesta and John Marsden's Mini Cooper S.

RACE ONE

It was neither fully wet nor dry for the opening race of the weekend, but it was Spencer that made the best of the start, holding off Watson, Duncan and Harvey through Turn One.

But Watson's immediate pressure gave him the lead on the second lap, despite Spencer's efforts. "Joe always beats me at the start, but once I got in front, I got my head down and was clear as Joe didn't seem to have the pace," he explained.

"I had a good start but Garry was just too quick and shot passed me on the back straight, then I lost the tow among the backmarkers," Spencer replied.

Watson lapped the field up to second place, to win by over 15 secs, but Duncan had also hoped to stick with the lead duo. "I was still with them in third place and then got stuck in third gear," he said. His loss was Harvey's gain, "I thought it was good as I was catching him, then realised he was in trouble and was on my own after that," said Harvey.

In the early laps Armiger had threatened Harvey's hold on fourth, but he hit trouble too. "I had still got the vibration and had to pit when I lost a door on the sixth lap," he added.

Wardle was the one to profit from Duncan and Armiger's woes, settling in fourth and taking a win in class A. "I was up with Luke at the start, but a good race for me," he said.

Kirk also showed his pace but was caught by the duelling class E rivals Hibbert and Pearson during the second half. "Steven just sailed by through Church," Kirk explained after keeping Pearson at bay for sixth.

Hibbert secured fifth and the class as Pearson struggled to stay with him, "we were battling for the first half, but my handling was not quite there," said Pearson from seventh. "I had kept up with Stuart early on and then finally got by out of Rocket and got way," added Hibbert

Bird took Ellis for eighth with a lap to go, while the recovering Armiger completed the top ten. "I had managed to hold onto Steven Hibbert for a while, but then Danny just got me into Church near the end," said Ellis. "I was just patient this time and passed when I could, but then it dropped a rod in parc ferme," Bird replied.

Nash and Parker had their own duel with Nash in charge from lap three. "I took advantage of him getting used to his new car, but also lost two propshaft bolts somewhere," said Parker.

Jamie Cryer eased clear of Rotheroe from lap 13 to take 13th, while the Citroen driver was being caught by Grange at the flag. "I couldn't hang on to Jamie, he got me through Church and another lap or two Piers would have got me too," admitted Rotheroe.

Laslett, Kevin Cryer's, Hennefer and Paul Sampson's Volvo Grand National Coupe rounded off the top 20, with Ralph Underwood's TR7 V8 just missing out.

Barry Long's Metro won class F despite over fueling and running flat. Saul had gone out after two laps when a ball joint broke, which left Helen Allen to take second in class from Marsden's Mini and Paul Griffin's Fiesta.

Davies retired with more turbo woes, while Lord had a severe oil leak, Cox went into limp mode from the start and Alistair Chalmers lasted 11 laps in a borrowed Integra.

RESULT

1 Garry Watson (Westfield SEW) 18 laps in 21m15.966s (78.71mph); 2 Joe Spencer (Stuart Taylor Locosaki) +15.325s; 3 Dave Harvey (Stuart Taylor Locosaki); 4 Garry Wardle (Ginetta G50); 5 Steven Hibbert (Lotus Sport Elise); 6 Les Kirk (Fisher Fury); 7 Stuart Pearson (Ginetta G20); 8 Danny Bird (Pell Genesis); 9 Tony Ellis 9Mazda RX7); 10 Luke Armiger (Vauxhall Tigra). Class A: 1 Wardle; 2 Paul Sampson (Volvo Grand National Coupe); no other starters. Class B: 1 Watson; 2 Armiger; 3 Philip Duncan (Westfield SEi); no other starters. Class C: 1 Spencer; 2 Harvey; 3 Les Kirk; 4 Bird; 5 dave Chilton (MK Indy); no other starters. Class D: 1 Ellis; 2 Mike Nash (Seat Leon Supercopa); 3 Ralph Underwood (Triumph TR7 V8); no other finishers. Class E: 1 Hibbert; 2 Pearson; 3 Steven Parker (BMW Compact); 4 Jamie Cryer (Ginetta G20); 5 Paul Rotheroe (Citrien Xsara VTS); 6 Piers Grange (Ford Escort); 7 Graeme Laslett (Lotus Elise); 8 Kevin Cryer (Ginetta G20); 9 Jason Hennefer (Honda Prelude). Class F: 1 Barry Long (MG Metro); 2 Helen Allen (Ford Fiesta); 3 John Marsden (Austin Mini Cooper S); 4 Paul Griffin (Ford Fiesta XR2i); no other finishers. Fastest lap Watson 1m09.126s (80.72mph).

The previous days drizzle had given way to a dry track for Sunday morning's qualifying session.

Watson again had the edge over Spencer for pole. "It was more driveable but still takes some getting used to," said Spencer. "I was slower too, but hoped it was enough," Watson replied.

Duncan headed row two again from Harvey, "I managed to get some clear laps this time and it seemed Ok," said Duncan. "I felt more confident and had the car moving about more," Harvey added.

Although Armiger was still fifth best, he had to cut the session short with continuing vibration from the gearbox. "I saved it for the race and just hope it will be Ok. Can't be patient again," he said.

Wardle completed the third row, while class E rivals Pearson and Hibbert were alongside on the fourth. "I made positive changes," Pearson admitted after pipping his rival by 0.649s.

Davies and Kirk shared the fifth row, "I couldn't go any quicker, so pitted," Kirk admitted. "We had the right boost and it was great," Davies added.

Bird had a new engine fitted overnight to set 11th best time, just ahead of Nash, who was "still learning." Ellis tried wider tyres on the front of his RX7 and declared "much better." He headed Jamie Cryer on row seven, while Parker edged out Grange on the next.

Hennefer, Laslett, Rotheroe and Kevin Cryer completed the top 20 qualifiers. Long's Metro was a qualifying casualty, "it's still overfuelling," he explained. While Cox's was also sidelined with what was thought to be a fuel pump issue.

RACE 2

As the lights went out it was Watson, Spencer, Duncan and Harvey that led the way, with Armiger taking Wardle for fifth through Church.

Pearson lost out to Ellis for seventh on lap two, but was well ahead of rival Hibbert. But after Bird lost a couple of places through the Banking Hairpin, Hibbert started to move up, aided by Kirk vacating ninth with a lurid slide across the grass at Church. "I changed up but didn't lift or brake and it didn't work," Kirk admitted.

As the lead trio consolidated their places, Armiger began to close on Harvey and took fourth as they came off the Banking Hairpin. Grange was also under pressure in 12th place, as Nash and Jamie Cryer chased him up to Rocket, with Nash going by a lap later.

Ellis' progress in the early laps had begun to fade by lap five as Pearson, Hibbert and Bird all closed. Pearson went by on lap six and Hibbert followed a lap later, before Bird made it passed on lap nine too.

Watson cruised his way to another comfortable win over Spencer, but just when third looked safe for Duncan, he spun at the pit entrance with a lap to go, handing the place to Harvey, while he struggled home fourth. "I stayed with Garry for longer but the car isn't sorted yet," said Spencer. "My start was much better, but I had contact with backmarkers, it was tough getting through," Watson added.

"I was with Philip for a while and then lost out to Luke and was on my own. Was happy in a way to see him off backwards, as it meant I had third again," Harvey explained. "I started well but lost ground through the backmarkers and then spun, broke something in the steering and had to cruise to the flag," Duncan added.

Armiger also had to slow in the closing laps, which handed fifth back to Wardle as he toured in sixth. "I was lucky to get to the grid as it was stuck in reverse in the assembly area and my mechanic did a great job fixing it," said Wardle.

Hibbert bided his time in his pursuit of Pearson. He got passed once up to Rocket on lap nine, but Pearson got him back and held on until the 14th lap, when he finally got by as they climbed the hill to Rocket again. "Steven got blocked so I got him back the first time, but then he took the outside at Turn One, which started a move, but he wasn't ahead until Rocket," Pearson explained. "I couldn't see Stuart in my mirrors the first time, so couldn't turn in, real racing though," Hibbert replied.

With Ellis' race ending in retirement, Kirk and Bird rounded off the top ten. "Never been so fast and then the gearbox went, " said Ellis. Nash escaped from Davies and the battles behind for 11th and a class win, while having chased Parker and held off Jamie Cryer, Grange pulled off in the closing laps. "I spun on lap three and had no fourth gear," said Davies. "I could catch Steven and Piers but then they powered away on the straight again," Jamie added.

"It was a good race, my left hand front tyre was worn out, brakes almost gone and I was overdriving but still kept Piers back," Parker exclaimed.

Kevin Cryer followed Jamie home in 15th, with Hennefer, Rotheroe, Laslett, Sampson and Underwood completing the top 20, before Saul led home class F rivals Allen and Flynn by a clear lap to complete the finishers. "If I had another 20 minutes I might have caught them," said Kevin.

"A pitlane start to make it more interesting and my last race in this car, great scrap with Ralph's TR7 V8 loads of swapping," Saul concluded.

RESULT

1 Watson 21m11.681s (78.98mph); 2 Spencer +5.112s; 3 Harvey; 4 Duncan; 5 Wardle; 6 Armiger; 7Hibbert; 8 Pearson; 9 Kirk; 10 Bird. Class A: 1 Wardle; 2 Sampson; no other starters; Class B: 1 Watson; 2 Duncan; 3 Armiger; no other starters. Class C: 1 Spencer; 2 Harvey; 3 Kirk; 4 Bird; no other starters. Class D: 1 Nash; 2 Peter Davies (Mazda RX7); 3 Underwood; no other finishers. Class E: 1 Hibbert; 2 Pearson; 3 Parker; 4 J.Cryer; 5 K.Cryer; 6 Hennefer; 7 Rotheroe; 8 Laslett. Class F: 1 Graham saul (Ford Fiesta XR2); 2 Allen; 3 Colin Flynn (Morris Cooper); no other finishers. Fastest lap Watson 1m08.695s (81.22mph).

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