



North Western  
Centre

## CNC HEADS SPORTS/SALOON CAR CHAMPIONSHIP

### – Anglesey Rounds 10, 11& 12 Report

#### IT'S JUST TWO OUT OF THREE FOR ALLAWAY

The weather played a major part in the penultimate weekend of CNC Heads Sports Saloon racing at Anglesey.

Championship leader Simon Allaway was forced to surrender to the wet and windy conditions in race one with his Lotus Esprit V8 virtually undriveable. But after Garry Wardle's Audi A3 had taken that victory, Allaway won the remaining two races to keep his title challenge on course.

#### Qualifying

It was dry for qualifying and Bod Buckby's Caterham edged out Allaway for pole, by just 0.118secs. "It felt good and I was on my first ever set of new tyres. Pole was a surprise but I am really chuffed," said Buckby. "I thought it felt greasy. I had a spin at Church but was really giving it some," Allaway replied. The Westfield's of Paul Masters and Alek Modro shared the second row. "I got called in early as they thought I was leaking fuel. It was lucky I got a good time in early in case it rained," said Masters. "Really happy with that and the grip level was perfect for me," Modro added.

2023 Champion Ian Bamber was next up in his Ginetta G20. "A lot better than it was at Donington, running well so all I need to do now is speed up," he reckoned. Wardle's TCR Audi was alongside, "Really pleased and ready for the rain. I think I have a chance of a win if it does rain," Wardle added. Only 0.079n secs split Jamie Cryer's Ginetta G20 and Connor Modro's Westfield on the fourth row. "My front tyre pressures were too high, so lots of understeer," said Cryer. "Well my brakes were working this time, so happy with that. I now have a 2 litre engine not 2.5," Modro added.

Mark Primett and debutant Chris Harrison shared the next row. Primett's Banks Europa had understeer issues that went on to plague him all day, while Harrison's Escort RSR appeared untroubled. Carl Bennett's BMW M3 was another to suffer with understeer, "it felt very greasy too," he explained as he lined up 11<sup>th</sup>, with Antony Sullivan's JCW Mini alongside.

Phil White's BMW 325 had started the session OK but came in after four laps. "It feels like there's a valve stuck and it goes down to three cylinders," he explained. Jason Hennefer's Fiesta ST180 completed the seventh row, "a bit of traffic and understeer, but I couldn't get the power down," he reckoned. Steven Parker had changed tyres before the session started, inter's so rain or shine he expected it to be OK. "Pressures were too high and it was hard to drive though," he reckoned. Andy Tate's Renault Clio was just 0.092 secs slower, "my second time in the Championship and it feels good," he added. David Jones had made further changes to his Ford Focus. "A new diff, extra bracing driveshaft mounts as they'd been failing. We had good power and it worked," he said.

Rob Wakelin's Honda Civic was the only starter in Class F, but it should have been Paul Rotheroe's Citroen Xsara and Duncan Aukland's Proton Putra completing the top 20. But Rotheroe was the first casualty of the weekend. "I had spent every hour I could on the engine until we left for Anglesey. Then I changed from fifth to fourth gear after just two laps and there was a crunch. The engine seemed OK but we were out for the weekend with the gearbox," the former Championship leader explained.

So Aukland moved up, "I had a spin at the Banking onto to the infield," he admitted. Simon Graveley's VW Golf had issues though. "My paddleshift wasn't working and I got my best lap on the last one," he said. Zack Booth's Renault Megane R26 was another to come in early. "I was first out and first back in. The new tyres were rubbing on the rear arches, so it looks like we have a suspension set up issue," he reckoned.

"I was Ok, it'll do," added the understated Cavan Taylor whose Clio seemed OK. It was trouble free for Louie Dobson's Fiesta ST 150 and John Madoc-Jones' BMW 300 too. But Stuart Wright, out in Matthew Jones' Ford Focus had a problem and was sidelined. A gearbox mount had broken and ripped off an oil pipe. Nick Haynes' Fiesta ST150 and Georgina Bartlett's Clio completed the qualifiers.

### **Race One**

With Rotheroe and Wright missing, 26 cars lined up for the first race of the weekend on a wet track. As the lights went out it was three abreast into Target, with Buckby leading out from pole. But red flags were flying with an incident back on the grid. Harrison had stalled and was hit hard by the fast starting Wakelin, before Aukland and Dobson had contact with him. "I tried to take avoiding action, but Rob had a great start and I tried to follow him through, but then attempted to miss him, but I hit him he got flicked around and Louie caught him too." Aukland explained.

So it was down to 21 cars after a lengthy clear up and the rain was still falling and the wind had strengthened. Connor Modro had been pushed off the initial grid with an alternator issue, but was able to take the restart.

As the lights went out Buckby led Alek Modro with Bamber challenging too, but Wardle soon started to pick them off and was challenging for the lead out of Church. "I got around Simon at the start and then got Alek for the lead around the outside at Rocket," said Wardle, already easing clear after just one lap. Alek Modro was second, from Bamber, Buckby, Masters and Bennett, but Allaway was struggling and spun at the Corkscrew. "It was undriveable on my tyres. I was on inters and backed off so much but still spun and Jamie Cryer only just missed me," said Allaway, who surrendered to the pitlane on his second lap.

The top three were soon running solo, with Wardle's lead continuing to grow. Buckby was sliding down the order too, "I was right not to feel confident, I couldn't turn in and spun at Rocket," he explained. So Bennett, Hennefer and Masters moved up to complete the early top six, but Masters was under pressure from Sullivan. Booth was charging through from the back to and took Buckby for eighth on lap three, before closing in on the battle for sixth. It had become more a case of survival and get to the finish with tyres an issue for many.

It was all too easy for Wardle, taking the flag 26 secs clear of Modro. "Once I was ahead I booted it, but carefully and was very wary with backmarkers. It was my first time with this car in a wet race too," he said. "I had a bit of understeer and pumped the brakes, but the car was very enjoyable to drive. I got

fairly clear from the first corner, even though Ian held on a bit," Modro added. It was somewhat closer for third though, with Bennett closing in on Bamber. "Four laps from the end I had a big slide, eased up and then saw Carl in my mirrors so had to push on again," Bamber explained.

"I had an amazing first start, just hooked up and went. But it bogged down a little at the restart and got wheelspin. I didn't really know what position I was in until I saw Ian. I left any chance of a challenge too late though. My tyres were great though and Andy Davies said they'd be rubbish," Bennett replied. Booth's climb through the order took him past Hennefer for fifth on lap 10 and had closed a little on Bennett too. "I had a cautionary start but after about a lap, I had loads of grip. I was lucky when Simon spun though, right in front of me," he explained.

Hennefer retained a comfortable sixth. "When Zack was catching me I thought it was one of the BMW's. It was my first time with the car in the wet and it felt really good, but Zack got me exiting Rocket," he said. Masters was another struggling for grip. "I was begging for the last lap, it was so slippery. If I tried to push I was all over the place, so used discretion," he admitted after retaining seventh.

David Jones was the last unlapped runner, totally unaware that he was in eighth overall and heading for a class podium. "That was just great," he said. "Cryer had lost out at the start and spent most of his race recovering, finally managing to oust Sullivan for ninth on the last lap. "I just got bogged down and then tried to make any places I could, but it was wet, really wet," said Cryer.

Sullivan had been pushing for a top six until he had problems. "For the second half of the race I only had third gear. I was flying until then," he added. Graveley made good early progress too and only just missed out on the top 10. "I did enjoy the wet, it just worked very well," he reckoned. But Tate was just pleased to see the finish, I had such poor visibility it was hard to see anything," he explained.

The struggling Buckby finally came home 13<sup>th</sup>, after retaking Primett at Rocket on the last lap. "Awful understeer and it just got worse, so just got to the finish," said Primett. White's BMW struggled with engine maladies and lost a cylinder, "I was just out for fun," he reckoned. Connor Modro was next home, "I just had no grip," he said. Parker had gone for an inter tyre. "Wrong choice for the rain they didn't work at all and just got colder as I had to back off," he explained.

Taylor, Georgina Bartlett, Madoc-Jones and Haynes completed the finishers. "I only had slicks so tried to keep out of the way," said Madoc-Jones, "I had a full 360 in the middle of the pit straight, but no harm," Bartlett concluded.

## **Race Two**

On a dry track Buckby just had the lead through Target, but was straight under challenge from Allaway, with Masters, Bamber, Alek Modro and Cryer following. It was side by side for the lead into Rocket, but Allaway had the edge on the exit, with Buckby still a close second. Modro had spun though at Rocket and dropped to the tail of the field, bringing Bennett into sixth. While Allaway set about extending his lead, Masters held the gap to second placed Buckby fairly constant. But Connor Modro was flying, taking Bennett, Cryer and Bamber to end lap five in fourth place.

Wardle was making progress too, taking Bennett through Church on lap four, before closing on Cryer too. Sullivan was also on the move, taking Tate on lap four to break into the top 10. Although Allaway

continued to hold his lead, the gap didn't grow rapidly. While behind Buckby began to shake-off any threat from Masters during the second half of the race.

The top four remained unchanged for the remainder of the race, with Allaway the victor by 7.891 secs over Buckby. "I still had a slight misfire, but could see the gap to Bod and had to go for it. Not easy though as I could still see him," said Allaway. "I made up for yesterday and played my double points joker, so it was a good decision," Buckby replied. "I didn't want to ruin Bod's day. I closed up under brakes, but couldn't catch him," Masters replied.

Although Connor Modro had climbed to fourth, any further progress was out of reach and he had brother Alek closing, after he took Bamber on lap 13. "I kept looking for Alek as I went into Rocket, as I was recovering from a poor start and lost my clutch at the end," Connor explained. "I just locked up the rear at Rocket, spun on the first lap, but loved fighting back through the field," he replied. Bamber had to fight off the closing Wardle and Cryer at the end to retain sixth. There was oil leaking from my gearbox from halfway, so I was sliding about a bit. Mega race though, Garry got me once but I got him back with two wheels on the grass," said Bamber.

But at the flag Wardle just held onto seventh, with Cryer in his wheel tracks. "Good race, but understeer in the fast stuff. I was catching Garry at the top end of the circuit, but couldn't get him," said Cryer. "It was mainly good progress, but Ian got through the backmarkers and I didn't. I got him once but he got me back," Wardle explained. It was a fairly solitary race for Bennett in ninth, "boring for me so just focused on the Class lead," he reckoned.

Completing the top 10 was Sullivan, a lap down., with Primett following despite ongoing issues. "Couldn't catch the BMW though," said Sullivan, "I've adjusted everything but it still won't work here," Primett admitted. Booth was next home after a terrific racelong battle with Tate and Hennefer. "The turbo was loose so I had no boost and the tyres were rubbing on the rear arches again," said Booth, finally getting the better of his rivals four laps from home.

Both Tate and Hennefer thoroughly enjoyed their fights though. "I was trying to manage my tyres, but couldn't quite keep up with Zack," said Tate. "My tyres went off so had to back off near the end," Hennefer added. David Jones was next home, from Parker and Graveley. "Tyres again, I thought I had a smart idea but it didn't work and they had gone after a few laps," Parker explained. "Steady, but I was losing grip in the corners after about four laps," Graveley added.

Stuart Wright in Matt Jones' Focus recovered from a first corner spin to finish 18<sup>th</sup>, with Dobson and Taylor completing the top 20. William Bartlett and Haynes were the remaining finishers, after the BMW's of White and Madoc-Jones both retired.

### **Race Three**

Allaway saved his best start for the final race of the weekend, while Buckby just held off Alek Modro for second. Masters, Cryer, Bennett, Wardle and Connor Modro all following in close formation. By the end of the second lap the lead pair were well clear again. But having taken Bennett for sixth on the second lap, Connor Modro soon reeled in Cryer. On lap four it was all change, as Masters had spun down to sixth, moving Connor into fourth as he had taken Cryer too.

Wardle made his first attack on Bennett into Target on lap three, but over the next laps this became a regular feature, with Bennett keeping the door firmly shut on each occasion. Masters recovery came at a pace too, recovering fifth from Cryer into Target on lap seven and with Connor Modro ousting Buckby a lap later, he was Masters next victim too. The Modro's briefly held second third until lap 10, "I was going through backmarkers and tapped Phil White's rear corner with my front right, but had been getting closer to Simon's lead," Alek explained after retiring to the pits.

The pressure was off for Allaway and win number 10 came his way with relative ease 23.878 secs clear of second placed Connor Modro. "I made a more determined start, but I had to push a bit when Alek closed, despite my new front tyres going off. I saw Alek's incident in my mirror though so was able to ease off again," he explained. "I'd lost out at start again, then it was catch up. But a good result though," Connor added. Masters recovery netted him third, "I had spun at Peel just going in too hard, but then chased back and got a good result, so pleased overall with the weekend," he said.

Buckby was a fairly remote fourth after Masters took him, "it started well, but I went off at Rocket and had an overshoot," he said, but still had five seconds in hand over Cryer. "I still had understeer, but quite leisurely really," Cryer added.

After 10 laps of trying Wardle finally made it past Bennett into Target on lap 13 to seal sixth, the last unlapped runner too. "We were really close and I couldn't get him on the straights. I nearly got him inside at Target many times, but finally I braked later going in side by side and I just went for it," Wardle explained. "My tyres had gone off, but what a great race with Garry and I was sideways at times, great though," Bennett added.

Jones scythed past Parker into Target on lap 12 to seal eighth overall. "I could feel the car working for me and not breaking down, thanks to One Stop Motorsports in Crewe," he said. "Mine felt better with the right tyres, slick front and a nice balance," Parker added. Sullivan rounded off the top 10, from Tate and Hennefer, while Madoc-Jones had his best run of the weekend in 13<sup>th</sup>. Wright, Taylor, Bartlett, Graveley, White and Haynes completed the finishers.

Primett had been the first casualty when a wheel bearing collapsed on the first lap, Dobson came in after a black flag six laps in and Booth joined him on the same lap after running inside the top 10. "I got the rear tyres out of the bin at the end of the pitlane and then found out why they had been thrown away. Flat out into Target I hit a marker and got airborne and then decided to quit," he concluded.

<https://www.tsl-timing.com/file/?f=BARC/2025/253527nws.pdf>

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