



North Western
Centre

CNC HEADS SPORTS/SALOON CHAMPIONSHIP 2024

ROUNDS 9, 10 & 11 – ANGLESEY – 7TH/8TH SEPTEMBER

HUTCHINSON PROVES UNBEATABLE

QUALIFYING

Jim Hutchinson's immaculate Escort Mk1 took the CNC Heads Championship by storm at Anglesey, ending his debut weekend in the Championship with three wins out of three.

From the 33 entries, Deri Davies' Darrian became a casualty after Friday's practice and after Saturday mornings session he was joined by Stuart Connolly's Honda Civic, after clutch failure postponed his debut.

Just 0.751 secs split the top three after the twice red flagged qualifying session. The first stoppage was when Ben Roberts' Locost Honda expired. "The oil pump belt snapped and took out the crank sensor, but I had a half spin on my first flying lap too," he admitted. Just to keep it in the family Ben's brother Chris brought out the next red flag. "The oil filter had blown out and there was dense smoke in the cockpit, plus I spun on my own oil as it was everywhere," said Chris.

It was Simon Allaway's Lotus Esprit V8 on pole though, "I didn't really feel I got a clear lap. I had made some suspension changes, so I played with the anti-rollbar. It did feel better, but I was a bit wary," he explained. Ric Wood shared the front row in brother Julian's Kia Optima. "That wasn't easy, as it randomly selected gears, without warning," he added. Just 0.070s down on Wood was Bod Buckby's Caterham, "I was slower than in practice, but happy to have Class B pole too. The main thing was being quicker than Paul Masters though, as I had saved my newer old tyres for the race," he said.

Arron Armiger's Vauxhall Tigra managed to split Buckby and Masters' Westfield. "I really need someone to chase, but the car worked well, there was traffic, but I worked around it," said Armiger. "I'm just giving Bod a chance until I get my sequential, but doing everything I can," Masters replied. Sixth best was Jim Hutchinson's 2.9 litre Millington engine Escort Mk1, on the drivers first visit to Anglesey for 15 years. "I needed a bit more grip on the rear, it was sliding around. So changing to newer old tyres for the race," he said.

After problems with his Audi, Garry Wardle was forced to swap to his Seat Cupra TCR the day before. "The rear wheel bearing went though," he explained after heading row four. Jamie Cryer qualified alongside Wardle in his Ginetta G20. "I was sliding around too, I think my tyre pressures were too high," he explained.

Rob Wakelin's Peugeot 205 and Oliver Thomas' Subaru Impreza were next up. "I rebuilt it again in the same spec and it seemed to go OK, it just took me a bit of time to get into it," said Wakelin. "It was hard work and I'm off the pace. It just didn't feel planted," Thomas added.

Mark Primett still had problems with his recurring fuel pressure issue in his Banks Lotus Europa. "I had a spin at Church and didn't get enough laps in to really sort it," he said.

Chris Roberts was still 12th best, despite his issues, while the next row was shared by Paul Rotheroe's Citroen Xsara VTS and Phil White's BMW 325. "Class E pole so happy with that and quicker than I had been before around here," said Rotheroe. "First time on slicks and it ran well," White added. Tim Foxlow's Escort RSR and Lee Bull's Renault Clio were next up. "I fixed a power steering problem but it was overheating and I pitted, I did enough though," said Foxlow. "I need to make some tweaks, but it's my first time here," Bull explained.

"One of my favourite tracks, we made a few changes and it's good," said Matthew Jones, as his Ford Focus headed row nine. Alongside was Riccy Walker's Mini F56 Challenge. "It was so hot in the car and I struggled to get a clear lap," he said. The top 20 was completed by Rob Phillips' Honda Civic and Ryan Nelson's Mini. "It went into limp mode after the wait in the pitlane following the red flag and I had a rear wheel bearing problem," Phillips explained. "Not handling great and the front tyres were getting too hot, while the rear was very grippy," Nelson added.

"I need to improve, I just couldn't get into the flow," said Thomas Frankland, with his Renault 5GT Turbo down in 21st, fractionally ahead of Julian Wood's BMW Compact. "Good car and going well," Wood confirmed. Duncan Aukland came out too in his "Proton Putra," complete with the wheels from brother James' Capri. "We cured a long term misfire, so I enjoyed it," he said.

Steven Parker's Fiesta followed, "one lap in on my old tyres and they were dead. I managed about four hot laps in the session, but no rhythm, but I saved the slicks for the race," he explained. Clive Dix had issues with his Mazda RX7 overheating. "It was boiling, and it's never happened before. But it felt OK until then," he said. Alek Modro was happy with his Fiesta ST150. OK for now and all in working order," he confirmed. But behind David Jones had issues with his Ford Focus and pulled off after three laps. "It was smoking a bit and started cutting out, came in as a precaution," he explained.

John Madoc-Jones' BMW 330, Helen Allen's Fiesta Zetec and Louie Dobson's Fiesta ST150 completed the qualifiers. Madoc-Jones was making his CNC debut, having competed in many rallies at the circuit, as both driver and co-driver. "It's the wrong diff and the gearing is wrong too, so it's got no grunt," said Madoc-Jones. "With this rate of attrition I could be on for a win," joked Helen. "Brilliant, I'm just enjoying the experience," Dobson junior concluded.

RACE ONE

The 31 cars that started qualifying all made it to the assembly area, but David Jones went no further the fuel pump failed.

As the lights went out Allaway led Buckby and Hutchinson and Wood into Target, while Ben Roberts made a flying start from the back of the grid. Allaway began to extend his lead on the second lap and Hutchinson managed to oust Buckby from second. Armiger had taken Wood for fourth too, while Masters rounded off the early top six. Frankland was parked up at Church, "a new clutch cable and it failed at the pedal end," he said. But White had hit the tyre wall too exiting Target. "I went through that corner great in qualifying, but this time I hit the kerb and was on the grass," he explained.

After a lap behind the safety car, the race was red flagged and restarted over 12 minutes. Thomas headed back into the paddock though, "a possible fuel leak," he reckoned. Armiger was unable to take the restart too, "the clutch cable broke, I would have been OK if we had carried on behind the safety car," he said, as we down to 26 starters.



This time it was Hutchinson that snatched the lead through Target, from Allaway, Buckby, Roberts, Masters and Cryer. Roberts then took Buckby, who had Masters on his tail through Church. Masters got Buckby for fourth into Rocket, while sixth placed Cryer had Wood

closing in after gear selection problems at the start. "It wouldn't come out at first gear, and they all went passed," Wood explained.

Allaway made his challenge for the lead on the second lap and was ahead through School. Buckby managed to retake Masters, but seventh placed Primett lost four places, "understeer, oversteer, just too much input in the steering," he said.

There were casualties though when Nelson t-boned Dix at Rocket. I had completely stripped the front tyre and when I tried to brake I couldn't stop. "I wasn't even trying to make a pass," Nelson admitted. "He hit me as I turned in, it damaged the sill and front wheel, but we shook hands after and it was Ok," Dix replied.

The lead pair remained close over the next few laps, but Roberts had gone solo in third. Buckby had managed to gap Masters, who now had Wood closing, while Wardle started to close in on Cryer too. Wakelin and Primett completed the top 10, but there was plenty of action behind. Foxlow, Parker and Rotheroe all moved up when Chris Roberts retired. "I was having a great battle with Tim for a while and then I thought the black flag was for me, so I came in. It was for Ben, as I had forgotten my number," Chris explained.

Back at the front Hutchinson was challenging for the lead again and caught Allaway napping at the Bus Stop. "He did catch me by surprise with that move," he admitted.

But Allaway fought back and retook into Rocket a lap later, before Hutchinson made it decisive at the Bus Stop again three laps from home. "I just gritted my teeth and went for it," Allaway admitted. "The first time Simon went wide so I went down his inside, then I struggled changing from third to second and he got me back. He covered the inside at the Bus Stop though, so I went around the outside," Hutchinson explained, after taking victory by 5.192 secs. "After that last pass I was stuck in fourth gear, but what a proper good race," Allaway added.

With Ben Roberts responding to his black flag, Buckby came in third. "I had a cracked rocker cover and it was leaking oil onto the manifold," said Roberts. "It took a lap or two to shake-off Paul, but I was starting to close on Simon at the end," Buckby added after topping Class B. Wood took Masters three

laps from home for fourth, "I kept seeing Ric get closer and closer, then he got me when I got stuck behind backmarkers," he said.

Wardle ousted Cryer from lap six to consolidate sixth. "My cars is no good off the line, but then I just made places, said Wardle. "I made two good starts, but it wasn't handling well. A good result though," Cryer replied. Wakelin and Primett were next home. "I finished as I started for once. Some early battles and then I was on my own," said Wakelin.

Foxlow just managed to keep Class E winner Rotheroe at bay to complete the top 10. "Really enjoyable, got a few places at the start, improved my times and had that great duel too," said Foxlow. "Awesome with Tim, he showed his oval racing experience and knew just where to slow me up," Rotheroe added.

Parker won Class D and was the last unlapped runner. "I made decent progress and was having a duel with Paul Rotheroe. But it was slowing me down, so I let him by," he explained. Modro and Matthew Jones came home next, "I had an oil leak at the end, but the set up was too stiff and I was hitting the rev limiter," said Modro. "I had been having a great battle with Lee, Rob and Ric swapping about. I got a better restart and just bided my time and got Rob Phillips around the outside at the Corkscrew," Jones explained.



Walker managed to escape the battling group too, "I didn't get a great start, and then it was scary gong side by side with Duncan, he moved around a lot," he explained. But Auckland just held off Phillips and Bull, "I did get sideways a few times," Auckland admitted. "Terrific, but disappointed and shocked to be passed by Riccy and I was the only car not on slicks," Phillips added.

"My first few laps were Ok, then there was no life in the tyres and they all started to go by. Rob speared me onto the grass too and it bounced and broke my splitter," Bull added. Madoc-Jones just kept Wood at bay, while Dobson and Allen both made it home too. "I was too impatient," Madoc-Jones admitted. "I had a moment avoiding the collision at Rocket and a straight on too," Dobson admitted. "It was OK for me," Helen concluded.

RACE TWO

Both Allaway and Wood were missing from the front of the grid after gearbox maladies, so from lights out it was side by side into Target for the lead between Hutchinson and Buckby, before Hutchinson led off the Banking. Armiger took Buckby too through Church, as Masters and Wardle followed, with Primett taking Cryer to the complete the early top six.

But red flags were flying again with Roberts Ginetta off at Rocket, "I was squeezed a bit and slid off onto the grass, breaking the front wishbone," he explained. White had spun too at the Corkscrew, "I locked up and spun and was left facing the wrong way, ending up with Phillips' Civic nose to nose with me," he added.

This time it was a full restart with just Roberts missing, but Buckby made a flying start to head Hutchinson, Armiger and Masters, before Hutchinson went by through Church. Thomas almost got Cryer through School, but by the end of the opening lap he had lost sixth to Wardle.

Armiger had just snatched second on the Banking when the safety car was out after Dobson and Madoc-Jones had collided at Rocket. "I got my braking wrong," Dobson admitted. "I hit the tyres so hard my dashboard hit the steering wheel," Madoc-Jones added.

Three laps under caution and the green flag was waved but Armiger got the jump on Hutchinson, while Buckby was under pressure from Masters again, before they exchanged through Church. "I thought we were having the lights for the restart, so I hesitated," Hutchinson admitted. Within a lap however Hutchinson had regained the lead through Church and eased to a 9.133 secs victory. "I sorted my gear change problem and it was perfect," he said. "I gave it my all after a much better start," said second placed Armiger.

Masters consolidated third over Buckby too, as both held station. "I would have waved when I passed Bod, but I was busy as it was a corner," said Masters. "Wet tyres were great very briefly, but then I destroyed them." Buckby replied. Cryer had a fairly solitary race in fifth, after Wardle pulled off, "I had managed to gap him eventually, but he closed up on the straights. I couldn't catch Bod, but it was better than race one," he said. "I had a rear suspension breakage," said Wardle.



Thomas then had his hands and mirrors full of Wakelin in the closing laps though. "I was closing all the time in the corners, then he powered away and I had to start again," Wakelin explained. "Jamie was up the road but Rob was all over me at the end. It was good to get a finish though and felt all emotional in parc ferme as I had a hug with David Jones," Thomas admitted after winning Class D.

Primett, Rotheroe and Matthew Jones rounded off the top 10 after Foxlow retired. "The car was Ok, the handling fine, but I had to respond a bit to Paul at the end," said Primett. "I found it quite slippery at first and had a slide at the Corkscrew. I got Tim midrace and was closing on Mark Primett, but then overdrove," Rotheroe admitted, as he topped Class E again. "I had some vibration at speed from the left front, so pitted as I wasn't sure what it was," said Foxlow. "My tyres came in later and I was able to work through the traffic in the second half, but had some early contact with Phil White," said Jones.

White was next home, followed by Frankland, who managed to make a late break from his racelong battle. "I made a good start, got a couple of places and then got stuck in a position, but closed in again and got clear," Frankland explained. Bull was next home after Parker had slowed, "very close but no one hit me and then my near side front wheel bearing collapsed as my treaded tyres got hot and I just tried to defend," said Bull.

Parker had been up to 10th overall until he hit trouble. "I was second in class and my front tyre delaminated through Church," he explained. Phillips followed him to the flag, "fantastic race," he reckoned. Dix was next after a cautious start, "I let things settle, got clean air and then caught up," he admitted.

Aukland, Walker, Wood and Nelson rounded off the top 20. "All in one piece," said Aukland. "Wrong tyres, but I stayed out of trouble, so just alright," Walker added. "Wets were no good after three laps," Nelson admitted. David Jones and Allen made it home too. "I had pitted with a sensor issue and had a big lock up at the Corkscrew, too much kerb," said Jones. Modro had also joined the retirements, after an oil pressure problem.

RACE THREE

Wardle, Foxlow and Ben Roberts opted for pitlane starts, as the reduced grid lined up for the weekends finale. Hutchinson again led the field off the start, from Cryer, Buckby, Masters, Armiger, Wakelin and Primett. But into Rocket there was a multiple collision, taking out Cryer, Buckby and Masters, so once again it was red flags. "I think I had got a bit carried away after such a good start, trying too hard and I spun in front of Bod and Paul," Cryer admitted. "Paul was trying to avoid Jamie and I hit him and got launched," Buckby added.

It was down to 22 for the restart, but Hutchinson just flew, with Thomas second, from Armiger, Wakelin and Primett. Primett was fourth through Church and Armiger was up to second, with Bull a remarkable fifth, from Wakelin, Parker, White, Rotheroe and Matthew Jones at the end of the opening lap. Wakelin managed to retake Bull through Church on lap two, as Primett edged close to Thomas' third place too.

Roberts had started from the pitlane, but on lap three was fifth through Church, as Bull began to slip down the order. At the end of the lap though Roberts pitted, "I had really good pace and was flying. But then it felt like the brake was pulling and the right-hand suspension collapsed," he explained.

Primett's pursuit of Thomas finally paid off when he dived inside at Target on, lap eight to snatch third, as Wakelin closed in too. While Hutchinson cruised to his third win, with Armiger a solitary second. Primett pulled off after 14 laps, which handed Wakelin third, after he ducked inside Thomas at Target



on lap 12. "I had under fuelled it, so ran out, I hadn't had my foot down so hard for years," Primett admitted.

"I just kept pushing on and had to stay focussed through the traffic," said Hutchinson. "I was just on my own, but start wasn't bad this time," said Armiger. "I ruined my rear tyres, and it was a bit close when I first challenged Ollie, but I got a bit excited," Wakelin admitted.

Thomas topped class D again from fourth place, with Class E winner Rotheroe the only other driver to remain unlapped. "I lost pace when I burst a boost pipe," said Thomas. "Perfect, it all came together," Rotheroe added. Foxlow completed the top six, "that was what oval racing teaches you, come from the back, but my tyres were going off at the end," he said.

Parker still made it home, despite stripping his other front tyre, "too much heat under braking," he reckoned. Frankland, Dix and Walker rounded off the top 10. "Once I had cleared Lee, Matthew and Phil I got clear," Frankland added. "I lost power at high revs and off the start," said Dix.

White and Bull were next home, "it was just too much for the tyres and then I got fuel surge at the end," said Bull. Wood, Dobson, Auckland and Allen completed the finishers, after Wardle's rear suspension failed again, Matthew Jones developed a worsening misfire and David Jones pulled off with a braking issue.

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