



New World Champions – 101 Kelvyn Whalley in the F2s and 129 Will Morphey in the 1300s. Action from Saturday with 336 Allen Bruce rolling down the home straight, while from Sunday a couple of shots from the destructive F2 Consolation with 846 Ashley England and NI925 Craig McConnell riding over other cars, and 175 Ashley Pursey rolling. Finally from the 1300s, 137 Curtis Tebbenham rolling as 713 Ian Beaumont and 121 Luke Morphey exit the scene.

Hednesford – Sat/Sun 12th/13th September

BriSCA F2 Stock Cars – World Championship / Alan Benson Trophy / O'er the Border Trophy (Sat 73 cars, Sun 44 cars, Weekend Total 73 cars. Sat 1st 6 from World Consolation Semi-Final to World Final. 1st 12 from heat 1 and cons and 2nd-12th from World Final to Alan Benson Memorial Final. Sun 1st 10 from heats and cons to Final)

Drivers Racing:

1/100 George Macmillan Jnr
7 Gordon Moodie
16 Craig Wallace
H30 Toon Schut
38* Dave Polley
41* Dennis Middler

178 Mark Dews
199* Jak Marshall
H231* Peter Schut
242 Ben Bate
297 Paul Bailey
299* Stephen Smith

578 Mark Gibbs
581 Dan Fallows
597* Barry Clow
604* Jamie Conway
606* Andrew Palmer
618* Ben Lockwood

817* Timothy Bailey
821* Gary Walker
823* Sam Wagner
828 Julian Coombes
845* Andrew Morgan
846 Ashley England

53* Philip Mann	NI312 Christopher Kincaid	627 Gary Sillifant	854 Robbie Dawson
59 Lee Dimmick	315 Justin Fisher	647 Chris Burgoyne	871* Mark Simpson
83* Sy Harraway	319* Sheldon Wadsworth	652 Stevie Forster	905 Rob Mitchell
91 Brett Constable	321 Holly Glen	676 Neil Hooper	913 Pete Bartram
92* John Hogg	328 Andy Walker	700 Adam Rubery	NI925 Craig McConnell
B96 Jan Bekkers	359* Gary Wrench	745* Lee Morgan	NI935 Dean McCrory
101/1 Kelvyn Marshall	387 Jason McDonald	NI747 Bradley McKinstry	NI944 Ryan McCrory
111 Lewis Geach	464* Matt Linfield	761 Richard Bowyer	968 Micky Brennan
H124 Wim Peeters	476 Ryan Wadling	768 Tom Adcroft	979* Paul Moss
126 Jamie Avery	482* Dale Seneschall	780* Chris Utley	NI998* Graham Fegan
H136 Rick Lenssen	488* Liam Bentham	797* Dan Moss	
IOM164* Doug Kinrade	560 Luke Wrench	800 Ash Sampson	
175 Ashley Pursey	571* Darren Clarke	801 Jack Cave	

* Sat only

Note: After Saturday's World Final, George Macmillan Jnr reverted to using 100, and for Sunday's meeting Kelvyn Marshall became 1.

Results:

Sat:

Overseas Time Trials (Fastest Time in bold)

No	Lap 1	Lap 2	Lap 3	Extra	Grid
H30	15.814	15.050	15.038	14.903	18
H124	16.033	14.946	14.802	14.737	5
NI925	15.158	15.039	14.954		23
H231	No Transponder				36
NI998	15.027	14.787	14.798		11
NI935	15.295	15.046	15.041	14.932	29*
B96	15.091	15.058	14.964	14.849	17
NI747	15.324	15.085	14.985	14.984	30*
NI944	15.238	15.055	14.984		24
H136	15.170	15.143	14.849		12
NI312	15.068	14.892	14.770		6
IOM164	15.500	15.338	15.361	15.208	35

*Note: NI935 & NI747 have to start behind the other Irish drivers as 5th and 6th qualifiers in the Irish points

Cons Semi-Final (26 cars): 38, 560, 16, 846, 854, 905, 178, 41, 111, 319, 817, 913.

Heat 1 (26 cars): 242, 578, 41, 581, 817, 606, 319, 111, 828, 913, 780, 801.

World Final (Heat 2) (38 cars): 101, NI998, 1, NI312, 16, 604, 618, 846, 560, NI925, 968, 571, H231, 652, IOM164, nof. (Note: Result amended to that announced, 854 disqualified from 5th, rest move up)

Cons (34 cars): 59, 676, NI944, 571, 126, 647, 7, NI747, H124, 768, 823, H30.

Alan Benson Trophy Final (31 cars): 968, 647, NI944, 59, 913, 126, H124, 100, NI747, 571, H30, NI925.

GN (25 cars): 647, 100, NI747, 126, 676, 627, 560, 111, 968, 823, H30, 905.

Sun:

Heat 1 (22 cars): 578, 7, 1, H124, 676, 59, 476, 315, H30, 652.

Heat 2 (22 cars): 968, 242, 700, 126, 913, 768, 647, NI944, 581, 100.

Cons (22 cars): NI312, 16, 854, H136, 387, 627, 801, 321, nof.

Final (31 cars): 700, 647, 968, 581, H124, 1, 676, 16, 627, H30.

O'er the Border Trophy GN (18 cars): 581, 647, 968, 100, 627, H136, 1, H124, 560, 676.

Saturday's proceedings started with the overseas drivers lap times to determine their starting positions on the World Final grid. D92 Peter Baer had dropped out a few days prior to the weekend, and his late replacement was H231 Peter Schut, but as he had no transponder he was unable take part. Each driver had three separate lap times, plus the chance to do a fourth, but then that fourth would be the one that counted. As can be seen from the

times above, six chose the fourth lap option and in every case they set their fastest lap. Additionally, of the six Northern Ireland drivers, those who were 5th and 6th in the points, NI935 Dean McCrory and NI747 Bradley McKinstry respectively, would have to start behind the other four Irish drivers regardless of their lap times. H124 Wim Peters set the fastest of all to claim third row inside from NI312 Christopher Kincaid.

The racing proper started with the Consolation Semi-Final, 26 of the eligible 36 drivers gridding with 38 Dave Polley and 606 Andrew Palmer on the front row. Polley shot into an immediate lead, before Palmer overhauled him, as 597 Barry Clow spun into the home straight fence in the pack. 821 Gary Walker and 979 Paul Moss both spun off turn 4, as 38 Polley regained the lead, with 560 Luke Wrench and 846 Ashley England also passing 606 Palmer. 16 Craig Wallace then moved into fourth, before Palmer retired to the infield around half distance. 16 Wallace shoved past 846 England on turn 3 with four laps to run for third, as 38 Polley took the flag, while 178 Mark Dews took an unsuccessful swipe at 905 Rob Mitchell on the last bend for the minor places.

The first heat was led away by 175 Ashley Pursey from 800 Ash Sampson, who is Roy Goodman's grandson. 242 Ben Bate then came through on the inside for the lead down the home straight as 780 Chris Utley bumpered 800 Sampson into turn 1 to spin him. This caused 328 Andy Walker to ride over the fenced 91 Brett Constable, bringing out the yellow flags to check on Constable. 242 Bate headed the restart from 828 Julian Coombs and 913 Peter Bartram, with Bartram bumpering past Coombs before 578 Mark Gibbs took over third position. With two laps to run, Bartram put in the bumper on Bate into turn 1 for the lead, Bate then coming back at him to retake the lead into turn 3. Into the last bend, Bartram went for Bate but missed and spun himself, Bate taking the flag.

The World Championship was next with all cars present and 647 Chris Burgoyne on pole next to 101 Kelvin Marshall, while 968 Micky Brennan and 7 Gordon Moodie were on row 2 and H124 Peters and NI312 Kincaid on row 3. B96 Jan Bekkers spun on turn 4 as the race got underway, as 101 Marshall took the lead only for 968 Brennan to pass him into turn 1. Behind them on the home straight, H124 Peters and 7 Moodie had tangled and collected the home straight armco, as 464 Matt Linfield and 38 Polley spun into the turn 1 fence, while 761 Richard Bowyer had also hit the fence hard further round the same bend. The race was red flagged for a complete restart, and the grid reformed minus 7 Moodie, 38 Polley, B96 Bekkers, H124 Peters, 464 Linfield, 700 Adam Rubery, 761 Bowyer and 768 Tom Adcroft. 647 Burgoyne took the lead on the restart, as H30 Toon Schut spun. 968 Brennan hit 647 Burgoyne into turn 1, only to let 101 Marshall through for the lead, Brennan and Burgoyne then tangling on turns 3 and 4. NI998 Graham Fegan moved into second as a result with NI312 Kincaid third, before 676 Neil Hooper pushed past the two Irishmen to run in second. NI312 Kincaid, 1 George Macmillan Jnr and H136 Rick Lenssen then tangled, with Lenssen hitting the fence, before NI998 Fegan bumpered 676 Hooper round turns 1 and 2 to nearly get past, Hooper remaining in second. 126 Jamie Avery T-boned 652 Stevie Forster on turn 3, as 101 Marshall increased his lead. 968 Brennan and 647 Burgoyne again tangled, this time on turn 2 and both spun as NI998 Fegan hit 676 Hooper into turn 1, making him go wide and into the fenced H136 Lenssen with three laps to run. Meanwhile, 101 Marshall maintained his big lead to take the gold, NI998 Fegan trailing home second from 1 Macmillan in third for an English, Irish, Scottish top three. Fifth over the line, 854 Robbie Dawson, was disqualified from the result for failing post race scrutineering.

The consolation was led away by 800 Sampson, before 175 Pursey shoved by into turn 3. 299 Steve Smith then came through to lead on the inside down the back straight, before 175 Pursey hit Smith wide into turn 1 to retake the lead. 745 Lee Morgan then collected the fence on turns 1 and 2 to bring out the yellow flags, with 175 Pursey leading 297 Paul Bailey and 59 Lee Dimmick for the restart, Dimmick soon taking over the lead and going on for the win.

The Alan Benson Trophy Final was led away by 913 Bartram, before 768 Adcroft spun into the turn 1/2 armco, with 846 England also spinning into him, before 319 Sheldon Wadsworth collected them to bring out the yellow flags. 913 Bartram led the restart from 242 Bate and 581 Daniel Fallows, 968 Brennan soon coming to the fore to bumper past 242 Bate into turn 3 for second before overhauling 913 Bartram for the lead around half distance. 647 Burgoyne got the better of Bartram to give chase, but he could not catch Brennan, who took the flag.

The National, which was headed by 175 Pursey, was soon cautioned with 618 Ben Lockwood stranded on turn 3. On the restart, 801 Jack Cave overhauled 242 Bate for second, before 126 Avery got the better of him. Avery then took the lead, as NI747 McKinstry bumpered 828 Coombs into the turn 2 fence. 647 Burgoyne passed 175 Pursey for second to chase Avery, as 854 Dawson shed a wheel on turn 3/4, which 606 Palmer rode over, causing him to roll. The race was again stopped, with 126 Avery leading 647 Burgoyne and NI747 McKinstry for the restart. 647 Burgoyne soon went through into turn 1 for the lead and on for the win, with 100 Macmillan giving chase in second for a Scottish 1-2.

A big drop in numbers for Sunday saw enough cars still racing for a two heat format, with 111 Lewis Geach taking an early spin in the first on turn 4, where he was T-boned by 905 Mitchell. 800 Sampson led, before 828 Coombs and 297 Bailey got up his inside. 7 Moodie came rapidly up the order, as 578 Gibbs passed 297 Bailey for second, before hitting 828 Coombs into turn 3 for the lead. 476 Ryan Wadling moved into third, only to have 7 Moodie overhaul him, the silver top then getting up Coombs' inside for second. New World Champion, now sporting the number 1, Marshall shoved through for third, as 7 Moodie launched at 578 Gibbs into the last bend, Gibbs riding out the hit to take the win.

175 Pursey set the pace in the second heat, before 242 Bate hit him wide into turn 1, with 913 Bartram slotting into second. Pursey dropped further down the order with 126 Avery moving into third and 968 Brennan into fourth, Brennan then overhauling Avery. 761 Bowyer and NI925 Craig McConnell both spun on turns 1 & 2, as 968 Brennan moved into second place. 627 Gary Sillifant spun 175 Pursey into turn 3, as NI747 McKinstry bumped 560 Wrench into turn 1. 968 Brennan took over the lead, as 560 Wrench put in a retaliatory hit on McKinstry to spin him into turn 3, Brennan going on for the win.

175 Pursey led the consolation, as 854 Dawson spun 560 Wrench on turn 4. 328 Walker then T-boned 91 Constable into the fence on turn 4, bringing out the yellow flags. 175 Pursey led 297 Bailey and 846 England for the restart, with England stuffing Bailey into Pursey into turn 1, causing a pile up with England riding over Bailey, as behind the pack crashed in with NI925 McConnell also getting airborne to ride right over 828 Coombs' bonnet. The yellow flags came out again, with NI312 Kincaid the new leader for the restart ahead of 627 Sillifant and 801 Cave. 175 Pursey launched at 800 Sampson round turns 1 and 2, riding over Sampson's front wheel to go into a big roll, getting clipped by Sampson as he rolled, to end near the armco on the exit of turn 2. The race was again halted, with Pursey climbing out of his upturned car which had a wrecked aerofoil. The restart saw just 10 cars remaining, NI312 Kincaid leading with 16 Wallace passing 627 Sillifant for second. 560 Wrench then shed a wheel into turn 1, bringing out the yellow flags again, with just 8 surviving for the next restart. NI312 Kincaid still led from 16 Wallace and H136 Lenssen, with 854 Dawson hitting Lenssen into turn 1 to move into third. NI312 Kincaid took the flag, while 387 Jason McDonald dished out a last bender to 627 Sillifant to gain a place and end quite a destructive race.

A turn 3 melee at the start of the Final saw 676 Hooper clamber over 387 McDonald, bringing out the yellow flags. On the restart, 59 Dimmick and 476 Wadling tangled on turn 3, as 761 Bowyer and H136 Lenssen did likewise off turn 4. 242 Bate led from 913 Bartram, as 1 Marshall hit 7 Moodie into turn 1 to pass. 581 Fallows shoved past 913 Bartram for second, with 700 Rubery and 647 Burgoyne also getting the better of Bartram soon after. The bumpers then went in on turn 3, with 700 Rubery emerging as the new leader ahead of 647 Burgoyne and 581 Fallows. 1 Marshall then buried 242 Bate into the fenced 321 Holly Glen on turn 2, the yellow flags coming out to check on the latter. The restart over just one lap saw 700 Rubery leading 647 Burgoyne and 581 Fallows, but the bumpers failed to go in and the order remained the same with Rubery taking the chequered.

The O'er the Border Grand National saw 581 Fallows and 627 Sillifant soon pass 800 Sampson for first and second, as 768 Adcroft spun on turn 2. NI747 McKinstry collected the fence on turn 1, as 647 Burgoyne moved into third and 968 Brennan into fourth. Burgoyne and Brennan then overhauled Sillifant, with Burgoyne diving at 581 Fallows into the last bend, but he missed and Fallows took the win.

1300cc Stock Cars – World Championship (Sat 51 cars, Sun 34 cars, Weekend Total 53 drivers, 52 cars)

Drivers Racing:

4 Kevin Letford	121 Luke Morphey	323 Sam Rigby	631* Peter Low
08 Lee Green	124 Andrew Mathieson	333* Dan Weavers	638 Darren Rae
9* Dale Robertson	125 Euan Mathieson	336* Allen Bruce	653 Gemma Rainer
9† Kenny Swankie	129 Will Morphey	340 Wes Freestone	661* Michael Heath
23* Lee Pearce	137 Curtis Tebbenham	341 Austen Freestone	686 Pete Beldom
29* David Anderson	145 Calvin Blake	346* Antony Warne	713 Ian Beaumont
33 Jon McQuillan	149 Todd Payne	352* Keith Simmons	731* Barry Wade
42 Billy Wilson	161† Billy Smith	371* Mark Bloss	880 David Bowman
46* Paul Aylward	167 Jimmy Morris	379* Ben Whitehall	922 Curtis Greer
60 Jack Mayle	171 Adam O'Dell	385* Kevin Thurlow	923 Chris Hamill
63 David Auld	212 Nicky Lowry	400* Kevin Shinn	924 Ivan Elliott
67 Craig Haxton Jnr	218* Richard Smith	415 Jamie Blackman	
71 Steve O'Dell	258* Wilf Bridges	511 John Smoothy	
92 Lee Rudge	322* Marc Hughes	529* Jason Secker	

* Sat only

† Sun only

Results:

Sat:

World Final (51 cars): 129, 171, 371, 323, 71, 33, 379, 922, 880, 67, 638, 149, 322, 336, 4, 661, 121, nof.

Heat 1 (36 cars): 60, 323, 713, 171, 149, 415, 129, 145, 661, 92.

Final (32 cars): 42, 121, 60, 346, 713, 129, 46, 323, 145, 171.

Allcomers (23 cars): 323, 149, 121, 212, 415, 71, 713, 171, 638, 653.

Sun:

Heat 1 (cars): 323, 923, 713, 42, 121, 137, 167, 171, 60, 653.

Heat 2 (cars): 60, 167, 923, 713, 638, 121, 922, 171, 71, 129.

Final (cars): 167, 60, 129, 121, 92, 42, 341, 171, 713, nof.

With not too many non-qualifying drivers booked in, the decision was made to put everyone into the World Final, which was the first race. This saw 923 Chris Hamill on pole with 171 Adam O'Dell alongside, while 340 Wes Freestone and 67 Craig Haxton Jnr were on row 2 and 167 Jimmy Morris and 653 Gemma Rainer on row 3. While the grid was forming, 400 Kevin Shinn's steering arm failed, and so he hastily went back to the pits, and managed to get back on track to line up before the start. 923 Hamill was away from the drop of the green, as 333 Dan Weavers and 212 Nick Lowry both spun on the back straight. 60 Jack Mayle spun on the home straight, before 258 Wilf Bridges and 125 Euan Mathieson tangled on the home straight. 171 O'Dell was squeezed into the fence off turn 4 by 167 Morris, as 258 Bridges hooked out 340 Freestone on the back straight. 511 John Smoothy spun into Freestone, before 145 Calvin Blake spun on the back straight, soon joined by 4 Kevin Letford following a melee. 631 Peter Low shed a wheel on turn 2, which bounced off the armco and landed on the infield, before 653 Rainer spun on turn 2. 23 Lee Pearce heavily fenced 400 Shinn on turn 2, Shinn collecting the fenced 631 Low to burst into flames. The race was halted and the fire put out, with 923 Hamill leading the restart from 129 Will Morphey, 137 Curtis Tebbenham and 371 Mark Bloss. Morphey soon shoved 923 Hamill wide into turns 1 and 2, only for Hamill to come back and take him wide on turn 4. Hamill retook the lead, with 137 Tebbenham now second and 129 Morphey third, with Tebbenham then getting the better of Hamill. 129 Morphey also overhauled Hamill before shoving Tebbenham into the turn 1 armco, only for Hamill to go into the lead once again from 371 Bloss. Bloss then took over the lead, with Hamill retiring to the infield, the backmarking 121 Luke Morphey spinning Bloss on turn 2 for 129 Morphey to go ahead once again. 121 Morphey then fenced 137 Tebbenham on turn 1 before unsportingly ramming the stationary Tebbenham on the next lap. 121 Morphey then got in the way of 371 Bloss and 171 O'Dell, 129 Morphey getting away to take the win, while 171 O'Dell overhauled Bloss in the closing stages to take second.

638 Darren Rae had an early spin on turn 2 in heat 1, as 92 Lee Rudge set the pace. 212 Lowry spun on the back straight, as 333 Weavers spun on the opposite side of the track. 686 Pete Beldom spun at the end of the home straight to get hit by the traffic, including 121 Morphey, as 60 Mayle took over the lead around half distance. 336 Allen Bruce had a big home straight spin, before 922 Curtis Greer spun 67 Haxton into the winner's ramp on the back straight, while 60 Mayle went on to take the flag.

29 David Anderson led the field away for the Final, before 661 Michael Heath got up his inside. A home straight melee forced 336 Bruce into the armco and he rode up it to roll onto his side, then back onto all fours before tipping over onto his other side. The red flags came out with 661 Heath leading 42 Billy Wilson for the restart, Wilson soon taking over the lead. 33 Jon McQuillan and 29 Anderson tangled off turn 2, with Anderson spinning onto the infield, as 42 Wilson claimed victory.

The Allcomers was headed by 661 Heath, before 149 Todd Payne nipped through on the inside round turn 3, with 323 Sam Rigby moving into second. Rigby then overhauled Payne, with Heath retaking second, before the latter was half spun by 23 Pearce. Pearce, 686 Beldom, 661 Heath, 171 O'Dell and 46 Paul Aylward then had a close battle before tangling off turn 2, as 323 Rigby took the chequered.

Sunday saw a reduced field racing, but there were two extra drivers, with 161 Billy Smith's mechanical gremlins that had kept him out of the World Final having been sorted, while 9 Dale Robertson's car was now being piloted by Kenny Swankie.

The first heat started with 125 Mathieson spinning off turn 2, before 4 Letford and 638 Rae spun off turn 4. 67 Haxton was spun on the home straight and into the infield bank, as 92 Rudge led. 08 Ady Green half spun 922 Greer on turn 1, before 124 Andrew Mathieson spun on the home straight. 922 Greer again spun, as 4 Letford hooked out 92 Rudge. 511 Smoothy dropped back down the places as 149 Payne took over the lead from 42 Wilson. Wilson then overhauled Payne, as 08 Green spun 71 Steve O'Dell on the back straight. 161 Billy Smith fenced 686 Beldom on turn 2, before steaming him down the back straight and into the turn 3 armco, leaving Beldom wrecked. In the closing stages, 323 Rigby got the better of 42 Wilson to take his second win of the weekend.

92 Rudge again set the pace for heat 2, as 67 Haxton collected the turn 2 fence. 4 Letford spun on turn 4, with the yellow flags coming out, 63 David Auld soon passing 92 Rudge for the lead on the restart. 121 Morphey stuffed 713 Beaumont into 137 Tebbenham on turn 2, sending Tebbenham up the armco and over onto his roof. The yellow flags came out again, with 60 Mayle now leading for the restart from 923 Hamill and 638 Rae. The backmarking 161 Smith lunged at 60 Mayle into turn 1, but missed and fenced himself, before 924 Ivan Elliott fenced the new World Champion 129 Morphey on turn 4. 60 Mayle took the chequered flag for his second victory of the weekend.

92 Rudge set the pace in the Final, as 713 Beaumont hit 880 David Bowman wide into turn 3, and then 922 Greer into turn 1, both hitting the fence. 42 Wilson shoved 33 McQuillan round turns 1 and 2 before fencing him on turn 3, with McQuillan spinning. 653 Rainer ran hard into McQuillan, with 341 Austen Freestone running into her, to bring out the yellow flags to check on McQuillan. However, having pulled onto the infield, Rainer was also in pain and required the ambulance. We understand she has bad bruising and wish her a speedy recovery. 92 Rudge led the restart from 60 Mayle and 125 Mathieson, with Mayle taking over the lead as 167 Morris moved into second. 42 Wilson hooked out 922 Greer off turn 2, as 121 Morphey stuffed 713 Beaumont into 171 O'Dell on turn 2, O'Dell spinning as Beaumont and Morphey continued to feud, before Morphey spun Beaumont on turn 4. 60 Mayle dived wide into the last bend to try and avoid the last bender from 167 Morris, but Morris took him wide to the fence to steal the win.

National Hot Rods – World Qualifier (29 cars) (Sun only)

Drivers Racing:

22 Rich Adams	48 Layton Milsom	160 Frank West	305 Billy Wood
23 Aaron Dew	55 Alistair Lowe	162 Carl Waller-Barrett	339 Daniel Hunn
27 Mikey Godfrey	66 Martin Heath	174 Jason Kew	467 Winnie Holtmanns
31 Dick Hillard	72 Willie Hardie	196 Dave York	491 Colin Smith
42 Shane Bland	92 Jack Blood	197 Sean Cusack	615 Chris Lehec
43 Peter Elliott	117 Robert McDonald	209 Kym Weaver	
44 Dave Garrett	136 Ivan Grayson	217 Brett Walter	
45 Mark Edwards	152 Shaun Taylor	304 Danny Fiske	

Results:

Heat 1 (29 cars): 22, 136, 72, 339, 23, 305, 117, 66, 92, 491.

Heat 2 (28 cars): 305, 45, 72, 209, 304, 339, 92, 44, 491, 174.

Final (26 cars): 305, 209, 174, 117, 72, 42, 304, 92, 217, 23.

217 Brett Walter had a spin in heat 1, as 44 Dave Garrett led the field round. 136 Ivan Grayson moved into second and then got on Garrett's outside to take the lead. 22 Rich Adams got up 44 Garrett's inside for second and gave chase to 136 Grayson. Adams clipped Grayson on turn 2 before going through on the inside, taking the win, while 196 Dave York blew up in the closing stages to end his day's racing.

160 Frank West led the second heat, but then slowed round turns 3 and 4, 44 Garrett taking over from 55 Alistair Lowe and 43 Peter Elliott. 136 Grayson then came to a halt on the inside of the entrance to turn 1 to bring out the yellow flags. On the restart, 117 Robert McDonald half shed his back wheel down the back straight, his car shuddering before coming to a halt on turn 3, before 23 Aaron Dew and 152 Shaun Taylor tangled on the home straight with Taylor slapping the fence before they both ended on the inside of turn 1. The yellow flags came out again, with 44 Garrett leading the restart from 45 Mark Edwards and 339 Daniel Hunn. 42 Shane Bland and 31 Dick Hillard spun on the home straight, as 45 Edwards got up 44 Garrett's inside for the lead. 305 Billy Wood moved into second soon after before going through on the inside of turn 2 for the lead and the win.

The points from the heats placed 72 Will Hardie on pole for the Final with 305 Wood alongside, Hardie taking the lead from Wood and 304 Danny Fiske. 305 Wood took to the outside line and for a number of laps door handled with Hardie. 66 Martin Heath and 162 Carl Waller-Barrett spun on turn 2, the leaders having to take a wide line round the latter, with 305 Wood bouncing off the turn 2 armco after which he took the lead. 92 Jack Blood spun 491 Colin Smith off turn 2, before 22 Adams spun on the home straight. 304 Fiske then took the outside line of 72 Hardie, and the pair went round for a number of laps as they battled for second with 209 Kym Weaver right behind, while 305 Wood opened up a gap. 162 Waller-Barrett and 339 Hunn tangled on the home straight, Hunn then punting Waller-Barrett into turn 3, before the backmarking 467 Winnie Holtmanns half spun into the turn 3 fence. 304 Fiske then drifted wide and dropped down the placings, as 305 Wood's lead was now around half a lap. 209 Weaver tried 72 Hardie's outside, only for Hardie to go wide into turn 1, Weaver managing to cut back to the inside for second from 174 Jason Kew and 117 McDonald with two laps to go. However, 305 Wood was never going to be caught and took his second win of the day.