



Action from the F2 World Final Weekend, with (clockwise) H136 Rick Lenssen stuck under a marker tyre during the World Final on the Saturday, while from Sunday is 527 James Riggall's rollover after riding over 854 Robbie Dawson, H29 Cor Schutter stuck up the fence and on 7 Gordon Moodie, and from the Saloons is 26 Tommy Barnes rolling 399 Cole Atkins

Kings Lynn – Sat / Sun 9th / 10th September

F2 Stock Cars – World Final / World Consolation Semi-Final / Alan Benson Trophy / O'er the Border Trophy / Duncan & Margaret Farrington Trophy (Sat 104 cars, Sun 65 cars, Weekend Total 108 cars. Sat 1st 6 from World Cons Semi-Final to World Final. 1st 10 from Heat 1, World Final and Cons to Final. Sun 1st 12 from heats and cons to Duncan & Margaret Farrington Trophy Final)

Drivers Racing:

H2 Jouke Visser
 7 Gordon Moodie
 12 Daniel Ford
 13 Andy Ford
 16* Craig Wallace
 24* Jon Palmer
 H24* Willie Peeters
 26 Gary Ford
 H29 Cor Schutter
 38 David Polley
 41 Dennis Middler
 H47 Patrick Tersteeg
 NI47 Sean McFerran
 53* Philip Mann
 55 Courtney Finnikin
 59* Lee Dimmick
 73* Dale Bennett
 IOM77 Kevin Hooper
 81 Mark Clayton
 101* Kelvyn Marshall
 103* Carl Issitt
 H103 Chris van der Elst
 108† John Riley

H126 Sjoerd Kranenburg
 H129 Michael Schutter
 132* Dan Birkin
 136* Kyle Taylor
 H136* Rick Lenssen
 142 Jonathan Hadfield
 154* Michael Green
 H154* Kay Lenssen
 158 William Clement
 184 Aaron Vaight
 H186* Ricardo Schmidt
 H191 Fransie Burhenne
 219 Chris Mitchell
 225 Tony Blackburn
 226* Billy Webster
 231* Matt Clayton
 H231 Peter Schut
 235 Bradley Blyth
 252† Sam Claxton
 276† Chris Sutton
 277 Billy Banwell
 H281 Daniel van Spijker
 282* Anthony Riley

301* Charlie Whitfield
 H305 Ron van Wamelen
 NI312* Christopher Kincaid
 318 Leyton O'Reilly
 319 Sheldon Wadsworth
 326 Johnny Hall
 H335 Rick de Graaf
 369 Mick Ford
 376 Darren Seneschall
 377 Daz Shaw
 431 Andy Gibbs
 441 Micky Branston
 449* Mark Dorrill
 464* Matthew Linfield
 488* Liam Bentham
 504* Matt Everard
 H512 Guus Hermkens
 527 James Riggall
 533* John Whittaker
 544 James Rogers
 560 Luke Wrench
 578 Mark Gibbs
 581 Dan Fallows

629 Euan Millar
 630* Justin Parker
 662* Steve Wycherley
 669* John Hindley
 700* Adam Rubery
 706* Brent Russell
 724 Tom Pell
 728 Carl Pilkington
 732* Daz Kitson
 735* Mick Haworth
 NI747 Bradley McKinstry
 770 James Lamb
 787* Ollie Hertzog
 788 Stephen Mallinson
 H799 Ad Kamps
 817* Timothy Bailey
 823* Sam Wagner
 854 Robbie Dawson
 871* Mark Simpson
 886* Chris Bradbury
 894 Tom Bradley
 905 Rob Mitchell
 H929 Colin Schutter

111 Lewis Geach
113 Pat Issitt
121* Henry King
H124 Wim Peeters
* Sat only
† Sun only

283 Gary Allen
297* Paul Bailey
298 Jake Walker
299* Steve Smith

599* Jon Lawrence
606* Andrew Palmer
615 Josh Coleman
618 Ben Lockwood

941† Jamie Lane
977* Dave Massey
995 Michael Lund
NI998* Graham Fegan

Results:

Sat:

Overseas Lap Times

| No | Session 1 | Session 2 |
|-------|---------------|---------------|
| H24 | 24.129 | 19.256 |
| H124 | 24.500 | 19.484 |
| H154 | 24.100 | 19.963 |
| H47 | 25.715 | 20.318 |
| H129 | 23.565 | 20.404 |
| NI998 | 26.112 | 20.507 |
| NI747 | 23.644 | 20.676 |
| H136 | 22.910 | 20.898 |
| NI47 | 26.081 | 22.247 |
| NI312 | 22.367 | - |
| IOM77 | 25.242 | 23.182 |

World Cons Semi-Final (33 cars): 225, 995, 905, 377, 871, 298, 55, 560, 219, 59.

Heat 1 (40 cars): 788, H186, 26, 662, H103, 599, 136, H29, 132, H126.

World Final (Heat 2) (37 cars): H124, 7, 226, 298, 101, 905, 886, 700, H154, 301, 318, NI47, 618, 581, IOM77, nof.

Cons 1 (48 cars): 464, 823, H129, 995, H335, 59, 111, 578, 560, H305.

Cons 2 (15 cars): 441, 38, 377, 581, 219, 599, 121, 318, NI747, 854.

Alan Benson Trophy Final (33 cars): 7, 298, 38, 905, 995, H129, 219, 700, 560, 318.

O'er the Border Trophy GN: Cancelled.

Sun:

O'er the Border Trophy Heat 1 (28 cars): 995, 377, 578, 13, 55, H512, 560, H29, H2, 431, 283, 728.

Heat 2 (37 cars): H929, 298, 12, H126, H281, 618, 615, 113, 108, 225, 369, 252.

Cons (32 cars): 441, 7, 38, 788, 905, H305, 629, 26, H103, 544, H124, 319.

Duncan & Margaret Farrington Trophy Final (32 cars): 55, 377, 225, 298, 995, 615, 12, 560, 283, 788.

GN (24 cars): 298, 995, 615, H929, 55, 618, H129, H335, 441, H29.

The Overseas Time Trials had to be delayed due to heavy rain at the scheduled time, and actually took place just before start time, with the track still rather moist with spots of rain coming down again. NI998 Graham Fegan came in as a replacement for NI929 Conor Hughes. Two 5-minute sessions were run, with all the drivers out on track at once, every driver recording a better time during the second session when the track was in better shape, bar NI312 Chris Kincaid. Kincaid had set the fastest time during the first session but then had the misfortune of colliding with a spun H24 Willie Peeters early in session 2 to damage his car and pull off without managing a lap, while ironically H24 Peeters went on to put in the fastest lap to claim third row inside from son and defending champion H124 Wim.

The World Consolation Semi-Final lined up with 488 Liam Bentham on pole and 905 Rob Mitchell alongside, 362 Dave Harley, 402 Lee Darby, 524 Michael Wallbank and 652 Stevie Forster the four eligible drivers that were missing. The race started with 299 Steve Smith spinning on the back straight as 488 Bentham took an immediate lead, only to be quickly passed by 560 Luke Wrench on turn 4. 905 Mitchell moved into second as 449 Mark Dorrill and 578 Mark Gibbs tangled to hit the pit gate. 488 Bentham moved back into second from 995 Michael Lund, the latter then being overhauled by 225 Tony Blackburn. 231 Matt Clayton and 299 Smith tangled to spin onto the infield off turn 2, as 225 Blackburn took over second. 787 Ollie Hertzog and 282 Ant Riley clashed on turn 4 to tangle, 871 Mark Simpson collecting them before 488 Bentham and 219 Chris Mitchell also crashed in and into the marker tyres. The yellow flags came out to check on 488 Bentham, who was not responding to the marshall, as he was actually trying to get his car going again and drove off. The restart saw 13 Andy Ford, 231 Clayton, 283 Gary Allen, 299 Smith, 449 Dorrill, 488 Bentham, 504 Matt Everard, 578 Gibbs and 977 Dave Massey all retired on the infield, with 560 Wrench leading 225 Blackburn and 995 Lund. 282 Riley spun on turn 3 as 377 Daz Shaw took over third, before 225 Blackburn spun 560 Wrench on turn 2 for the lead. 121 Henry King tangled with 728 Carl Pilkington on turn 4, and they collected the fence with King riding over Pilkington's front, as 995 Lund overhauled 377 Shaw for second, 905 Mitchell moving into third. 225 Blackburn then tangled with the backmarking 41 Dennis Middler on turn 2 on the penultimate lap, allowing 995 Lund to close on him, but Blackburn remained ahead to take the win.

The first heat started with 735 Michael Haworth spinning on the back straight to get collected head-on by 894 Tom Bradley, as 630 Justin Parker led from 431 Andy Gibbs and 113 Pat Issitt. Issitt then clashed with Gibbs to ride over his wheel into turn 3 and they both spun, as 630 Parker spun into the turn 4 fence. 277 Billy Banwell inherited the lead as a result from 26 Gary Ford and 662 Steve Wycherley. The yellow flags then came out for the spun 706 Brent Russell and 533 John Whittaker off turn 2, with 277 Banwell still leading for the restart, as H335 Rick de Graaf spun in the pack on turn 1 but survived to continue. A small pile up then formed on turn 1, with H929 Colin Schutter pulling a wheelie as he rode over another car, before H103 Chris van der Elst rode over 599 Jon Lawrence on the back straight. 26 Ford moved into the lead from 788 Steve Mallinson, before the yellow flags waved again for the fenced 103 Carl Issitt on turn 3. 26 Ford led 662 Wycherley and H186 Ricardo Schmidt for the restart, as 735 Haworth half-spun to take a T-bone from 669 John Hindley. H231 Peter Schut spun on the home straight, as 788 Mallinson barged his way into the lead on turn 4, going on for the win, with H186 Schmidt getting the better of 26 Ford for second.

The World Final grid assembled with all the qualifiers present, 7 Gordon Moodie & 16 Craig Wallace on the front row, with 854 Robbie Dawson & 38 David Polley on row 2 and H24 Peeters & H124 Peeters on row 3. The start saw 854 Dawson half-tangle with 7 Moodie on turn 4, allowing 16 Wallace to shoot into the lead, 38 Polley and 7 Moodie giving chase. Moodie barged up Polley's inside into turn 1 for second, and they both went wide, as 16 Wallace went very wide off turn 2. H124 Peeters came sweeping through on the inside and into the lead off turn 2, as Wallace collected the fence before the pack hit him including 154 Michael Green, giving him quite a clobbering. H136 Rick Lenssen and NI312 Kincaid collected the marker tyres into turn 3, one of them ending on Lenssen's bonnet as the yellow flags came out to check on 16 Wallace. Joining 16 Wallace as retired on the infield were 38 Polley, H47 Patrick Tersteeg, H136 Lenssen, 154 Green, 377 Shaw, 606 Andrew Palmer, 823 Sam Wagner and 871 Mark Simpson. H124 Peeters headed the restart from 7 Moodie, 700 Adam Rubery and 226 Billy Webster, Webster soon hitting past Rubery into turn 1. 629 Euan Millar, 615 Josh Coleman and 995 Lund tangled on turn 4, before the yellow flags came out again for the fenced 225 Blackburn on turn 2. Out of the race for the next restart were H129 Michael Schutter, 225 Blackburn, 441 Micky Branston, 615 Coleman, 629 Millar, 854 Dawson and 995 Lund, with H124 Peeters leading from 7 Moodie and 226 Webster. The yellow flags stayed out at the end of the rolling lap as H124 Peeters was too keen to go, and so another roller saw the first three get away, as 298 Jake Walker hit past 101 Kelvyn Marshall for fourth. The race then settled down, with Peeters, Moodie and Webster all motoring round unable to gain on each other, as IOM77 Kevin Hooper collected the back straight fence. 101 Marshall got the better of 298 Walker, but Walker then repassed him, as H124 Peeters went on to take the chequered. Post-race scrutineering found a problem with the offset on his engine, but following a technical committee meeting, it has been decided that the way the rule has been written is "slightly flawed" and so the result stands and H124 Wim Peeters is World Champion.

The first consolation saw a ridiculously huge field of 48 cars line up, the red tops getting into a tangle on the rolling lap resulting in a spin on the pit bend for 41 Middler. When the race got going, 73 Dale Bennett and 319 Sheldon Wadsworth spun on turn 4, a pile up then forming which cleared. 724 Tom Pell led as the yellow flags came out to check on 231 Clayton. The restart was headed by 113 Issitt from 55 Courtney Finnikin and 376 Darren Seneschall, 55 Finnikin soon moving into the lead before the yellows were out again with 113 Issitt stuck on turn 4. 55 Finnikin led away the restart, as 560 Wrench clambered over 369 Mick Ford on turn 4. 81 Mark Clayton and 319 Wadsworth spun on the home straight, as 977 Massey came through into second from 464 Matt Linfield. 55 Finnikin tangled with 73 Bennett on turn 4, handing the lead to 977 Massey with a couple of laps to run, and he went on to take the chequered. However, he was then disqualified from the result as his wheelguard had come loose on the last bend, the win going to 464 Linfield.

It was one extreme to the other, with just 15 cars for consolation 2, 121 King the early leader from 441 Branston and 599 Lawrence. King went wide on turn 1, allowing 441 Branston into the lead from 377 Shaw. 38 Polley shoved through into third, as 441 Branston went on to claim victory.

Eight of the qualifiers failed to grid for the Alan Benson Trophy Final, with H103 van der Elst leading, as 662 Wycherley spun on turn 4. 132 Dan Birkin clipped him, before H186 Schmidt crashed in head-on to bring out the yellow flags. H103 van der Elst headed the restart from 26 Ford and 441 Branston, Ford spinning on turn 2, allowing Branston into second and 464 Linfield third. Linfield was then overhauled by 7 Moodie, as 441 Branston took over the lead. 823 Wagner clambered over H335 de Graaf on turn 1, bringing out the yellow flags again with Wagner stuck on the racing line along with 59 Lee Dimmick. 441 Branston was slow to get going on the restart, H103 van der Elst shooting back into the lead but he was soon passed by 7 Moodie, with 995 Lund taking over second after spinning H103 van der Elst on the road bend. 132 Birkin spun on turn 4, prompting the yellows once again, 7 Moodie leading 995 Lund and 101 Marshall for the restart. 38 Polley soon shoved his way through into second, with 298 Walker moving into third, as 101 Marshall rode over H126 Sjoerd Kranenburg on turn 4 and into the marker tyres. On the last lap, 298 Walker passed 38 Polley for second, but they could not catch 7 Moodie who took the win. Polley dished out a last bender on Walker, but Walker remained ahead for second.

Unfortunately, due to the late running of the meeting, the Grand National for the O'er the Border Trophy was cancelled.

Sunday's racing saw a significant drop in numbers, despite there being an extra four drivers present, and so the format was adjusted to two heats and a single consolation.

The O'er the Border Trophy was put on Heat 1, with drivers that would have been likely to have done the night before's GN gridding for the race. 277 Banwell set the early pace from H2 Jouke Visser and 431 Gibbs, Visser then hitting 277 Banwell wide but he rode around the plating on turns 3 and 4. Banwell remained in the lead with Gibbs moving into second, H2 Visser then tangling with 55 Finnikin on the back straight. 13 Andy Ford overhauled 431 Gibbs for second, before diving up 277 Banwell's inside down the back straight and into turn 3 for the lead. 13 Ford's car started going smoky, as H799 Ad Kamps clashed with 527 James Riggall to spin on the back straight and bring out the yellow flags. 13 Ford led 995 Lund and 377 Shaw for the restart, with Lund soon bumpering past Ford into turn 1 for the lead. Ford came back at Lund into turn 3, but they both went wide and Lund remained in the lead, before 854 Dawson and 527 Riggall clashed on turn 4, Riggall riding over Dawson's bonnet to roll onto his side. The race was cautioned once again, with 995 Lund leading 13 Ford and 377 Shaw for the restart, Shaw getting the better of Ford for second, while 995 Lund went on to take the chequered.

Heat 2 saw 113 Issitt take an early lead from 276 Chris Sutton and 770 Jay Lamb, as 544 James Rogers spun on turn 4. 38 Polley spun 7 Moodie on turn 2, before 276 Sutton spun on turn 1. 376 Seneschall went through to take over the lead chased by 26 Ford and 252 Sam Claxton, as 38 Polley and H124 Peeters spun into the turn 1 fence. A pile up followed, which brought out the yellow flags, with 376 Seneschall heading 12 Daniel Ford and H929 Schutter for the restart. 12 Ford took over at the front, with H929 Schutter bumpering him into turn 3, before getting the better of Ford on turn 3 on the next lap. 38 Polley shoved past 26 Ford to move into third, with 298 Walker and 225 Blackburn just behind in close contention, the bumpers going in into turn 3 for Polley, Walker and Blackburn to bounce round the turn 3/4 plating. 225 Blackburn took over third before tangling with 38 Polley on turn 4, causing 26 Ford to crash into the marker tyres. 298 Walker took over third, before the now backmarking 225 Blackburn hit H929 Schutter wide into turn 3, but the Dutchman remained in the lead. On the penultimate lap, 298 Walker got past 12 Ford on turn 4 for second, as H929 Schutter claimed the flag.

The consolation was led away by 276 Sutton from 277 Banwell and 724 Pell, before the latter pair spun on turn 4. 527 Riggall rode up the fence on turn 4 where he had rolled earlier, before 219 Mitchell clambered over 527 Riggall down the home straight, Riggall ending parked against the fence on turns 1 and 2. 235 Bradley Blyth spun on turn 4, before 277 Banwell collected the turn 1 fence to scuff round it at speed and into the stationary 527 Riggall. 441 Branston passed 724 Pell for second, as the leading 276 Sutton half spun on turn 3 before collecting 854 Dawson on turn 1, the yellow flags coming out for both of them. 441 Branston led the restart from 724 Pell and 905 Mitchell, as fourth placed H129 Schutter clashed with 581 Dan Fallows on turn 2. 26 Ford fenced H103 van der Elst on turn 3, before having 219 Mitchell ride over him on turn 4 and into the marker tyres. 7 Moodie moved into second place from 38 Polley, as 142 Jonathan Hadfield clambered over 235 Blyth on turn 4. 441 Branston managed to stay ahead of 7 Moodie over the remaining distance to take his second win of the weekend, while 905 Mitchell dished out a last bender on 38 Polley, sending them both wide in the battle for third.

The Duncan & Margaret Farrington Trophy Final saw four qualifiers fail to grid, with 431 Gibbs leading H2 Visser and 113 Issitt, as 615 Coleman had an early turn 4 spin. 12 Ford shoved his way into second, as 7 Moodie clashed with H29 Cor Schutter into turn 1, and they both went wide into the fence, Schutter riding up and round the plating to end parked on his side on top of Moodie on turn 2. The race was halted, with Schutter climbing out of his car to a big cheer from the crowd. 12 Ford led 55 Finnikin and H2 Visser for the restart, Finnikin barging past Ford into turn 1 for the lead.

615 Coleman rode over 905 Mitchell on turn 1, with the following cars crashing in, the yellow flags coming out as 369 Ford had taken a knock. 55 Finnikin led 12 Ford and 441 Branston for the next restart, Branston soon taking over second before he was passed by 377 Shaw, with 12 Ford going back into third. 618 Ben Lockwood rode up the turn 1 fence, as H103 van der Elst joined the battle for second, the placemen clashing on the back straight resulting in H103 van der Elst and 441 Branston careering into the turn 3 marker tyres. 12 Ford tangled with 788 Mallinson, spinning Mallinson into the turn 1 fence, as 225 Blackburn took over third, while 55 Finnikin kept ahead of 377 Shaw to take the win.

H2 Visser set the pace in the National, as 158 Will Clement spun on turn 4. 728 Pilkington collected the turn 1 fence to get airborne and nearly roll, bringing out the yellow flags. H2 Visser headed 12 Ford and H103 van der Elst for the restart, with Ford soon moving into the lead ahead of 788 Mallinson. H103 van der Elst put in the bumper into turn 3 to cause a melee, with 219 Mitchell spinning and getting T-boned up the home straight by 235 Blyth, the yellow flags quickly coming out for 219 Mitchell just as he got going. 788 Mallinson led H103 van der Elst and 298 Walker for the next restart, Walker getting through to lead, as 441 Branston spun H129 Schutter into the turn 1 fence. H335 de Graaf spun H103 van der Elst into the fence on turn 3, as 995 Lund moved into second from 618 Lockwood. 615 Coleman got the better of Lockwood for third, while 298 Walker kept 995 Lund at bay to claim the chequered.

Saloon Stock Cars – ORCi Championship / Double Trouble (Sat 54 cars, Sun 36 cars, Weekend Total 54 cars. Sat – Three-fifths heats, points 15 down to 1. Top 36-point scorers to ORC Championship, grid in points order. Sun – Two-thirds heats)

Drivers Racing:

| | | | |
|----------------------|-----------------------|---------------------|------------------------|
| 19 Darren Mansi | 157* Max Stott | 350* Thomas Parrin | 610* Trent Artherton |
| 24 Richard Skeels | 158 Shane Davies | 351 Lewis Byron | 641 Willie Skoyles Jnr |
| 26 Tommy Barnes | 161 Billy Smith | 386 Daniel Petters | 671 Ross Graham |
| 29 Alan Hooker | 171 Adam O'Dell | 399 Cole Atkins | 682* Paul Sparrow |
| 30 Thomas Howard | 182* Lewis Gallie | 409* Carl Pears | NI711 Anthony Mclvor |
| H32 Frankie van Riet | 190 John Wagstaff | 420* Ivan Street | 730 Deane Mayes |
| 38 Barry Glen | 192 Robert Heanes | 425* Tom Balls | 733 Kyle Picton |
| 57 David Hughes | 220 Casey Englestone | 428 Lee Sampson | 777 Alan Ainslie |
| 78 Jack Thompson | 270* Matthew Fuller | 448 Martin Kibble | 800 Scott Greenslade |
| 99* Jacob Roff | 298* Ian Elms | 499 David Aldous | 808* Steven Tyson |
| 128 Craig Banwell | 304 Martyn Parker | 525* Wesley Starmer | NI811 Kieran Mclvor |
| 131 Timmy Barnes | 306 Daniel Parker | 538* Jake Swann | NI951 Robert Mawhinney |
| 140* Andrew Meen | H339* Jan Harm Kingma | 570 Simon Venni | |
| 148* Ian Redden | 349 Michael Allard | 603* Wayne Peckham | |

* Sat only

Results:

Sat:

Heat 1 (31 cars): 304, 306, 386, 161, 158, 800, 641, 157, 24, 349, 428, 610, 420, 131, 350.

Heat 2 (32 cars): 399, 538, 428, 158, 171, 570, 499, 641, 38, 448, 350, NI811, 140, 192, H32.

Heat 3 (30 cars): 161, 26, 499, 349, 420, 128, 306, 131, 148, 171, 733, 304, 24, 610, 682.

Heat 4 (29 cars): 682, 158, 24, 306, 157, 428, 399, 525, 671, 220, 641, 777, NI811, 57, 38.

Heat 5 (30 cars): 349, 220, 171, 499, 182, NI811, 57, 570, 26, 190, 161, NI711, nof.

ORCi Championship (34 cars): 349, 158, 220, 730, 641, 428, 161, 171, 26, 304. (Note: Amended result to that announced, 730 inserted into 4th)

Sun:

Whites & Yellows Heat 1 (16 cars): 161, 128, 38, 29, 19, 30, 448, 777, 192, 190.

Heat 2 (22 cars): 641, 570, 306, 399, 158, 499, 428, 304, 26, NI711.

Heat 3 (29 cars): 161, 570, 349, 158, 641, H32, NI711, NI811, 171, 399.

Double Trouble Final (28 cars): 161, 570, 730, 349, 428, 171, 158, 304, 220, 26.

Allcomers (14 cars): 161, 78, 349, 171, 730, 499, 220, 306, 399, 304.

The ORCi Championship on the Saturday drew drivers from Scotland, Northern Ireland and Netherlands.

Heat 1 was run on a wet track due to earlier rain, with the pack pushing into turn 3 from the off and 99 Jacob Roff spinning. 148 Ian Redden spun on the back straight to take a pounding from the traffic, with a pile up forming on turn 4 after Redden and 29 Alan Hooker had gone into the fence. 610 Trent Arthurton led from 161 Billy Smith and 24 Richard Skeels, as 409 Carl Pears spun on the home straight where he was collected by 99 Roff. 304 Martyn Parker moved into second and then overhauled 610 Arthurton for the lead just after half distance. 306 Daniel Parker took over second place, as 304 Parker went on to take the flag.

It was raining for heat 2 with 808 Steve Tyson hooking out 351 Lewis Byron on the home straight, as 298 Ian Elms spun on turn 2 along with 182 Lewis Gallie. 270 Matt Fuller led from 19 Darren Mansi and 192 Robert Heanes, as 777 Alan Ainslie and 525 Wes Starmer spun off turn 4. A number of spins followed on the tricky surface, as 538 Jake Swann hooked out 19 Mansi on the back straight and 399 Cole Atkins took over the lead. 428 Lee Sampson spun 499 David Aldous before the yellow flags waved for a problem with the fence. 399 Atkins led 538 Swann and 171 Adam O'Dell for the restart, as 350 Thomas Parrin spun on turn 2. 428 Sampson came up the order to run in third, as 399 Atkins stayed ahead to take the win.

99 Roff and H32 Frankie van Riet were early spinners on turn 4 in heat 3 which was headed by 24 Skeels from 610 Arthurton and 351 Byron. The latter was overhauled by 148 Redden before spinning on turn 4, Redden then spinning on turn 2. 800 Scott Greenslade spun 24 Skeels into the turn 1 tyres, handing the lead to 161 Smith from 610 Arthurton and 733 Kyle Picton. 128 Craig Banwell spun 808 Tyson off turn 4, before 161 Smith hooked out the backmarking 351 Byron off turn 2. 99 Roff spun NI711 Anthony Mclvor off turn 2, as 26 Tommy Barnes moved up the order to run in second from 349 Michael Allard, but they could not catch 161 Smith who took the flag.

Heat 4 saw 682 Paul Sparrow set the pace, as 140 Andrew Meen spun amongst the yellow tops on turn 4. 24 Skeels and 777 Ainslie gave chase to 682 Sparrow, as 304 Parker spun 140 Meen on the home straight. 298 Elms collected a turn 3 marker tyre at speed, before 304 Parker spun on turn 4 where he was collected by 409 Pears. 140 Meen was spun into the fence on the entrance to turn 1, as 158 Shane Davies moved into second. 190 John Wagstaff fenced 270 Fuller on turn 4, Fuller riding up the plating, as 682 Sparrow kept ahead of 158 Davies to record the win.

733 Picton and 30 Thomas Howard spun early in the fifth heat, before 190 Wagstaff ran into the home straight marker tyres. 270 Fuller led before being overhauled by 29 Hooker, with 448 Martin Kibble then taking over second. NI711 Mclvor spun and cut across the pit bend infield, as 171 O'Dell collected the turn 1 marker tyres. The race was then cautioned for 270 Fuller who was stranded against the home straight fence. 29 Hooker led 777 Ainslie and 448 Kibble for the restart, the latter soon being spun by 192 Heanes on the home straight, with 349 Allard somehow getting through an ever-decreasing gap between the spinning Kibble and the fence. 570 Simon Venni spun 499 Aldous on the road bend, as 349 Allard moved into second from 220 Casey Englestone. Allard passed 29 Hooker for the lead, Hooker then spinning on turn 2, before 26 Barnes spun 570 Venni on turn 2, the spinning Venni collecting and trapping 161 Smith against the fence. NI711 Mclvor spun 29 Hooker, as 349 Allard collected the chequered.

The points from the heat showed 158 Davies as top point scorer to claim pole position for the ORCi Championship, with 306 Parker alongside, while on row 2 were 499 Aldous & 349 Allard and row 3 161 Smith & 171 O'Dell. 730 Deane Mayes, who had failed to place in any of his heats, started at the rear of the grid as defending champion. 158 Davies took an immediate lead, only to be passed by 499 Aldous, 349 Allard then shoving both of them into the turn 3 fence to take the lead. A melee into turn 2 saw 161 Smith ride over the infield tyres, before the yellow flags came out for the spun 57 David Hughes who was against the fence on the back straight. 349 Allard led 158 Davies and 499 Aldous for the restart, with 386 Daniel Petters being spun on the back straight. 499 Aldous overhauled 158 Davies for second, as 24 Skeels was spun towards the home straight fence. A turn 4 skirmish caused 349 Allard to collect the marker tyres as 499 Aldous spun, 349 Allard continuing to lead from 158 Davies. 161 Smith fenced 641 Willie Skoyles Jnr in the closing stages on turn 4, as 349 Allard claimed the title.

Sunday's heat 1 was for the white and yellow grades, with 192 Heanes spinning on turn 1, as 448 Kibble set the pace. 29 Hooker overhauled 19 Mansi for second, with 24 Skeels also in close contention before he clipped the turn 1 tyres to spin. 29 Hooker also spun on the road bend, 161 Smith moving into third, as NI951 Robert Mawhinney collected the turn 1 marker tyres to wheelie. 161 Smith spun 19 Mansi off turn 2 for second before hitting past 448 Kibble on turn 1 for the lead. 386 Petters took over second before pulling off, as 351 Byron and 24 Skeels spun on the home straight. 192 Heanes spun 351 Byron on turn 2, as 161 Smith took the win.

NI811 Kieron Mclvor spun on the back straight early in the second heat which was headed by 448 Kibble from 351 Byron and NI951 Mawhinney. 26 Barnes spun 304 Parker on the back straight before 641 Skoyles hooked out Barnes on the home straight. NI951 Mawhinney took over second from 800 Greenslade, before 671 Ross Graham and 499 Aldous tangled with 349 Allard into turn 1 to collect the fence, Aldous T-boning Allard to roll him over and bring out the yellow flags. 448 Kibble led 399 Atkins and NI951 Mawhinney for the restart, Kibble soon spinning on turn 3 for Atkins to take over the lead. 499 Aldous spun 351 Byron on the home straight, before 220 Englestone fenced NI951 Mawhinney on turn 1 for second. 306 Parker then spun Mawhinney on the home straight, as 570 Venni moved into third. The yellow flags waved again with 671 Graham on fire on the back straight, the restart being led by 399 Atkins from 641 Skoyles and 570 Venni. A poor roller saw the yellow flags stay out, but the drivers started racing anyway, with 730 Mayes punting 220 Englestone towards the pit gate, Englestone riding up the plating to roll onto his roof as order was restored. At the next attempt, 641 Skoyles quickly passed 399 Atkins for the lead with 570 Venni taking over second, before he was barged into the turn 2 fence by 306 Parker. However, Venni then spun 306 Parker on the back straight, allowing 399 Atkins to go back into second, before 570 Venni bumpered past him into turn 1 with two laps to run. 641 Skoyles claimed the chequered, as 306 Parker launched at 399 Atkins into the last bend for third, and 26 Barnes hooked out H32 van Riet off the last bend.

190 Wagstaff and 304 Parker were early spinners in heat 3, as 158 Davies and 730 Mayes combined to spin 306 Parker on turn 2 and T-bone him around the plating. 570 Venni collected the spun 306 Parker on turn 2, before 304 Parker spun 24 Skeels at the end of the home straight. 777 Ainslie led from 304 Parker and 161 Smith, as a pile up formed on turn 1 with Skeels getting collected by the traffic, 30 Howard then running into Skeels as the yellow flags came out, with 800 Greenslade collecting Howard. 777 Ainslie headed 161 Smith and 304 Parker for the restart, as 192 Heanes and 306 Parker spun on turn 4. 304 Parker spun 131 Timmy Barnes to the fence off turn 4, shunting him down the home straight, as 570 Venni moved into third. 499 Aldous was spun into the turn 1 fence, as 161 Smith took the lead with 570 Venni and 349 Allard going into second and third. The race was then cautioned again with 192 Heanes in the fence off turn 4, 161 Smith getting away on the restart as 19 Mansi rode over the turn 3 marker tyres. 171 O'Dell and 428 Sampson collected the home straight tyres, as 349 Allard barged past 570 Venni into turn 1. A huge battle raged behind between 26 Barnes 158 Davies and 730 Mayes, with the bumpers going in as Venni again got ahead of Allard. 161 Smith took another win, while into the last bend, Allard launched at Venni in the battle for second, before another huge last bend shunt saw 399 Atkins stuffed up the fence by 26 Barnes and 306 Parker to roll onto his side before coming back down on all fours, getting hit again by 26 Barnes and shunted down the home straight as chaos reigned with H32 van Riet being stuffed into the home straight tyres for a superb end to the race.

The track was heavily watered for the Double Trouble Final, with 19 Mansi having an early turn 4 spin as 448 Kibble led 777 Ainslie and 733 Picton. 220 Englestone and 304 Parker spun on turn 2, before 399 Atkins did likewise on the back straight. 19 Mansi forced H32 van Riet into the home straight marker tyres, as 161 Smith moved into second before shoving past 448 Kibble into turn 3 for the lead. 570 Venni came up the order to run in second as 306 Parker spun into the turn 1 fence. 158 Davies and 730 Mayes tangled to nearly hit the marker tyres, before NI951 Mawhinney spun on turn 4 where he was collected by 399 Atkins. 190 Wagstaff ran into Atkins, bringing out the yellow flags. 161 Smith led 641 Skoyles and 570 Venni for the restart, Venni soon spinning Skoyles into the turn 1 fence, before then being fenced on turn 1 by 428 Sampson, with 349 Allard hitting Sampson, sending both Venni and Sampson riding up the turn 1 plating. 730 Mayes fenced 349 Allard on the road bend, as 306 Parker unlapped himself by passing 161 Smith, Smith then shoving him into the fence on turn 4 and into NI711 Mclvor, Smith going on to claim his hat-trick.

A small field for the Allcomers saw 24 Skeels set the early pace from 161 Smith and 78 Jack Thompson. 306 Parker spun into the home straight marker tyres, as 161 Smith went into the lead, before 78 Thompson bumpered past 24 Skeels on turn 4 for second. 26 Barnes then moved into third before he was passed by 399 Atkins. 349 Allard came up the places to take over third, as 26 Barnes spun on turn 1, barging 499 Aldous into the fence. 399 Atkins spun on turn 2 to get collected by NI711 Mclvor, as 161 Smith took yet another win to remain undefeated all day.