



Action from the F1 World Final Weekend, with 295 Lee Cooke rolled in the fence with H337 Dennis Tesselaar from Friday's F2 World of Shale meeting, 318 Rob Speak taking his second F1 World title and 2 Paul Harrison's roll from Saturday, and the tangle between 191 Josh Smith, 900 James Brown and 80 Keith Murphy that caused Smith to roll in the Rebels World Wide Rebellion on Sunday

Kings Lynn – Fri/Sat 18th/19th September

F1 Stock Car – Fri Overseas F1s, Sat World Final (Fri 41 cars, Sat 88 cars, Weekend Total 93 cars. Fri 1st 8 from heats and 1st 12 from cons to Final. Sat: 1st 8 from heats, 2nd-11th from World Final and 1st 10 from cons to Harry Smith Memorial Final)

Drivers Racing:

2 Paul Harrison	H61 Koen Maris	H195 Harmen Zwerver	338 Chris Brocksopp
4 Dan Johnson	H65 Hans Baegen	207 Ben Hurdman	H345 Boy Tesselaar
H6 Pascal Spigt	H79† Lourenz de Vries	212 Daniel Wainman	H348 Ed Tesselaar
H8 Martin Verhoef	84 Tom Harris	215 Geoff Nickolls	372 Colin Goodswen
16 Matt Newson	H87 Maarten Broekman	217 Lee Fairhurst	386 Joe Thompson
H17† Bouwe Arjen Hiddinga	91 Tony Smith	220 William Hunter	390 Stuart Smith Jnr
NZ19 Kerry Remnant	H92 Remco de Buck	H226 Pieter van der Iest	H393 Gert Elzinga
21 Mark Gilbank	NZ92 Kyle Fraser	H228 Jan Roelof Wijbenga	415 Russell Cooper
H21 Jeroen Wekema	H93† John de Buck	231 Daniel van Spijker	421 Jack Aldridge
24 Mark Adkins	94 John Dowson Jnr	H232 Hein Damstra	422 Ben Riley
H26† Jan van der Iest	H104 Jan Vrieswijk	238 Richard Bryan	H422 Marten Bijlsma
H27 Rutger Valk	H113 Raymond van den Hadelkamp	H240 Henk Jan Ronitz	445 Nigel Green
H29 Durk Greidanus	NZ118 Bryce Steiner	249 Jonathan Gibson	451 Martin Spiers
H30† Toon Schut	135 James Bailey	H250 Oscar Iliohan	463 James Morris
32 Chris Farnell	H148 Sjeng Smidt Jnr	259 Paul Hines	H477 Martijn Oudhuis
H36 Wendy Koopmans	150 Mick Sworder	267 Graeme Robson	512 Michael Steward
37 Chris Cowley	152 Neil Scothern	307 Tim Warwick	515 Frankie Wainman Jnr
H44 Gosse Hoekstra	H155 Pieter Langeveld	313 Karl Roberts	H595 Sander Borst
45 Nigel Harrhy	H161 Tom Maris	316 Billy Tom O'Connor	H604 Stefan van Rossem
H47 Danny van Wamelen	169 Billy Johnson	318 Rob Speak	H646 René de Groot
51 Dylan Williams-Maynard	174 Paul Poulter	321 Edward Neachell	H759 Erwin Goënga
53 John Lund	175 Karl Hawkins	326 Mark Sargent	
H54 Sierd de Vries	H179 Sjaak Kentie	335 Mark Woodhull	
55 Craig Finnikin	191 Joshua Smith	337 Dave Willis	

Results:

Fri:

Heat 1 (18 cars): H8, H228, H179, H161, H345, H36, H93, H27, H595, H104, H17, H44.

Heat 2 (22 cars): H477, H148, H87, H195, H30, H6, H348, H65, H604, H21, H422, H646.

Cons (23 cars): H47, H54, H29, H646, H226, H26, H240, NZ92, H604, H155, NZ19, H393.

Final (23 cars): H47, H345, H54, H8, H646, H348, H27, H240, H93, H65, NZ92, H148.

GN (27 cars): H477, H54, H604, H228, H345, H422, H93, H348, H8, H47, H148, H155.

Sat:

Overseas Time Trials:

No	Lap 1	Lap 2	Grid Pos
H228	18.341	17.297	18
H61	18.262	16.836	11
H65	No Time	18.491	33
H148	17.798	17.811	31
H27	17.791	18.216	24
NZ118	17.289	18.486	17
NZ19	16.912	18.192	12
NZ92	17.941	19.505	32
H226	16.761	18.510	6
H240	16.374	18.840	5
H113	17.461	20.469	23

Note: H21, H29 & H161 did not take part in the Time Trials, and gridded in positions 34, 35, 36 respectively

Heat 1 (26 cars): H422, H595, H477, 37, 94, H54, 152, H8, 24, H6, 451, 175.

Heat 2 (26 cars): H604, 316, 207, 220, 337, 335, H646, 313, 422, H155, H393, H348.

World Final (Heat 3) (36 cars): 318, 515, 16, 4, H148, 191, 338, H27, H65, H29, nof.

Cons (35 cars): H155, 421, 45, 150, 463, H44, 215, 169, 55, H759, nof.

Final (29 cars): 16, 515, 55, 337, 335, 463, H646, 169, H422, 37, H65, H155.

Ben Turner Trophy GN: Postponed – to be run at Buxton 11/10/15.

A good turnout for Friday's Overseas meeting with 38 Dutch and 3 New Zealanders.

H54 Sierd de Vries set the pace in the first heat, as H44 Gosse Hoekstra spun on the back straight. H232 Hein Damstra and H104 Jan Vrieswijk were running in second and third, but both spun together on turn 2, with H36 Wendy Koopmans and H8 Martin Verhoef moving into their places, as H161 Tom Maris bumped H179 Sjaak Kentie aside for fourth. H8 Verhoef moved into second, leaving H161 Maris and H36 Koopmans to fight over third before they both went wide on turn 2 for H179 Kentie to retake third place. H44 Hoekstra blew up in a cloud of steam down the home straight, before H54 de Vries clipped the turn 1 marker tyres to spin. H8 Verhoef took over the lead and the win, as H54 de Vries got going again after shedding his aerofoil.

H604 Stefan van Rossem headed the second heat, as H195 Harmen Zwerver spun in the pack on turn 1. H759 Erwin Goënga and H21 Jeroen Wekema both spun in separate incidents, before H26 Jan van der leest tangled with H646 René de Groot on turn 2 to spin. H47 Danny van Wamelen collected the fence off, as H604 van Rossem clipped the fenced NZ118 Bryce Steiner on turn 2 in a melee and spun, handing the lead to H477 Martijn Oudhuis with 2 laps to run. H6 Pascal Spigt launched at Oudhuis into turn 3 and they half tangled down the home straight, Spigt hitting the turn 1 marker tyres, as Oudhuis continued and took the win despite a flat tyre. Second over the line H240 Henk Jan Ronitz was disqualified from the result for failing to get his car weighed after the race.

H604 van Rossem led the consolation, before H104 Vrieswijk got up his inside. H21 Wekema and H422 Marten Bijlsma both spun, before H104 Vrieswijk spun himself on turn 1, handing the lead back to H604 van Rossem from NZ19 Kerry Remnant. However, Remnant spun on the back straight, as H47 van Wamelen took over the lead. H595 Sander Borst ran into the stationary H79 Lourenz de Vries on turn 3, as H47 van Wamelen claimed the flag.

Five drivers failed to grid for the Final, which was headed by H54 de Vries, as H87 Maarten Broekman hooked out H36 Koopmans off turn 4. H148 Sjeng Smidt Jnr spun on turn 3, as H8 Verhoef took out NZ19 Remnant. H477 Oudhuis came through on the inside of turn 4 to take over the lead, as H179 Kentie, H604 van Rossem and NZ92 Kyle Fraser tangled to hit the turn 3 fence. A pile up on turn 1 then delayed H477 Oudhuis, allowing H54 de Vries

to retake the lead, as NZ92 Fraser, H148 Smidt and H161 Maris ran into the turn 4 plating. H345 Boy Tesselaar got up H54 de Vries inside round turn 4, with H47 van Wamelen giving chase, and he soon fenced H345 Tesselaar on turn 3 with three laps to run to take his second win of the evening.

The National started with H44 Hoekstra spinning off turn 4, the pack shoving past him, before H8 Verhoef and H36 Koopmans tangled on the back straight. H250 Oscar Iliohan, in his first race of the meeting after being delayed en route in the Channel Tunnel, took the lead, only to then retire to the infield, H477 Oudhuis taking over. H759 Goënga ran hard into the turn 1 fence, as H477 Oudhuis spun himself on turn 1, but recovered quickly enough to hold onto his lead from a closing H604 van Rossem. However, van Rossem then lost time and Oudhuis was away for his second chequered of the day.

Saturday started off with the Overseas Time Trials, with H240 Ronitz setting the fastest lap to claim a World Final row 3 start with H226 Pieter van der Iest alongside.

Heat 1 was headed by H54 de Vries, before the race was cautioned after H104 Vrieswijk had shed a wheel. H54 de Vries led the restart, as H179 Kentie and 215 Geoff Nickolls tangled off turn 4, with H345 Tesselaar getting airborne in a home straight melee. 249 Jonathan Gibson spun as he bumped 175 Karl Hawkins into turn 3, while H422 Bijlsma took over the lead from H595 Borst. The backmarking H36 Koopmans delayed H422 Bijlsma down the back straight, allowing H595 Borst to close, but Bijlsma held on for the win to end a dusty race.

H232 Damstra and 307 Tim Warwick tangled early in heat 2 to collect the pit gate, as H604 van Rossem led. 238 Richard Bryan spun on turn 2, as 307 Warwick and 267 Graeme Robson also spun. H604 van Rossem stayed ahead to take the flag and end another dusty and difficult to see race, the infield being the culprit having not been watered at all.

Following a long delay as the track was regraded and the drivers brought out, the World Final grid formed with everyone present and correct, apart from H77 Wesley Schaap, his place having been taken by H113 Ronald van der Hadelkamp, while H161 Maris was also a late addition. Drama then followed on the rolling lap with pole sitter 318 Rob Speak's car failing to fire up, and a further delay followed to allow Speak to rectify the fault. On the second rolling lap attempt, H161 Maris stalled, but on the third run, the green flag dropped and 390 Stuart Smith Jnr blasted round the outside of Speak to take the lead, only for Speak to quickly get up his inside. Further down the grid, a melee led to a turn 1 pile up, with NZ19 Remnant amongst others collecting the fence having dislodged a turn 1 marker tyre, as 259 Paul Hines got airborne. On the next lap, the pack collected the marker tyre in a cloud of dust, with 445 Nigel Green and 390 Smith riding round the plating to both end half rolled, Green resting on the spun NZ19 Remnant while 390 Smith was T-boned by 150 Mick Sworder, H240 Ronitz and H228 Jan Roelof Wijbenga also getting caught up. The race was halted for a complete restart and the drivers given 15 minutes to repair their cars. All but four managed to make the restart, although 390 Smith only just made it, with NZ19 Remnant, NZ92 Kyle Fraser, H113 van den Hadelkamp and 445 Green retiring. 318 Speak was away on the next restart, as H61 Koen Maris T-boned 212 Danny Wainman into the home straight marker tyres. 2 Paul Harrison then rode the fence on turn 2 to roll in a cloud of dust, bringing out the red flags again. Missing from the line-up were 2 Harrison, 150 Mick Sworder, H226 van der Iest, H240 Ronitz and 390 Smith, with 318 Speak leading 515 Frankie Wainman Jnr, 4 Dan Johnson and 16 Matt Newson. 217 Lee Fairhurst shoved H228 Wijbenga into 55 Craig Finnikin into turn 3. Wijbenga then launched at Fairhurst into turn 1 a couple of laps later to take the pit bend against the fence at speed before tangling with 21 Mark Gilbank down the back straight and they crashed into the turn 3 marker tyres in yet another big cloud of dust. The yellow flags came out to check on Wijbenga, and he along with 21 Gilbank, 53 John Lund, 84 Tom Harris and 421 Jack Aldridge were out for the next restart, with the front four order unchanged in Speak, Wainman, Johnson and Newson. Johnson quickly moved into second and Newson third, as a small pile up formed on turn 1, with H21 Wekema, NZ118 Steiner and 321 Ed Neachell amongst those involved. 515 Wainman bumped Newson into turn 3, before shoving him wide into NZ118 Steiner on turn 1, Newson riding over Steiner's front wheel. 51 Dylan Williams-Maynard then had his throttle stick going down the home straight, and he thundered hard into the back of NZ118 Steiner on turn 1. The race was halted once again, with Williams-Maynard unfortunately getting a very nasty knee injury which resulted in a lengthy delay while the emergency services had to attend to him - we wish him a speedy recovery. Just ten cars were left for the restart over the remaining ten laps, with H21 Wekema, 55 Finnikin, H61 Maris, NZ118 Steiner, H161 Maris, 212 Wainman, 217 Fairhurst, 259 Hines, 321 Neachell, 463 James Morris and 512 Michael Steward all missing. 318 Speak was still leading from 515 Wainman, 4 Johnson and 16 Newson, the only change over the remaining distance being Newson overhauling Johnson, as Speak drove away from Wainman and Newson to take his second World title, and end a race that took 3¾ hours from the start of preparing the track to chequered flag fall.

With the meeting running so late, it was decided to have just one consolation, 415 Russell Cooper leading, as H759 Goënga, 463 Morris and H92 Remco de Buck collected the home straight tyres for a yellow flag. 415 Cooper led 24 Mark Adkins and H104 Vrieswijk for the restart, as a turn 1 pile up formed. H104 Vrieswijk took over the lead as H232 Damstra hit a turn 1 marker tyre, which unfortunately pinged off to knock over infield photographer Darren Garwell. The race was again cautioned, and Darren was taken away in the ambulance - we wish him well. H104 Vrieswijk headed 249 Gibson for the next restart, as 215 Nickolls spun on turn 1 where he was collected by 307 Warwick and H36 Koopmans. 84 Harris and 169 Johnson spun into the turn 1 marker tyres at speed, kicking up

another big dust cloud, before Gibson shoved Vrieswijk wide into turn 1, However, Gibson then pulled onto the infield from the back straight, H155 Pieter Langeveld taking over the lead for the win.

The Final was void of six qualifiers, with 421 Aldridge collecting the turn 3 marker tyres, as H595 Borst led. A marker tyre was then brought onto the track, bringing out the yellow flags. H595 Borst led the restart from H604 van Rossem and 337 Dave Willis, before the backmarking 55 Finnikin bumpered H595 Borst hard into turn 1, Borst careering round the pit bend and onto the infield to collect a tractor. The race was halted to check on both Borst and Buster Chapman, who was sat in the tractor – we wish them both well. The next restart was headed by 337 Willis from 16 Newson and H604 van Rossem, Newson passing Willis for the lead and going on for the win.

It was too late to run the Ben Turner Memorial Grand National, and this will now take place at Buxton on 11th October.

Unfortunately, a World Final meeting that will be remembered for all the wrong things, the long delay prior to the World Final race and the terrible dust from the infield, plus the unfortunate injuries, making this a very long winded and disappointing session with a third of the programme cancelled.

F2 Stock Cars – World of Shale (Fri only, 87 cars. 1st 6 from Last Chance to World of Shale Final. 1st 10 from heats, World of Shale and cons to Final)

Drivers Racing:

1 Kelvyn Marshall	H124 Wim Peeters	283 Gary Allen	656 Adam Joyce
19 Martin Ford	H129 Michael Schutter	289 James Waterfall	662 Steve Wycherley
H25 Henk Peeters	H132 John Adema	295 Lee Cooke	710 Brett Townsend
26 Gary Ford	H136 Rick Lenssen	298 Jake Walker	724 Tom Pell
H30 Toon Schut	139 Brian Mason	H305 Ron van Wamelen	728 Carl Pilkington
H37 Pascalle Koopmans	H153 Wesley Leenhouts	331 James Di-Giulio	741 Luke Branston
H40 Mark Tesselaar	H154 Kay Lenssen	H335 Rick de Graaff	757 Martin Chadwick
H47 Patrick Tersteeg	158 William Clement	H337 Dennis Tesselaar	768 Tom Adcroft
49 Paul Prest	H159 Marcel Simons	377 Daz Shaw	788 Stephen Mallinson
H54 Sjeng Smidt	IOM164 Dougie Kinrade	381 Josh Caine	H799 Ad Kamps
55 Courtney Finnikin	177 Glen Scott	417 Allan Weston	823 Sam Wagner
H55 Johan Schouten	H191 Fransie Burhenne	447 Richard Hampshire	871 Mark Simpson
73 Dale Bennett	198 Paul Nicholson	449 Mark Dorrill	887 Neil Brigg
81 Mark Clayton	H218 Sjeng Smidt Jnr	H512 Guus Hermkens	905 Rob Mitchell
H82 Marijn van de Water	219 Chris Mitchell	524 Michael Wallbank	925 Paul Wilson
93 Stuart Sculthorpe	225 Tony Blackburn	548 Martin Lowe	H929 Colin Schutter
100 George Macmillan Jnr	226 Billy Webster	578 Mark Gibbs	942 Gareth Hamer
H100 Joey Slooff	H231 Peter Schut	589 Colin Eardley	968 Micky Brennan
103 Carl Issitt	259 Simon Farrington	597 Barry Clow	977 Dave Massey
H103 Chris van der Elst	260 Anthony Winters	606 Andrew Palmer	994 Paul Hopkins
H116 Barry Bauer	H262 Bruce Potveer	H611 Durk Pietersma	995 Michael Lund
124 Ollie Skeels	H272 Max Commandeur	647 Chris Burgoyne	

Results:

WoS Last Chance (23 cars): 548, 19, 788, 449, 768, 647, 728, 289, 198, 524.

Heat 1 (22 cars): 260, 198, H611, H305, 757, H25, H272, 1, H512, 55.

Heat 2 (22 cars): 259, 26, 662, 728, 925, H54, H159, H262, H154, 331.

World of Shale Final (Heat 3) (36 cars): 871, 823, 219, 768, H47, 968, 788, 377, 100, 295.

Cons (44 cars): H124, 225, 905, 995, H337, 449, H929, H116, H799, 73.

Final (40 cars): 905, H116, 823, 968, 55, 225, 198, 1, H779, nof.

GN (36 cars): H218, 823, 225, 968, 298, H129, 1, 219, H116, H337.

A massive turnout, especially given this was a Friday evening, with 30 Dutch, two Scots and one Isle of Man driver in the line-up, plus new World Champion 1 Kelvyn Marshall.

The World of Shale Last Chance gridded with 139 Brian Mason and 19 Martin Ford on the front row, Ford taking an immediate lead as 226 Billy Webster moved into second from his second row start. 298 Jake Walker and 589 Colin Eardley ran into the fence off turn 2, before 226 Webster took 19 Ford wide round turn 2, 124 Ollie Skeels diving through on the inside for the lead from 548 Martin Lowe. Skeels then went wide, and Lowe took over the lead, with

226 Webster moving back into second. 647 Chris Burgoyne spun on the home straight, as 259 Simon Farrington and 994 Paul Hopkins tangled on turn 2, with Hopkins spinning. 788 Stephen Mallinson's car went smoky, as 26 Gary Ford spun 298 Walker on turn 3, Walker recovering before fencing 226 Webster on turn 1. The yellow flags came out for Webster who had come to a halt against the turn 2 fence, with 548 Lowe heading 19 Ford and 788 Mallinson for a quiet restart over the remaining four laps, 548 Lowe taking the win.

H132 John Adema set the pace in the first heat from 198 Paul Nicholson and 260 Anthony Winters, as H136 Rick Lenssen clambered over H82 Marijn van de Water on turn 2. H55 Johan Schouten spun 283 Gary Allen on the road bend, as H132 Adema clipped the backmarking 381 Josh Caine on turn 1 to lose time, allowing 198 Nicholson to pass. 260 Winters then went through with Nicholson and Adema still in close contention, as H611 Durk Pietersma spun H337 Dennis Tesselaar on turn 4. H55 Schouten hooked out H132 Adema on turn 1, as 198 Nicholson spun H305 Ronald van Wamelen on the pit bend, allowing 260 Winters to open up a gap, going on for victory.

H103 Chris van der Elst spun on turn 3 as heat 2 got underway, with H153 Wesley Leenhouts leading. 93 Stuart Sculthorpe and H37 Pascalle Koopmans hit the back straight fence, before H929 Colin Schutter tangled with 139 Mason, the latter hitting the turn 3 fence. 728 Carl Pilkington spun off turn 4, causing H231 Pieter Schut to spin on the home straight, where he was T-boned by 925 Paul Wilson. The race was halted for Schut, with H153 Leenhouts leading 259 Farrington and 26 Ford for the restart, Farrington soon taking the lead, only for Leenhouts to repass him on turn 4. 26 Ford spun H103 van der Elst off turn 2, before getting the better of both Farrington and Leenhouts for the lead. Ford and Farrington then traded places, before Farrington bumpered Ford wide into turn 3 and took a decisive lead after the next turn 2. 662 Steve Wycherley then challenged the front pair, but Farrington was away, going on for the chequered.

The World of Shale Final was next, and all qualifiers gridded with 905 Rob Mitchell and 823 Sam Wagner on the front row ahead of 871 Mark Simpson and 606 Andrew Palmer. On the rolling lap, 741 Luke Branston was forced to pull onto the infield, 823 Wagner taking the lead as 905 Mitchell T-boned H129 Michael Schutter into the turn 1 fence. A small pile up formed on turn 1 with 100 George Macmillan getting airborne, as 606 Palmer and 871 Simpson gave chase to the leading 823 Wagner. Palmer then shoved through into turn 3 to take the lead up the home straight, Simpson then moving into second before bumpering Palmer wide into turn 3 for the lead. 823 Wagner came back to briefly lead, only for Simpson to dive back through into turn 3, with 377 Daz Shaw now moving into second from Wagner and Palmer. H129 Schutter then took 606 Palmer wide, as 871 Simpson made the break, with 377 Shaw still in pursuit, and he started closing on 871 Simpson. However, the yellow flags then came out after 597 Barry Clow had tangled with H124 Wim Peeters and they had come to a halt against the home straight fence. The restart saw 871 Simpson leading 377 Shaw and 823 Wagner, as 606 Palmer tangled with 177 Glen Scott on turn 4. 823 Wagner spun 377 Shaw off turn 4 as they tried to avoid Palmer and Scott. 295 Lee Cooke then spun in front of 871 Simpson on turn 1 on the last lap, delaying him, and 823 Wagner closed, Simpson just staying ahead to take the title.

It was decided to run just one consolation, with a big field lining up. H55 Schouten spun on turn 4 causing a small pile up, as 283 Allen and 139 Mason clashed on turn 2, the yellow flags coming out with H55 Schouten and H103 van der Elst stuck on the racing line. H100 Joey Slooff led the restart from 524 Michael Wallbank and H153 Leenhouts, as H129 Schutter and 724 Tom Pell spun in the pack on the road bend. H153 Leenhouts moved into the lead, with the yellow flags coming out again with 283 Allen stopped on the racing line. The restart saw H100 Slooff back in the lead from H153 Leenhouts and 548 Lowe, with 49 Paul Prest shooting past them on the drop of the green for the lead. 93 Sculthorpe was spun on turn 4 by H512 Guus Hermkens and H40 Mark Tesselaar, as a pile up formed at the end of the home straight against the fence. 656 Adam Joyce took over the lead after 49 Prest lost time and dropped down the places, before 548 Lowe spun on turn 4 to clip the passing 656 Joyce. Joyce then slowed going down the back straight, H124 Peeters taking over the lead from 995 Michael Lund. 381 Caine spun on turn 3 to delay Peeters, 995 Lund taking over, with Peeters in pursuit. Into the last bend, H124 Peeters launched at 995 Lund to shove him wide for the win.

A full field of qualifiers gridded for the Final, with H154 Kay Lenssen setting the early pace, before a skirmish into turn 3 saw a number of cars tangle and 757 Martin Chadwick hitting the fence along with H512 Hermkens and H929 Schutter, Chadwick rolling to bring out the yellow flags. H154 Lenssen led the complete restart, but he went wide on turn 4 and 198 Nicholson took over. H337 Tesselaar and 295 Cooke hooked up on turn 1 and hit the fence, with Cooke flipping onto his side for another stoppage. 198 Nicholson led the next restart from H154 Lenssen and 26 Ford, as 925 Wilson tangled with H611 Pietersma to hit the turn 1 fence. H154 Lenssen and 198 Nicholson then tangled on turn 4, as 73 Dale Bennett spun in a home straight melee. H54 Sjeng Smidt and H272 Max Commandeur both spun on turn 4, causing 768 Tom Adcroft to hit the fence, as 449 Mark Dorrill emerged as the new leader. However, the yellow flags came out to check on the fenced 377 Shaw on turn 4, 449 Dorrill leading 968 Micky Brennan and 225 Blackburn for the restart. Blackburn overhauled Brennan, but he then half spun and 100 Macmillan moved into second, before spinning 449 Dorrill on turn 2. This allowed 905 Mitchell to take the lead, with 968 Brennan in second and H47 Patrick Tersteeg in third. A shed wheel then brought out the yellow flags again, with H47 Tersteeg overhauling 968 Brennan on the restart, Brennan putting in the bumper into turn 3, as 905 Mitchell got away. 1 Marshall then rode over H47 Tersteeg on turn 1, as 823 Wagner spun 100 Macmillan. H116 Bauer moved into second, before the red flags came out for the spun 100 Macmillan on turn 2. With only a couple of laps to run, it was decided to declare the result, with 905 Mitchell the winner.

The National kicked off with a turn 4 pile up with H54 Smidt riding over 283 Allen to end stuck on his bonnet for a stoppage. The restart saw H37 Koopmans collect the turn 1 fence with 93 Sculthorpe, as H153 Leenhouts set the pace. The yellow flags came out again with 55 Courtney Finnikin stranded on the back straight, with 548 Lowe now leading from H103 van der Elst for the next restart. H218 Sjeng Smidt Jnr quickly moved into second before shoving past 548 Lowe round the road bend, before the yellow flags came out again for the spun H191 Fransie Burhenne on turn 1. H218 Smidt was away on the restart, with 905 Mitchell spinning in the closing stages on turn 1 where he was collected by IOM164 Dougie Kinrade, as H218 Smidt claimed the win.

Saloon Stock Cars – Driver of the Year (Sat only, 36 cars)

Drivers Racing:

4 Paul Brown	158 Shane Davies	306 Daniel Parker	525 Wesley Starmer
6 Simon Welton	174 James Reid	312 Neil Payne	538 Jake Swann
26 Tommy Barnes	177 Chris Masters	321 Marcus Skeels	570 Simon Venni
74 Tam Tweedie	214 Tom Yould	349 Michael Allard	591 Aaron Morris
84 Carl Boswell	217 Sid Madgwick	350 Thomas Parrin	600 Barry Russell
128 Craig Banwell	218 Jacob Downey	360 Carl Waterfield	641 Willie Skoyles Jnr
131 Timmy Barnes	220 Casey Englestone	389 Ryan Santry	730 Deane Mayes
144 Daniel Bullock	270 Matthew Fuller	428 Lee Sampson	912 Andi Newman
157 Max Stott	304 Martyn Parker	499 David Aldous	998 Wayne Cottrill

Results:

Driver of the Year (35 cars): 641, 570, 499, 217, 600, 26, 218, 128, 428, 6.

Heat 1 (35 cars): 321, 26, 218, 998, 389, 6, 131, 349, 158, 217.

Heat 2: Cancelled.

Final (28 cars): 349, 641, 217, 350, 220, 128, 428, 4, 600, 158.

Allcomers: Cancelled.

The line-up included a couple of Scots, 74 Tam Tweedie and 174 James Reid.

The Driver of the Year race was lined up in qualifying points order with 525 Wes Starmer and 360 Carl Waterfield on the front row ahead of 499 David Aldous and 304 Martyn Parker on row 2 and 306 Daniel Parker and 570 Simon Venni on row 3. 306 Parker took an early spin on turn 4 as 525 Starmer took the lead, while a skirmish round the pit bend saw World Champion 6 Simon Welton get spun along with 214 Tom Yould. 499 Aldous took over the lead on the heavily watered track, before 157 Max Stott spun on the back straight, forcing Aldous onto the infield. This allowed 570 Venni to close on Aldous and he put in the bumper into turn 3. Aldous then went wide on turn 2, and 570 Venni went by, only for 641 Willie Skoyles Jnr to then shove through on the inside for the lead. Aldous came back to barge his way back ahead into turn 1, only to then go wide again on turn 2, 641 Skoyles retaking the lead from 570 Venni. With two laps to run, Aldous bumpered Venni aside into turn 3, but 641 Skoyles was too far ahead and took the title, while 570 Venni gave Aldous a last bender to take second.

4 Paul Brown, 270 Matt Fuller and 177 Chris Masters disputed the lead in the first heat, as 306 Parker spun into a marker tyre. 270 Fuller soon got the better of his fellow white tops to make the break, as 591 Aaron Morris spun on the home straight, before 174 Reid and 128 Craig Banwell tangled to hit the turn 2 fence. 499 Aldous ran into 174 Reid, the yellow flags then coming out to check on 128 Banwell. 312 Neil Payne had overhauled 270 Fuller just before the stoppage and so he led the field away, as 131 Timmy Barnes fenced 157 Stott on turn 4. 350 Thomas Parrin spun hard into the home straight marker tyres, as 321 Marcus Skeels took over the lead. 389 Ryan Santry and 220 Casey Englestone ran wide to hit the fence on the road bend, Englestone riding round the plating to nearly roll, but he managed to get back onto all fours, as 312 Payne spun into the home straight fence. 26 Tommy Barnes hooked out 74 Tweedie off turn 2, as 570 Venni rammed 350 Parrin into the marker tyres down the home straight. 321 Skeels took the flag, 74 Tweedie then ramming 312 Payne just off turn 2 way after the red flags had gone out.

With the problems encountered during the F1 World Final, heat 2 was cancelled, and so the Final was next with 4 Brown taking the lead, as 26 Barnes spun on the home straight, with a lot of dust being kicked up. 360 Waterfield collected the turn 2 marker tyres, as 214 Yould took over the lead. 499 Aldous took 158 Shane Davies and himself into the turn 1 plating, as 350 Parrin overhauled 214 Yould for the lead. However, he soon lost out to 349 Michael Allard, as 360 Waterfield spun 306 Parker into the turn 1 marker tyres. 570 Venni stuffed 350 Parrin into the turn 3 fence, as 349 Allard took victory.

With the meeting running so late, the Allcomers race was also cancelled.

Northampton – Sun 20th September

F1 Stock Cars – World Masters (46 cars – 1st 10 from heats and cons to World Masters)

Drivers Racing:

1 Rob Speak	84 Tom Harris	196 Murray Jones	H380 Chris Weyenberg
H6 Pascal Spigt	91 Tony Smith	202 Henry Hunter	388 Paul Ford
H007 Dave Schaap	108 Peter Hobbs	212 Daniel Wainman	445 Nigel Green
H8 Martin Verhoef	H113 Raymond van den Hadelkamp	217 Lee Fairhurst	460 Chris Cooke
11 Neil Scriven	127 Austin Moore	224 Mark Gray	462 Scott Davids
16 Matt Newson	141 Carl Pickering	H228 Jan Roelof Wijbenga	464 Luke Davidson
H29 Durk Greidanus	150 Mick Sworder	231 Daniel van Spijker	H477 Martijn Oudhuis
36 Jordan Falding	172 Michael Randell	267 Graeme Robson	499 David Allen
41 Robert Broome	183 Steve Whittle	321 Edward Neachell	512 Michael Steward
H54 Sierd de Vries	191 Joshua Smith	322 James Neachell	515 Frankie Wainman Jnr
H65 Hans Baegen	195 Dean Whitwell	326 Mark Sargent	
73 Rob Cowley	H195 Harmen Zwerver	361 Steve Reedman	

Results:

Heat 1 (23 cars): 388, 16, 212, 11, 1, 460, 183, 202, 445, H195, 172, 195. (Note: Amended result to that announced, 141 disqualified from 12th for illegal tyres)

Heat 2 (21 cars): 321, 217, 150, 464, 73, 191, H007, 231, 512, H113, 108, H228.

Cons (22 cars): 108, H380, 172, 515, 36, 499, 267, H228, H29, H477, H65, 224.

World Masters (30 cars): 388, 499, 217, 212, 464, 150, 1, 512, H195, H007, 515, 321.

GN (28 cars): 150, 217, 212, 445, 1, 202, 41, 127, 512, nof. (Note: Amended result to that announced, 141 disqualified from 4th for illegal tyres)

The turnout included eleven Dutch.

460 Chris Cooke headed the first heat before he was passed by 499 Dave Allen. However, Allen spun himself on turn 4, and 460 Cooke retook the lead, before he was overhauled by 11 Neil Scriven from 388 Paul Ford. 16 Matt Newson moved into third, as 462 Scott Davids had a big spin onto the infield from the home straight. With three laps to run, 388 Ford moved into the lead, with 16 Newson getting the better of 11 Scriven for second with a couple of laps left, but he could not catch Ford who took the win.

41 Robert Broome spun on turn 4 early in heat 2, with H8 Martin Verhoef giving him a T-bone, the following cars having a pile up, as 73 Rob Cowley led. The yellow flags came out for Broome, with 73 Cowley leading 108 Peter Hobbs and 321 Ed Neachell for the restart. Neachell shoved Hobbs wide into turn 3, with 150 Mick Sworder moving into third, before 217 Lee Fairhurst dived up his inside. 321 Neachell passed 73 Cowley for the lead, as 36 Jordan Falding T-boned 326 Mark Sargent into the turn 4 fence. 217 Fairhurst and 150 Sworder overhauled Cowley for second and third, but 321 Neachell stayed ahead to take the flag.

196 Murray Jones set the pace in the consolation, as 499 Allen spun off turn 2. 141 Carl Pickering T-boned 196 Jones into turn 1, with the following 462 Davids running into them, as 108 Hobbs took over the lead. 224 Mark Gray spun on turn 4, before 322 James Neachell shoved past 108 Hobbs on turn 3 with four laps to go and took the chequered. However, 322 Neachell then failed the post race weighing, handing victory to 108 Hobbs.

The World Masters was led away by 460 Cooke, as the bumpers went in amongst the pack, before 321 Neachell rode over H113 Raymond van den Hadelkamp on turn 4. 499 Allen took over the lead ahead of 108 Hobbs, as 172 Micky Randell shoved 445 Nigel Green into a spin to hit the fence on turn 2. 267 Graeme Robson also collected the fence nearby, as 73 Cowley's steering broke into turn 3, sending him into the plating. 388 Ford moved into second from 183 Steve Whittle, while behind 150 Sworder took over fourth place only to get fenced by 212 Danny Wainman on turn 4. 388 Ford went on for the title and his second win of the day, while 150 Sworder gave H007 Dave Schaap a last bend hit.

73 Cowley had an early spin into the turn 4 fence in the National, as 512 Michael Steward got hooked up with 462 Davids. On the next lap, the pack collected 73 Cowley, with H007 Schaap, 224 Gray and 108 Hobbs caught up to bring out the yellow flags. 460 Cooke led 141 Pickering and 11 Scriven for the restart, with 141 Pickering soon taking the lead, while 321 Neachell moved into second. 183 Whittle then rode up the home straight fence before crashing into the turn 1 plating following a clash with H195 Harmen Zwerver, and the yellow flags came out again. 141 Pickering headed 321 Neachell and 11 Scriven for the next restart, with Neachell shoving through to lead into

turn 1, as 150 Sworder came up the placings to run in second. 11 Scriven then shunted 141 Pickering wide into turn 3, letting 217 Fairhurst through for third, before a turn 4 melee saw 11 Scriven bundled into and up the fence to roll gently onto his side for another stoppage. 321 Neachell was soon hit wide by 150 Sworder into turn 1 on the restart, Neachell trying to come back into turn 3, before going wide on turn 2 for Fairhurst to move into second. 321 Neachell then hit the fence off turn 4, as 150 Sworder took the win, celebrating in Sworder style by lighting up his tyres and snaking down the straights, before doing a burnout against the home straight fence. However, this proved to be costly, with not only the tyres lighting up but also his engine!

Post meeting, 141 Carl Pickering was disqualified from the results for illegal tyres.

F2 Stock Cars – World Masters (41 cars – Two-thirds heats)

Drivers Racing:

H16 Robert Leenhouts	H185 Peter Voorsluys	486 Jez Watts	800 Ash Sampson
H29 Cor Schutter	H191 Fransie Burhenne	521 Philip Trigg	801 Jack Cave
H37 Pascale Koopmans	208 Andy Collins	560 Luke Wrench	817 Timothy Bailey
H55 Johan Schouten	242 Ben Bate	563 Keith Walding	821 Gary Walker
59 Lee Dimmick	H262 Bruce Potveer	581 Dan Fallows	846 Ashley England
H82 Marijn van de Water	283 Gary Allen	606 Andrew Palmer	913 Pete Bartram
101 Kelvyn Marshall	297 Paul Bailey	618 Ben Lockwood	966 Daniel Howell
109 Stuart Biddle	319 Sheldon Wadsworth	700 Adam Rubery	968 Micky Brennan
H124 Wim Peeters	H337 Dennis Tesselaar	717 Andrew Thompson	
H136 Rick Lenssen	367 Chris Horwell	719 Colin Smith	
H153 Wesley Leenhouts	449 Mark Dorrill	761 Richard Bowyer	

Results:

Heat 1 (22 cars): H124, 560, 968, 801, 101, 581, 913, H136, H82, 618.

Heat 2 (29 cars): H153, H124, 242, 319, 968, 761, 700, 560, 109, 846.

Heat 3 (22 cars): 913, H153, 581, 700, 59, 846, 618, H29, H185, 449.

World Masters (22 cars): H124, 913, 581, 700, 968, 560, H136, 618, 801, H29.

GN (18 cars): 581, 968, 101, 560, 846, H124, H136, 801, H16, H29.

The turnout included a dozen Dutch drivers.

563 Keith Walding headed the first heat, as 913 Peter Bartram bumpered 486 Jez Watts into turn 3 to ride over his wheel. H16 Robert Leenhouts spun on the home straight and veered across the track, collecting 717 Andrew Thompson at speed, with 297 Paul Bailey then running into the spun Thompson on turn 1. 968 Mickey Brennan overhauled 817 Timothy Bailey for fourth, before hitting 801 Jack Cave wide and passing 109 Stuart Biddle to chase the leading Walding. H124 Wim Peeters moved into third, and then shoved past Brennan, before hitting 563 Walding wide into turn 3 for the lead. 968 Brennan tangled with 486 Watts on turn 4, causing a small pile up with 817 Bailey spinning. The pile up cleared, although 486 Watts was left behind, with 563 Walding then running into him to shed a wheel. The race was halted with the restart over just one lap, headed by H124 Peeters from 560 Luke Wrench and 968 Brennan, Peeters getting away for the win, while H136 Rick Lenssen dished out a last bend hit to 101 Kelvyn Marshall, with 801 Cave also going in and gaining a couple of places.

367 Chris Horwell spun early in heat 2, with 297 Bailey T-boning him, as H153 Wesley Leenhouts led. 846 Ashley England spun H29 Cor Schutter on turn 4, before 801 Cave dished out a big hit to H191 Fransie Burhenne into turn 3. 449 Mark Dorrill hooked up with H185 Peter Voorsluys down the back straight, as a close battle ensued over the minor places between 968 Brennan, 700 Adam Rubery and 560 Wrench. H191 Burhenne spun 800 Ash Sampson into the turn 3 fence, as H153 Leenhouts took the win.

Heat 3 saw 563 Walding again lead, but he was soon passed on turn 3 by H153 Leenhouts. H82 Marijn van de Water rode up the home straight fence to roll, but got his front bumper hooked on H16 Leenhouts back bumper, and he was dragged down the track to turn 1, where his car neatly jumped back onto all fours. The yellow flags came out, with H153 Leenhouts leading 913 Bartram and 242 Ben Bate for the restart, with Bartram soon shoving by into turn 3. H136 Lenssen, 846 England, 618 Ben Lockwood and 761 Richard Bowyer engaged in a close tussle, as 101 Marshall buried 242 Bate hard on turn 1. 913 Bartram claimed the chequered, while 581 Daniel Fallows gave H153 Leenhouts an unsuccessful last bender for second. H136 Lenssen also went for a last bend hit on 618 Lockwood, but spun himself.

Just 22 cars emerged for the World Masters, with 581 Fallows bumping 319 Sheldon Wadsworth into turn 1, as 109 Biddle led from H153 Leenhouts. Leenhouts soon took over down the back straight, as 449 Dorrell, 319 Wadsworth and 59 Lee Dimmick tangled off turn 4 and they spun onto the infield. 913 Bartram moved into second, as 581 Fallows overhauled 801 Cave for third. 913 Bartram then dived up H153 Leenhouts' inside into turn 3 for the lead around half distance, the Dutchman then pulling onto the infield. 521 Philip Trigg rode up the turn 4 plating, as H124 Peeters overhauled 581 Fallows for second and closed on 913 Bartram. Bartram then went wide on the last bend, and H124 Peeters dived up the inside to take the title.

563 Walding set the early pace in the National, as H191 Burhenne spun 208 Andy Collins on turn 4. 618 Lockwood spun on turn 4 as 319 Wadsworth collected 208 Collins to bring out the yellow flags. 563 Walding led 581 Fallows and 968 Brennan for the restart, with Fallows and Brennan soon passing Walding, with 101 Marshall moving into third. H124 Peeters bumped past 563 Walding on turn 3 a few laps later, as 581 Fallows went on for the chequered.

Rebels – World Wide Rebellion (41 cars – Half car heats)

Drivers Racing:

1 Steve Thompson	35 Stuart Moss	191 Joshua Smith	470 David Vaughan
8 Dave Morley	41 Ali Topley	202 Tom Dayman	474 Richard Wells
10 Antony Baker	61 Matt Smith	214 Adam Slater	491 John Gould
16 Reece Grinnell	76 John Gavin	215 Ian Trevarthen	532 Jordan Meacham
18 Oliver Faller	80 Keith Murphy	216 Mark Trevarthen	759 Joe Wardle
20 Adam Davis	91 Terri-Ann Smith	238 Gary Tagg	777 Mark Dicken
23 Mark Rodgers	94 Charlie Marriott	252 Rob Tye	818 Richard Howarth
25 Ant Masters	131 Nicole Emmett	291 Tony Smith	900 James Brown
30 Rob Jones	170 Craig Thompson	361 Steve Shaw	
32 Nick Spicer	176 Leon Moley	369 Steve Boyd	
33 Matt Aucote	187 Craig Smith	469 Ian Chalkley	

Results:

World Wide Rebellion (38 cars): 1, 170, 41, 238, 469, 61, 76, 8, 818, 777.

Heat 1 (21 cars): 25, 170, 61, 94, 238, 202, 532, 900, 252, 8.

Heat 2 (20 cars): 41, 1, 252, 216, 91, 32, 469, 191, 470, 474.

World Masters (38 cars): 1, 469, 252, 170, 202, 238, 80, 61, 291, 94. (Note: 291 raced by 191 Josh Smith)

A big turnout of Rebels saw all the qualifiers line up for the World Wide Rebellion bar 137 Paul Tagg and 29 Paul Martin, with 1 Steve Thompson and 41 Ali Topley on the front row ahead of 170 Craig Thompson and 470 David Vaughan on row 2 and 32 Nick Spicer and 8 Dave Morley on row 3, while reserves 215 Ian Trevarthen and 91 Terri-Ann Smith joined the back of the grid. The race started with 191 Josh Smith riding over 759 Joe Wardle down the home straight, before a turn 4 melee saw 191 Smith ride over 900 James Brown, as Brown clambered over 80 Keith Murphy, causing Smith roll onto his side. The race was yellow flagged, with 1 Thompson leading his brother 170 and 41 Topley for the restart. 202 Tom Dayman bumped 470 Vaughan into turn 1 to ride over the kerb, before 18 Oliver Faller clipped the turn 3 kerb and tipped onto his side before returning to all fours for another stoppage. The front three were unchanged for the restart, which was stopped after a few laps when 35 Stuart Moss shed a wheel. On the next restart, 1 Thompson maintained his lead to the line to take the title.

532 Ian Meacham led the first heat as 176 Leon Moley spun on turn 4. Meacham led for most of the race, but then got out of shape exiting turn 4, allowing 61 Matt Smith to close and put in the bumper into turn 1, only for 25 Ant Masters to go through on the inside, with 61 Smith and 94 Charlie Marriott in pursuit. 25 Masters went on for the win, while 170 Thompson overhauled Marriott on the penultimate lap and then passed Smith on the last bend to take second.

216 Mark Trevarthen headed heat 2 from 35 Moss, Moss soon putting in the bumper on turn 3 to take over. 41 Topley then shoved past 216 Trevarthen for second, and then closed on Moss. Moss drifted wide on the last bend under pressure, and Topley dived through on the inside for the win, Moss spinning on turn 4 to not finish.

The World Masters started with a turn 4 pile up involving 91 Smith, 32 Spicer, 759 Wardle and 474 Richard Wells for a stoppage. The complete restart was led by 252 Rob Tye from 1 Thompson, as 214 Adam Slater and 30 Rob Jones tangled on the back straight. 1 Thompson shoved past 252 Tye into turn 3 for the lead, as 176 Moley spun on turn 4. 23 Mark Rodgers and 25 Masters clashed off turn 2, before 8 Morley clambered over 470 Vaughan on turn 4. 41 Topley had a big spin onto the infield from the home straight, before 216 Trevarthen tangled with 16 Reece Grinnell and they collected the spun 176 Moley, as 1 Thompson took his second win of the day.