



Action from Mildenhall with 270 Matt Fuller riding the home straight fence in the Saloons and 391 Graham Francis rolling in the Historic Stock Cars on the Saturday, while from Sunday is 888 Shane Emerson collecting the pit bend fence

Mildenhall – Sat / Sun 22 / 23 July

National Saloon Stock Cars – European Championship (Sat 54 cars, Sun 49 cars, Weekend Total 54 cars. Three pairs of half car heats, heat points 10 down to 1, top 26 point scorers to European Championship plus 1st 6 in Last Chance at rear of grid)

Drivers Racing:

6 Simon Welton	158 Shane Davies	312* Neil Payne	525 Wesley Starmer
19 Darren Mansi	171 Adam O'Dell	321 Marcus Skeels	538 Jake Swann
26 Tommy Barnes	182 Lewis Gallie	349 Michael Allard	570 Simon Venni
28 Ian Govier	190 John Wagstaff	350 Thomas Parrin	610 Trent Arthurton
38 Barry Glen	192* Robert Heanes	351 Lewis Byron	641 Willie Skoyles Jnr
78 Jack Thompson	199 Phil Powell	386 Daniel Petters	682 Paul Sparrow
99 Jacob Roff	214* Tom Yould	399 Cole Atkins	684 Ian McLaughlin
116* Diggy Smith	217 Sid Madgwick	420 Ivan Street	730 Deane Mayes
128 Craig Banwell	218 Jacob Downey	425 Tom Balls	733 Kyle Picton
131 Timmy Barnes	220 Casey Englestone	428 Lee Sampson	777 Alan Ainslie
140 Andrew Mean	270 Matthew Fuller	448* Martin Kibble	800 Scott Greenslade
148 Ian Redden	298 Ian Elms	499 David Aldous	888 Shane Emerson
149 Jamie Sampson	304 Martyn Parker	501 Alistair Strachan	
157 Max Stott	306 Daniel Parker	502 Tyler Bloomfield	

* Sat only

Results:

Sat:

Heat 1 (31 cars): 304, 131, 349, 233, 730, 399, 350, 682, 157, 888.

Heat 2 (23 cars): 171, 26, 6, 148, 420, 641, 570, 499, 140, 306.

Heat 3 (23 cars): 306, 888, 128, 350, 641, 349, 570, 682, 158, 140.

Heat 4 (27 cars): 149, 26, 304, 428, 217, 6, 730, 171, 148, 525.

Heat 5: Cancelled.

Heat 6: Cancelled.

Sun:

Last Chance (23 cars): 99, 321, 220, 270, 218, 502, 538, 800, 78, 684.

European Championship (32 cars): 730, 349, 499, 304, 641, 306, 157, 570, 148, 502.

Allcomers 1 (23 cars): 499, 888, 349, 218, 641, 306, 6, 800, 570, 730.

Allcomers 2 (15 cars): 131, 888, 304, 399, 306, 499, 349, 570, 158, 148.

There was a good turnout of cars including four Scots and a couple from the Westcountry.

Heat 1 started with 501 Alistair Strachan pulling onto the run-off of turn 3 to get clipped by the white graders as the race started, causing a small melee. 270 Matt Fuller avoided this to lead, as 158 Shane Davies hooked out 730 Deane Mayes on turn 3. 192 Robert Heanes fenced 270 Fuller on turn 1 for the lead, before being passed by 304 Martyn Parker on the pit bend. 351 Lewis Byron spun 38 Barry Glen on turn 2, before 128 Craig Banwell spun and T-boned 350 Thomas Parrin on turn 2. 777 Alan Ainslie spun on the home straight, before 157 Max Stott and 399 Cole Atkins both spun on turn 2. 888 Shane Emerson rode up the turn 2 armco soon after, as 182 Lewis Gallie took out 682 Paul

Sparrow on the home straight. 131 Timmy Barnes fenced 19 Darren Mansi on turn 2, 399 Atkins then fencing 350 Parrin on turn 2, with the leading 304 Parker getting caught up with them. However, he extracted himself to still lead, before tangling with 538 Jake Swann on the home straight, Swann being sent over the infield banking. 888 Emerson ran into the fence on turn 2 with 128 Banwell, as 304 Parker went on for the win.

149 Jamie Sampson led away the second heat, which was devoid of any white tops, before he was overhauled by 525 Wesley Starmer with 26 Tommy Barnes in pursuit. 26 Barnes then spun 525 Starmer off turn 4, but this allowed 148 Ian Redden into the lead. 26 Barnes came back to pass Redden, only to then drift wide on turn 2, 171 Adam O'Dell diving through to take over at the front. 140 Andy Meen spun 99 Jacob Roff on the home straight, 6 Simon Welton then doing likewise to 306 Daniel Parker on the opposite straight. 321 Marcus Skeels hooked out 220 Casey Englestone on turn 3, before 641 Willie Skoyles Jnr spun 312 Neil Payne on the back straight. 99 Roff fenced 321 Skeels off turn 2, as 171 O'Dell took the flag and 220 Englestone dished out a big last bender on 306 Parker.

682 Sparrow led 502 Tyler Bloomfield and 733 Kyle Picton for the third heat, as 298 Ian Elms spun on the back straight. 888 Emerson moved into second, while 158 Davies dived at 349 Michael Allard into turn 3 just as 641 Skoyles was putting in the bumper on Davies, sending them wide. 610 Trent Arthurton rode the back straight fence in a skirmish to get sent over onto his roof, bringing out the yellow flags. 682 Sparrow led the restart from 888 Emerson and 128 Banwell, Emerson soon moving ahead with 306 Parker giving chase. 349 Allard hit past 158 Davies and then 570 Simon Venni, before 306 Parker shoved 888 Emerson wide on turn 3 for the lead, with 128 Banwell moving into second. 218 Jacob Downey spun on turn 4 to get clipped by 158 Davies, as 306 Parker took the flag, with 888 Emerson getting the better of 128 Banwell for second.

The fourth heat saw 270 Fuller led 192 Heanes and 26 Barnes, as 304 Parker spun 525 Starmer off turn 4. 6 Welton hooked out 19 Mansi on turn 4, as 26 Barnes moved into second. 428 Lee Sampson spun 182 Gallie into the home straight fence, as 19 Mansi exacted revenge to spin 6 Welton on turn 2. 26 Barnes took over the lead, before 217 Sid Madgwick spun on turn 2, causing a chicane and pile up in the fence. The yellow flags came out, with 26 Barnes leading the restart, while second placed 270 Fuller got launched up the home straight fence in the pack and 99 Roff was spun by 182 Gallie up the infield banking. The yellow flags came out to check on 270 Fuller, 26 Barnes leading 131 Barnes and 149 Sampson for the next restart, as 304 Parker and 321 Skeels spun on turn 2, 220 Englestone crashing into them. 499 David Aldous spun on the home straight, as 304 Parker caught the front runners and overhauled 26 Barnes for the lead. Barnes hit him wide on turn 4 to retake the lead, a close battle following between 304 Parker, 26 Barnes and 149 Sampson, and they went wide into the turn 1 fence. 148 Redden spun 499 Aldous up the infield banking, as 131 Barnes got involved in the fight for the lead along with 6 Welton, 131 Barnes being forced into the roadway bend fence to end stuck up the armco on turn 2. The yellow flags came out again, with 26 Barnes still leading from 304 Parker and 149 Sampson, the latter overhauling Parker before leaning 26 Barnes wide on the last bend to claim victory.

With such an ambitious programme planned, time was running short and it was announced that the last two qualifying heats would have to be postponed until Sunday. However, Sunday dawned with the news that the drivers did not want these races run as they did not want to risk damage before the Championship race. Therefore the 26 point scorers from the four heats qualified for the European Championship, to be joined by a further six from the Last Chance race.

The Last Chance race started with 190 John Wagstaff spinning 610 Arthurton into the home straight fence as 351 Byron led. 270 Fuller dived through on the inside of turn 4 for the lead, followed by 99 Roff and 19 Mansi, but the latter half spun on turn 2 to lose time. 99 Roff took over the lead with 502 Bloomfield moving into third, Roff extending his lead to spin the backmarking 777 Ainslie up the home straight bank. 321 Skeels hit past 502 Bloomfield on turn 3, before 386 Daniel Petters rode along the home straight fence. 99 Roff spun 199 Phil Powell on the home straight, while 538 Swann hooked out 78 Jack Thompson off turn 4. 38 Glen spun 182 Gallie on the road bend, before 321 Skeels got up 270 Fuller's inside on turn 2 with a couple of laps to run. 99 Roff took the win, while 270 Fuller was further demoted by 220 Englestone on the last lap down the back straight.

The points from Saturday's heats placed 304 Parker on pole for the European Championship, with 26 Barnes alongside, row 2 being 6 Welton & 171 O'Dell and row 3 349 Allard & 306 Parker. The track was now sludgy following some heavy rain, with 26 Barnes getting away quickly to lead, as 730 Mayes went into the turn 4 fence and 420 Ivan Street spun on the same bend. 6 Welton and 641 Skoyles were in second and third, as 350 Parrin and 428 Sampson spun at opposite ends of the track. 6 Welton spun 26 Barnes on turn 2, only to let 641 Skoyles through for the lead, but he then clipped the back straight fence. This let 306 Parker through, as 99 Roff spun 350 Parrin off turn 4. 131 Barnes spun 306 Parker on the pit bend, 6 Welton taking over the lead. A pile up formed near the pit gate as 525 Starmer fenced 888 Emerson, before 428 Sampson spun 6 Welton into turn 1. 220 Englestone then spun 6 Welton on turn 2, 730 Mayes emerging as the new leader, and he spun the backmarking 570 Venni aside off turn 4. 321 Skeels fenced 888 Emerson on turn 4, before 641 Skoyles spun 270 Fuller. 140 Meen spun 350 Parrin on the pit bend, before 888 Emerson hooked out 733 Picton on the home straight where he was collected by 148 Redden. 499 Aldous fenced 888

Emerson on the pit bend, as 349 Allard, who was running in second and two laps behind spun on the home straight. However, he got going again, as 730 Mayes took the win and the title.

270 Fuller set the pace in the first Allcomers race from 351 Byron and 131 Barnes, before 26 Barnes took over second. 131 Barnes then moved into second as 26 Barnes collected the slowing 501 Strachan on the home straight. 182 Gallie spun on turn 4, before 270 Fuller collected the spun 351 Byron, handing the lead to 131 Barnes, but he then got held up handing the lead to 26 Barnes. 428 Sampson spun off turn 4 as 399 Atkins fenced 78 Thomspson on turn 3. 570 Venni bumpered 349 Allard into the pit bend, just as 306 Parker put in the bumper on Venni, sending Allard hard into the turn 4 fence. 131 Barnes fenced 304 Parker hard on the pit bend, as 26 Barnes spun the backmarking 888 Emerson off turn 4. The backmarking 304 Parker spun 26 Barnes on turn 1 before fencing 399 Atkins on turn 3. 499 Aldous became the new leader, as 304 Parker ran into the spun 425 Wayne Balls head-on, Aldous going on to take the flag.

Allcomers 2 saw a very depleted field line up, 270 Fuller leading as 148 Redden spun on turn 3. 131 Barnes moved into second from 304 Parker, before 270 Fuller fenced himself on turn 1. 131 Barnes inherited the lead, as 270 Fuller again ran into the fence, this time on turn 3. 78 Thompson spun on the back straight, as 304 Parker dived at 131 Barnes into turn 1 but he went wide, 888 Emerson leaning 304 Parker into the back straight fence to take over second. 888 Emerson then dived at 131 Barnes into the last bend, Barnes getting very sideways to bounce off the armco on the exit of turn 4 to just take the win as 888 Emerson was still trying to spin him in a very close finish.

F2 Stock Cars (Sat 73 cars, Sun 71 cars, Weekend Total 80 cars. Sat 1st 8 from heats and 1st 4 from cons to Final. Sun 1st 8 from heats and cons to Final)

Drivers Racing:

13 Andy Ford	173* Paul Smith	377 Daz Shaw	682 Jason Cooper
26 Gary Ford	177* Glen Scott	413 Richard Rayner	706† Brent Russell
38 David Polley	182* Terry Vernon	414 Josh Rayner	715 Scott Aldridge
44* Ben Howard	H186 Ricardo Schmidt	421 James Trigg	724 Tom Pell
55 Courtney Finnikin	209† Kevin Cope	431 Andy Gibbs	728 Karl Pilkington
73 Dale Bennett	219 Chris Mitchell	441 Micky Branston	735 Mick Haworth
81 Mark Clayton	225 Tony Blackburn	449 Mark Dorriell	770 James Lamb
88 Stefan Miller	226 Billy Webster	482 Dale Seneschall	774 Steve Flatt
103 Carl Issitt	233 Rob Aldridge	H512 Guus Hermkens	784 Tom Roberts
H103 Chris van der Elst	235 Bradley Blyth	524† Michael Wallbank	788† Steve Mallinson
113 Pat Issitt	252 Sam Claxton	H550 Lars Verstappen	819 Neil Cope
121 Henry King	276 Chris Sutton	597* Barry Clow	823 Sam Wagner
124* Ollie Skeels	277 Billy Banwell	599 Jon Lawrence	856 Paul Webb
H126 Sjoerd Kranenburg	H281 Daniel van Spijker	606 Andrew Palmer	866 Bobby Griffin
H129 Michael Schutter	282 Anthony Riley	614* Daniel Oxford	905 Rob Mitchell
131† Gary Leech	298 Jake Walker	615 Josh Coleman	908† Stephen Pegg
136 Kyle Taylor	H305 Ron van Wamelen	618 Ben Lockwood	941 Jamie Lane
150 Mark Thoms	351* Gavin Mason	623 Robert Dobie	962 Graham East
158 William Clement	369 Mick Ford	630† Justin Parker	987 Sam Brigg
H159 Marcel Simons	376 Darren Seneschall	662* Steve Wycherley	995 Michael Lund

* Sat only

† Sun only

Results:

Sat:

Heat 1 (20 cars): 606, 377, 431, 55, 277, H129, 136, H550, H159, 682.

Heat 2 (22 cars): 369, 226, 38, 225, H186, 995, 219, 819, 441, 728.

Heat 3 (30 cars): 662, 177, 905, 715, 866, 124, 13, 599, 618, 282.

Cons 1 (20 cars): 784, H512, 103, 235, H281, 770, 414, H126, 276, 158.

Cons 2 (20 cars): 113, 823, 26, 81, 724, 441, H159, 121, 298, 44.

Final (34 cars): Abandoned.

Sun:

Saturday's Final (31 cars): 606, 377, 715, 226, 784, 823, 38, 905, 995, 55.

Heat 1 (23 cars): 38, 599, 823, 298, H159, 728, 377, 987, 55, 376.

Heat 2 (19 cars): 226, 369, 618, 441, 449, 735, 233, H186, 706, nof.

Heat 3 (25 cars): 606, 225, 103, 905, 136, 13, 995, 121, 81, 482.

Cons (28 cars): H103, 615, 715, H512, 282, 81, H129, 55, H281, 219.

Final (32 cars): 823, 55, 226, 38, 298, H281, 136, 599, 995, H159.

GN (31 cars): 606, 599, 823, 615, 524, H129, 618, H126, 377, 219.

There was a good turnout of cars including a number of Dutch.

431 Andy Gibbs headed the first heat from 113 Pat Issitt and 856 Paul Webb, before 88 Stefan Miller moved into second and 55 Courtney Finnikin third. H129 Michael Schutter fenced 113 Issitt on turn 1, before 88 Miller was fenced on turn 2. 55 Finnikin took over second ahead of 606 Andrew Palmer, as 252 Sam Claxton spun off turn 4. 856 Webb half-tangled with the backmarking 770 James Lamb on turn 4 as 735 Mick Haworth spun at the end of the home straight. On the last lap, 606 Palmer moved through and overhauled 431 Gibbs on turn 1 to take the win.

819 Neil Cope set the pace in the second heat before being passed by 369 Mick Ford. 724 Tom Pell ran in third, as H186 Ricardo Schmidt spun on turn 2. 103 Carl Issitt and 235 Bradley Blyth both suffered separate spins, as 724 Pell took over second from 414 Josh Rayner. Pell then clipped the backmarking H512 Guus Hermkens on turn 2 to lose time, allowing 414 Rayner into second, H512 Hermkens then clipping 369 Ford on the back straight, and 414 Rayner moved into the lead. 369 Ford recovered to overhaul Rayner, as 421 James Trigg and 774 Steve Flatt clashed on the home straight to spin, bringing out the yellow flags. The restart was headed by 369 Ford, as H103 Chris van der Elst passed 724 Pell for third. 81 Mark Clayton then stuffed 724 Pell into H103 van der Elst into turn 3, causing the Dutchman to spin, as 225 Tony Blackburn moved into third. H512 Hermkens and 441 Micky Branston spun on turn 2, as 81 Clayton rode over H103 van der Elst on the pit bend. 81 Clayton then hit van der Elst into the turn 3 armco, before H512 Hermkens clambered over Clayton down the home straight and into the infield banking, as 369 Ford took the chequered.

597 Barry Clow and 158 William Clement tangled as heat 3 got going, with Clement riding up the home straight fence to roll. The yellow flags came out, with 276 Chris Sutton heading 233 Robert Aldridge and 413 Richard Rayner for the complete restart. 866 Bobby Griffin spun on turn 3 before the yellow flags came out again for the fenced 614 Daniel Oxford on turn 3. 276 Sutton continued to lead for the restart, as 905 Rob Mitchell spun on turn 4. 449 Mark Dorrill fenced 298 Jake Walker and himself on the road bend, as 784 Tom Roberts moved into third. 276 Sutton then spun off turn 2, before 233 Aldridge and 784 Roberts went wide on turn 4, 662 Steve Wycherley coming through on the inside for the lead from 413 Rayner and 715 Scott Aldridge. 615 Josh Coleman T-boned 13 Andy Ford on turn 2, bringing out the yellow flags again just as they drove off. 662 Wycherley led away the restart, as 413 Rayner spun on turn 2, 26 Gary Ford moving into second from 615 Coleman. Coleman then passed Ford, only for Ford to hit him wide into turn 2, 715 Aldridge moving into second. 26 Ford again hit 615 Coleman into turn 1, as 276 Sutton spun on turn 3. 662 Wycherley took the win, as 13 Ford hit and spun 866 Griffin on turn 1. With the result being subsequently amended and two drivers inserted into the top eight after the consolations, it was decided the top ten should qualify for the Final.

A heavily watered track for the first consolation saw 774 Flatt and 88 Miller spin in the early stages, as 784 Roberts headed 276 Sutton and 941 Jamie Lane. 735 Haworth spun on turn 4, soon to be joined by 941 Lane, as 44 Ben Howard and 987 Sam Brigg ran into the turn 1 fence, while 784 Roberts was never headed to take the win.

The second consolation was led by 233 Aldridge, before the yellow flags came out with 614 Oxford in the turn 2 fence. 233 Aldridge led 421 Trigg and 113 Issitt for the restart, as 73 Dale Bennett and 728 Carl Pilkington spun on turn 3. 233 Aldridge dropped back as 113 Issitt went through for the lead, while 121 Henry King clipped 73 Bennett on the back straight to get launched over the infield bank. King rejoined the track to tangle with 73 Bennett and H305 Ron van Wamelen on turn 1. 823 Sam Wagner moved into second and reeled in 113 Issitt, but the laps ran out and Issitt took the win.

277 Billy Banwell led away the Final from 431 Gibbs and 784 Roberts, as 177 Glen Scott spun on the back straight. Scott then took a clobbering from the following traffic, with 81 Clayton being forced up the infield bank, the yellow flags coming out. Unfortunately, 177 Scott was complaining of back pains and the roof had to be removed, and we have since heard he has cracked a vertebra, so we wish him a speedy recovery. With the time approaching the 10:30pm curfew, the race and meeting were abandoned.

Sunday started with the re-running of the night before's Final, with 277 Banwell leading as 431 Gibbs spun 819 Cope into the turn 1 fence. 431 Gibbs overhauled Banwell for the lead, as H550 Lars Verstappen rode over 225 Blackburn on the pit bend. 113 Issitt passed 277 Banwell for second, and then got the better of Gibbs only to spin on the pit bend. 431 Gibbs was then slowed by the backmarking 26 Ford, allowing 277 Banwell to retake the lead, before the yellow flags came out with 866 Griffin in the fence and 136 Kyle Taylor stuck on the racing line on the back straight. 277 Banwell led 715 Aldridge for the restart, Aldridge soon hitting him wide into turn 1 for the lead. 606 Palmer then came up the order and into second place as 13 Ford clambered over 103 Issitt on turn 2, taking the turn on two wheels to nearly roll. 715 Aldridge held off 606 Palmer for a few laps, before Palmer got the better of him down the back straight, Palmer taking the win, while 38 David Polley dished out a last bender on 905 Mitchell.

Sunday's meeting proper started with heat 1 and some heavy rain, making the track very sludgy. 630 Justin Parker led from 276 Sutton and 819 Cope, before 55 Finnikin came up the order. 55 Finnikin put in the bumper on 630 Parker into turn 3 before getting the better of him down the back straight, with H159 Marcel Simons taking over second from 38 Polley. Polley then shoved through for the lead, as 819 Cope spun into the turn 1 armco. 55 Finnikin went into the fence with H512 Hermkens off turn 4, as 38 Polley took the flag.

735 Haworth and 706 Brent Russell were early spinners on the difficult track for the second heat, as 962 Graham East and 158 Clement went into the fence. 369 Ford made the running as both H186 Schmidt and 219 Mitchell spun into the turn 1 fence. 706 Russell spun on turn 3, before 615 Coleman hit 369 Ford into turn 1 to pass him, with 226 Billy Webster taking over third. Webster got past Fiord on the road bend, before 615 Coleman hooked up on 219 Mitchell, 524 Michael Wallbank also getting tangled with Coleman and the three of them remained stuck together down the back straight. 226 Webster took over the lead for the win.

The third heat started with a turn 2 pile up after 81 Clayton had spun with 282 Riley, 770 Lamb and 121 King all involved. 413 Rayner led but spun on turn 1, handing the lead to 941 Lane before he was overhauled by 113 Issitt. Issitt then spun on the back straight with 941 Lane running into him, Lane managing to keep going for the lead only to then get hit wide into turn 3 by 225 Blackburn. 103 Issitt took over the lead as a result from 606 Palmer, as H281 Daniel van Spijker spun on turn 4. H129 Schutter spun 715 Aldridge on turn 1 to delay 103 Issitt, with 606 Palmer taking over the lead. However, 103 Issitt got going again and passed Palmer before being delayed on the home straight, Palmer taking the lead once again only to drift wide on turn 2. 103 Issitt had another stint in the lead, before Palmer once again got by, as 136 Taylor T-boned 26 Ford on turn 2. Palmer went on to take the flag, although it was actually dropped on H129 Schutter, who was initially given the win before a check showed he was a lap down.

770 Lamb led the consolation but went wide on turn 2 after being shoved by 209 Kevin Cope. 276 Sutton tangled with and T-boned 113 Issitt off turn 4 to bring out the yellow flags. The restart was led by 55 Finnikin from H103 van der Elst and 715 Aldridge, Aldridge going into second before hitting Finnikin wide on turn 3 for the lead. H103 van der Elst moved back into second ahead of 81 Clayton, the Dutchman then overhauling 715 Aldridge for the lead. H512 Hermkens fenced H129 Schutter on turn 1, as H281 van Spijker spun 819 Cope on turn 2. 715 Aldridge got the better of H103 van der Elst, but with 5 laps to run, van der Elst took over at the front again. van der Elst then hit the backmarking 55 Finnikin wide into turn 1 just as 715 Aldridge dived at him, Aldridge spinning, and H103 van der Elst claimed victory.

The Final commenced with 282 Riley, 81 Clayton and 735 Haworth spinning on turn 4, as 233 Aldridge headed 369 Ford and 987 Brigg. Aldridge and Ford then spun on turn 2, handing the lead to 55 Finnikin from 44 Howard and 449 Dorrill. Dorrill then spun on turn 4, causing H186 Schmidt to also spin, before 715 Aldridge spun on turn 3 where he was collected by H281 van Spijker. 225 Blackburn bumpered 38 Polley into turn 1, before 377 Daz Shaw fenced 121 King on the road turn. 823 Wagner moved up to second by half distance and then passed 55 Finnikin into turn 1, as 226 Webster overhauled 995 Michael Lund for third. 823 Wagner went on for the win, while 226 Webster just took third after being spun and T-boned by 38 Polley as they crossed the line.

856 Webb led away the National as H305 van Wamelen T-boned 131 Gary Leech on the pit bend. 905 Mitchell and 38 Polley spun on the pit bend, before 219 Mitchell sent 856 Webb spinning on turn 1. 377 Shaw spun H103 van der Elst on turn 4, as 233 Aldridge took over the lead, but spun on turn 1. 413 Rayner was the next to lead, before a turn 2 tangle saw 441 Branston ride over 606 Palmer's wheel, the yellow flags coming out. 413 Rayner led 599 Jon Lawrence and 606 Palmer for the restart, Palmer soon moving into second before hitting 413 Rayner aside into turn 1 for the lead. 995 Lund tangled with H159 Simons off turn 4, before 524 Wallbank stuffed 226 Webster into 38 Polley into turn 1, Webster riding over Polley's wheel as 606 Palmer claimed his fourth win of the weekend.

Historic Stock Cars (Sat 39 cars, Sun 28 cars, Weekend Total 40 cars)

Drivers Racing:

7 Collin Moss	77 Kevin Parsons	259 Geert Roubroeks	411 Ady Ford
14 Steven Stallwood	83* Nigel Weeks	314* Graham Stallwood	417* Keith Taylor
25* Mark Thomas	96 Dale Allum	323 Brian O'Hara	419 Ralph Bellamy
26* Bill Bylett	99 Terry Hall	334 Chris Olding	465* John Healey
33 Gary Madgwick	119* Howard Ottywill	349 Lee Saunders	499 Nick Deller
40* Darren Ankerson	173 David Forest	353* David Sewell	504 Nick Sandom
44 Michael Wones	180* Alan Cox	355 Mark Simmonds	510 Gordon Coull
45 Billy Jones	199 Andy Dodge	368 Rob Rice	523 Timothy Olding
55 Scott Simmonds	202 Mike Kilford	369 David Gabriel	652* Stephen Adams
71 Nik Wickham	217† Dave Taylor	391* Graham Francis	711 Kevin Welch

* Sat only

† Sun only

Results:

Sat:

Heat 1 (38 cars): 510, 173, 77, 202, 419, 353, 71, 7, 83, 334.

Heat 2 (37 cars): 504, 259, 45, 7, 71, 711, 510, 368, 25, 33.

Final: Postponed.

Sun:

Saturday's Final (28 cars): 349, 504, 33, 259, 7, 355, 71, 199, 711, 173.

Heat 1 (21 cars): 349, 7, 77, 202, 71, 99, 173, 217, 523, 711.

Heat 2 (24 cars): 7, 217, 202, 499, 77, 711, 259, 355, 523, 14.

Final (21 cars): 349, 71, 355, 259, 323, 711, 510, 217, 7, 419.

The first ever appearance of the Historic Stock Cars at Mildenhall brought out a lot of drivers, and with all-in races it was going to be hectic.

369 David Gabriel spun on the home straight early in the first heat, before 465 John Healey was launched up the home straight fence to roll his fintail Magnette all the way over. The race continued, with Healey getting hit by the traffic as 14 Steven Stallwood spun 71 Nik Wickham on the pit bend. 173 David Forest led as 83 Nigel Weeks spun 14 Stallwood on the home straight. 417 Keith Taylor also spun on the home straight, soon joined by 411 Ady Ford and 180 Alan Cox, causing a pile up with 652 Stephen Adams and 83 Weeks also crashing in. 173 Forest drifted wide on the pit bend, allowing 77 Kevin Parsons to take the lead, but Forest came back to go ahead again, as 355 Mark Simmonds spun 323 Brian O'Hara on turn 2, causing another pile up. In the closing stages, 510 Gordon Coull moved into the lead to take the win.

Heat 2 started with a big melee in the pack down the back straight, 391 Graham Francis riding up the fence to roll, getting caught in the back of the roof by 499 Nick Deller as the red flags came out. 391 Francis emerged unscathed from his now Triumph pick-up! The complete restart was headed by 504 Nick Sandom, as 411 Ford spun 349 Lee Saunders on turn 2. 652 Adams ran into the home straight fence, 119 Howard Ottywill collecting him, with 55 Scott Simmonds piling into Ottywill. 369 Gabriel hit the turn 2 fence where 26 Bill Bylett ran into him, before 7 Collin Moss spun 96 Dale Allum on the home straight. The red flags then came out with 349 Saunders on fire, and with less than a lap left to run the result was declared with 504 Sandom the winner.

Unfortunately, due to time constraints, the Final could not be run and was postponed to Sunday's meeting.

Therefore, Saturday's Final kicked off Sunday's action with 499 Deller leading 349 Saunders and 504 Sandom, Saunders soon shoving his way into the lead. 510 Coull shed a wheel on the home straight to being out the red flags, 349 Saunders heading the restart as 504 Sandom overhauled 499 Deller for second. 199 Andy Dodge spun 173 Forest on the pit bend, before 45 Billy Jones rode the back straight fence, while 349 Saunders remained ahead for the win.

A depleted field lined up for the first heat, with 349 Saunders soon leading as 499 Deller spun on turn 2 where he was T-boned by 71 Wickham. 355 Simmonds hooked out 504 Sandom on turn 1, as 349 Saunders took his second win of the day.

504 Sandom led away the second heat as 711 Kevin Welch spun 45 Jones on the home straight. 14 Stallwood hooked out 96 Allum off turn 4, before 419 Ralph Bellamy spun on the pit bend. 504 Sandom then spun on the back straight, handing the lead to 499 Deller, as 96 Allum and 510 Coull collected the turn 4 fence. 77 Parsons moved into the lead, before 71 Wickham and 7 Moss overhauled 499 Deller, Moss then getting the better of Wickham. 7 Moss spun 77 Parsons on the home straight for the lead, as 96 Allum piled into the pit bend fence. 499 Deller spun 419 Bellamy on the home straight, as 7 Moss went on for victory, spinning 173 Forest off turn 2 en route.

173 Forest set the pace in the Final from 411 Ford and 349 Saunders, Saunders soon spinning Ford on the back straight. Saunders then moved into the lead, as 411 Ford and 99 Terry Hall went into the turn 3 fence. 510 Coull spun 217 Dave Taylor in a turn 2 melee, Coull also spinning, before 504 Sandom fenced 77 Parsons on the back straight. 7 Moss spun 173 Forest, 499 Deller and himself on turn 4, before the yellow flags came out for the fenced 199 Dodge on turn 2. 349 Saunders led the restart as 355 Simmonds spun 217 Taylor on the back straight and into the turn 3 marker tyres. 217 Taylor rejoined the race, clipping 349 Saunders to spin him, but Saunders got going again to still lead, taking the win from a closing 71 Wickham.

National Pre-90 Unlimited Bangers – Suffolk Championship (Sat only) (22 cars)

Drivers Racing:

22 Dave Vincent	95 Anton Martin	206 David King	664 Ryan Sutcliffe
37 Dave Lewis	112 Sean Gallagher	230 Dean Moldjord	814 Mark Millen
45 Lee Sutton	144 Jordan Godfrey	326 Shane Lynn	817 Kurt Jacobs
49 Loz Dowds	160 Shayn Winsor	329 Michael Carter	924 Matt Millen
77 Tom Hertzog	187 Andy Marshall	597 Andy Ashman	
85 James Ellis	203 Josh Moldjord	639 Tye Williams	

Results:

Heat 1 (22 cars): 597, 22, 49, 160, 326, 924, 45, 814, 112, 639.

Heat 2 (16 cars): 22, 597, 49, 326, 814, 817, nof.

Suffolk Championship: Cancelled.

The line-up included 85 James Ellis in a used Toyota Crown estate, while 37 Dave Lewis, 95 Anton Martin, 22 Dave Vincent and 329 Michael Carter all had Mk2 Grannys, the latter's an estate, and 160 Shayn Winsor a Mk1. 639 Tye Williams had a Toyota Supra while 606 Liam Weedon had a Nissan 300C, which unfortunately failed scrutineering. 187 Andy Marshall had an FX4 taxi, while both 924 Matt Millen and 112 Sean Gallagher had Rover P5s, the latter's a P5B coupe.

Heat 1 started with 206 Dave King spinning 203 Josh Moldjord, as 49 Loz Dowds led. A small pile up on turn 3 saw 203 Moldjord weigh into 37 Lewis, with 230 Dean Moldjord spinning into them. 639 Williams blitzed 230 Moldjord, while 187 Marshall spun on turn 2 to take a T-bone from 664 Ryan Sutcliffe. 639 Williams fenced 144 Jordan Godfrey on turn 1, before 22 Vincent spun 187 Marshall on the back straight. 95 Martin spun on the pit bend and collected 49 Dowds on the penultimate lap, handing the lead and win to 597 Andy Ashman, while 817 Kurt Jacobs stuffed 187 Marshall into the fenced 203 Moldjord on turn 3.

206 King spun 112 Gallagher on the home straight early in the second heat, with 49 Dowds leading. 45 Lee Sutton spun on turn 2 when running into second, as 95 Martin again tried to hit 49 Dowds. 639 Williams hit 45 Sutton on the back straight, as 597 Ashman moved into the lead. 85 Ellis went on opposite to collect 187 Marshall just as he was being spun by 112 Gallagher, warping the taxi. 639 Williams went on opposite to hit 45 Sutton again on turn 4, as 160 Winsor spun 664 Sutcliffe. 22 Vincent overhauled 597 Ashman on the pit bend for the lead with a couple of laps to run,

as 45 Sutton met 639 Williams head-on. 664 Sutcliffe spun on the pit bend where 924 Millen collected him head-on. 85 Ellis went on opposite to blitz 45 Sutton, as 22 Vincent took the win.

Unfortunately, due to the late running of the meeting and the injury in the F2s, the Suffolk Championship was cancelled.