

CLUB 100 2004

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Rye House LW Sprint 1

In a thrilling race at Rye House Trevor Randall held off a last lap challenge from Marc Craddock to take his first victory since Clay last year, finishing a mere 0.25 ahead of Craddock with Giles Handley a superb third. Steve Dart reports on how two masters fought for supremacy

Rye House HW Sprint 4

It almost seemed like a re-run of the final round of 2003 with Stuart Symonds on the pole and Paul Hicks down the back, the established wet weather masters a world apart on the grid with Hicks nicely dialled into the damp conditions.

Steve Dart on how Symonds blew them away

Premier Class 6

Conservatoriesonline may have demolished the opposition but the star attraction was the comeback drive from D'Oily Kart. John Burton reports from Rye House

Intermediate Class 9

After an 'interesting' race at Buckmore in Round One the Intermediates went into 'sleep' mode and did little to keep the onlookers awake.

John Burton did his best to keep his eyes open and reports

City Challenge 9

Dan Gore: "I don't what we can do about IMSD Racing though? Break all their arms or something?"

John Burton on how IMSD are shaping up to dominate the City Challenge in 2004

Advance Leisure 10

"A good result considering we started ninth on the grid, but it just shows what you can do without getting disqualified or without getting a mechanical breakdown.

It wasn't the fastest go-kart but most importantly we got it to the finish."

Richard Ward on how Orbital Sounds won at Rye House in very changeable conditions. John Burton reports

Rye House Rainmasters!

Randall and Symonds triumph in the wet in Round 2 thriller



Lightweight A Final

By the time the A final started, it was really pouring down with rain, none of which mattered to Trevor Randall who headed the pack into turn one, although Marc Craddock kept him honest and slotted into second right behind the 2002 champion. Behind these two, Giles Hadley maintained his third place starting position ahead of the fast starting Ben Yeomans, Simon Joannou, Peter Wallis and Steve Youle. As the leaders exited stadium, Yeomans was through into third although he slid wide at the hairpin allowing Handley back through whilst Marc Mercer dived into 5th place ahead of Youle, Wallis and Joannou. First lap casualties included newcomers Brenton Miller and Alex Mace although both restarted down the back.

At the front, Randall appeared to be giving it his all as he edged clear of Craddock, completing lap 2 a second ahead whilst Craddock had pulled out a two second advantage over Handley who in turn was now settling down and pulling clear of Yeomans. Mercer was still 5th and at this point, two seconds

clear of Youle, Graeme Coombes (up well from grid 16), Martin Bond and Luigi Mazza, these three moving up the order at the expense of Wallis and Joannou who had dropped to 10th and 11th. Over the next two laps, Randall appeared to continue to pull clear up front, whilst Handley appeared to be reeling in Craddock, although not by much. Meanwhile, behind the leaders, Yeomans was dropping away from Handley, Mercer similar to Yeomans and the only person making progress appeared to be Youle who was closing on Mercer in 5th.

By half distance, Craddock seemed to have found a little more pace as he began closing in on the race leader. He seemed to have a faster line through stadium, whilst Randall was quicker around the other end of the circuit. At the same time, Handley looked to be closing in on Craddock whilst Mercer had fallen victim to Youle who was now 5th and charging after Yeomans who was a good 1.5 seconds up the road. Behind the top 6 were Bond, Mazza and Coombes and the recovering Joannou who was trying to get back on terms with those in front.

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Bond, Mazza, Coombes and Paul Lloyd, the latter coming from grid 22!

Star Drive - Paul Lloyd - charging drive from the back of the grid, securing 10th late in the race.

Lightweight B Final

As the rain started to fall, Ant Teal used his pole position to gain the advantage into turn one whilst Ian Hindley made a brilliant start from grid 7 to slot into second ahead of Steve Townsend (also a good start from grid 5) and grid two man Michael Perfect. As the leaders approached the infield hairpin for the first time, Townsend locked up and spun out, with Perfect following suit and nearly taking Vince Bond with him. This allowed the two leaders to pull clear leaving Bond in third (although 4 seconds further behind) at the end of lap 1. Behind the top three were Alex Mace, Paul Hewstone, Rory Gordon, Nick Winder and Martin Joyce.

On lap two, Hindley decided he wanted the lead and moved ahead of Teal, although the polesitter was still glued to his bumper and not about to give up the lead without a fight. These two continued to pull clear of the battle for third which was now a three horse race between Bond, Mace (in his first ever Sprint!) and Hewstone. On lap 5, Teal reclaimed the lead and then started to edge away as Hindley appeared to settle for second place and secure his place in the A final. Mace moved into an impressive 3rd on lap 6 although he still had Bond and Hewstone in close company as these three fought over the last two A final places. Behind the top 5, were Winder (good drive), Gwyn Pollard, Jason Bond and Martin Joyce whilst Chris Bell (having won

With the laps running out, Craddock looked for a way past the long time leader, his best chance appearing to be on the exit of stadium. Each lap he went wide through stadium, gaining momentum and then trying to slingshot out of the corner to get the run on Randall. However, Randall appeared to have it covered and pretty much second guessed his every move, defending superbly on every occasion to frustrate the current champion. With all this going on, Handley moved ever closer, driving a brilliant controlled race with the focus on staying on, staying out of trouble and making

sure he made the podium although he was always ready to capitalise on any mistake the leaders made. Meanwhile, further down the road, Yeomans was watching Youle get ever closer and he finally had to concede 4th on the very last lap as Youle set fastest lap of the race en route to 4th.

Meanwhile, at the front, Randall held off another last lap challenge from Craddock to take his first victory since Clay last year, finishing a mere 0.25 ahead of Craddock with Handley a superb 3rd. Youle looked impressive in 4th whilst Yeomans scored valuable points with 5th ahead of Mercer,



the C final) was storming up the order and already 12th by lap 6.

By lap 8, Teal was a good two seconds ahead of Hindley who in turn was 6 seconds clear of Bond who was now back in 3rd ahead of Mace and Hewstone. Winder was still 6th ahead of Jason Bond and Bell whilst Martin Joyce spun and was clipped by Eddie Hall who was making progress up the order after coming through via the B final. Also in trouble was Pollard who was comfortably in the top ten when he also spun at the hairpin, restarting towards the back of the field.

Teal reeled off the last few to take the win ahead of Hindley with Mace just getting the best of Bond after the pair of them fought out a frantic last few corners. Hewstone finished 5th, well clear of Jason Bond in 6th, the latter benefiting from Winders spin on the last lap whilst the latter was lying 6th. Bell stormed up to 7th from grid 23 ahead of Craig McIlvar, Kevin Magee with Rory Gordon rounding out the top ten.

Star Drive - Alex Mace - a brilliant third, both in tricky conditions and in his first ever Sprint race meeting!

Lightweight C Final

Eddie Hall jumped straight into an early lead as he headed Anton Killick and the fast starting Tony Simpson with Thomas Glyde, Jon Wort and Daryl Pashley rounding out the top 6. It was obvious from the start that Killick had the pace to overhaul Hall and he quickly closed in on the leader, making the move on lap 3 and quickly pulling away to put distance between himself and those behind. By the end of lap 3, Killick was pulling away from Hall with Simpson still third and now right with the leaders. Glyde remained 4th ahead of Wort and the impressive Bell who had worked his way through from grid 10.

At the front, Killick put in some quick laps to pull clear whilst Simpson was looking for a way past Hall, finally scrambling though on lap 5. At the same time, Bell had moved through into 4th place and was coming after both Simpson and Hall with Wort, Pashley and Glyde not far

Lightweight Qualifying

Rye House hosted round two of the C-100 Sprint series, the drivers greeted yet again by a wet track that was sure to favour the more experienced drivers, especially the wet weather experts. With rain predicated on and off all day, there was little chance of a drying line although it did progressively become 'less wet' as the heats progressed, only for the heavens to open for the B and A finals.

Marc Mercer arrived as the championship leader after a stunning win at round 1 whilst defending champion Marc Craddock and Trevor Randall were both looking strong after taking the other podium places at round 1, although this track hasn't necessary been a place that favours the latter in years gone by. Looking to improve on round 1 were Ben Yeomans, Luigi Mazza (at his home track) and Giles Handley whilst Steve Youle, Martin Bond and Simon Joannou were likely to be race contenders, the latter two also on 'home turf'.

The heats threw up little surprises, Randall, Craddock and Handley looking the class of the field and all ending on the same points. However, it was Randall that secured the pole ahead of Craddock and Handley with the impressive Joannou up on grid 4 along with them. Steve Youle continued his impressive form as he lined up 5th ahead of Ben Yeomans with Round 1 winner Marc Mercer on row 4 with the much improved Peter Wallis. Brenton Miller was the star of the heats, the new-

comer winning a heat and taking 9th for the A final in his first ever Sprint race! Andy Cowell rounded out the top 10 whilst notable performances came from Tom Batho (grid 12), Sam Watson (grid 14) and Kevin Coombes on grid 20. Not fairing so well were Martin Bond (grid 13), Mazza (15th), Graeme Coombes (16th) and the Lloyd brothers who found themselves at the back of the A final.

Ant Teal secured pole for the B final with 2003 HW Rookie champion Michael Perfect (now in the LW class) lining up on grid 2, this after an impressive heat victory. Craig McIlvar (making a welcome return) and Alex Mace (in his first Sprint) shared row two whilst regulars Steve Townsend and Nick Winder lined up on row 3. Not fairing so well were Ian Hindley (grid 7), Vince Bond (grid 12), Gwyn Pollard (grid 13) and C-100 returnee Jason Bond (grid 16) whilst Jay Elliot (grid 18) and Ben Butler (grid 20) both did well to make the B final in their first C-100 event.

Eddie Hall lined up on pole for the C final ahead of Anton Killick with Thomas Glyde and Jon Wort sharing row 2. Tony Simpson and Daryl Pashley lined up together on row 3 whilst Paul Storton found himself with a lot of work to do after qualifying 14th. Meanwhile, right at the back, newcomers Tim Pendleton and Jon Knapper had a lot of work to do, both drivers finding the track conditions pretty tough during their debut event.



Rookie Update

Tom Batho put in yet another great performance as he ended up the highest rookie, losing his rookie status in the process, this with just two races gone. He certainly has a lot more pace this year and looks a much improved driver from 2003. It was little surprise to see Sam Watson in the A final, he looked quick at round 1 although I expect to see him closer to the front as he settles into C-100. Kevin Coombes was the third highest rookie, making an A final for the first time, just 4 places behind big brother Graeme who has obviously spent the winter coaching Coombes junior!

However, the sensation of the day was really Brenton Miller. In his first sprint, he won a heat, took 9th on the grid for the A final and set the second fastest lap of the race, although a spin on the opening lap left him well and truly last. I'm keen to learn about his background, because we obviously have a star in the making without a shadow of doubt. Also looking like a star of the future was Alex Mace who drove an impressive B final to take third before going on to take 22nd in the A final. The other rookie to make the A final was Neil Fraser, although the latter is more of a regular, only a rookie because he hasn't raced with us for a few years. Behind Mace in the B final, Chris Bell was the next highest true rookie, taking 7th after a charging drive from the back and this after a well judged drive from grid 10 to win the C final. It will be interesting to see Chris start nearer the front in future, not much doubt that he is heading for the A final soon as well. Other notable rookie performances in the B final came from C-100 returnee Craig McIlver (8th), Kevin Magee (9th, from grid 15) and Tony Simpson who came from the back to take a hard earned 11th. Michael Perfect did a brilliant job to win a heat and qualify on the front row, but an early spin dropped him down the order although he recovered well for 13th. Also in the B final were Ben Butler and Jay Elliot, both doing a good job considering it was their maiden Sprint event and in tricky conditions!

The C final was awash (excuse the pun!) with rookies with Bell taking a superb win and Simpson third, whilst the next highest rookie was Thomas Glyde in 6th. Everyone below was also a rookie whilst a few others notable of a mention include Jamie Young who kept it all together to take 8th (one of his best performances), Daryl Pashley who was running in the top 6 for a while and Jon Wort who was challenging for a place in the B final before a late spin dropped him to 14th.



behind either. It took Bell until lap 8 before he passed Hall for 3rd, then pulling clear along with Simpson as these two left Hall to fend off the attentions of Wort. By lap 10, Killick was 4 seconds in front of the duelling Simpson and Bell, with these two a further two seconds ahead of Hall, Wort and Glyde.

With Killick way out in front, the interest centred around the battle for second which was resolved in Bell's favour when he moved past Simpson on lap 11. At around the same time, the unfortunate Killick was badly held up by backmarkers who allowed both Bell and Simpson to close in on the long time leader by the completion of lap 12. Bell waited patiently for a chance to steal the lead away from Killick, making his move on lap 14 whilst Killick appeared to settle for second to ensure his place in the B final. The three leaders circulated in formation for the last three laps with Bell running out a worthy winner ahead of Killick, Simpson and Hall, the latter finally shaking off the attentions of Wort when the latter spun out on lap 11. Paul Storton finished 5th after storming through from grid 14 whilst Glyde, Beckley and Jamie young (having a much improved race) rounded out the top 8.

Star Drive - Chris Bell - a great win, took his time and drove a very mature race as he climbed through from grid 10.

Heavyweight A Final

It almost seemed like a re-run of the final round with Stuart Symonds on the pole and Paul Hicks down the back, the established wet weather masters a world apart on the grid with Hicks nicely dialled into the damp

conditions after his B final win. Symonds had to make two quick kart changes as he struggled for grip, finally settling into pole but without the benefit of testing his third kart. When the flag dropped, Symonds took the initiative to head the pack into turn one with Liam Hegarty diving past both Tony Barson and Rob Hart to slide into second, although he slid wide promoting both back through again. As the leaders braked for the infield hairpin, Barson left his braking far too late, steaming past Hart who somehow managed to keep out of his way as the latter shot past the apex promoting Hart, Hegarty and Brian Trott into the top 4. At the completion of lap 1, it was Symonds with a one second advantage over Hart, Hegarty, Trott and Barson with Spencer Walker, Kieran McCullough, Gary Howse and Paul Kaye close behind. First lap casualties included Mark Figes and Spencer Fortag, both restarting at the back and joined a lap later by Howse who had also spun.

It didn't take the fired up Hart much time to close Symonds down, and he then moved into the lead at the end of lap two, only to slide wide coming onto the main straight and let Symonds back through into the lead once again. At the same time, Trott slipped past Hegarty for third, these 4 edging clear from Walker who was now 5th ahead of Barson, the latter struggling and seeming to be slipping down the order as each lap went by. Hart stayed closed to Symonds for a few laps, but then gradually fell back as he struggled with a lack of top end, opting to defend second from Hegarty who had re-passed Trott on lap 4! Behind these four, Walker was still clear of Barson who in turn

had the charging Pete Harris up behind him with Kaye and David Lewis not far behind either.

By half distance (lap 5), Symonds had managed to pull out a one second advantage as Hart put all his efforts into another stunning defensive drive (as at round one), once again denying Trott who had re-passed Hegarty once more on the same lap. Luckily for Hart, Hegarty and Trott were swapping places so often, that this allowed Hart some breathing space every now and again although there was nothing he could do about Symonds in front. And what of the champion? Well Hicks was flying up the order for a while sure enough, completing lap one in 15th, lap two in 12th but an uncharacteristic spin on lap 3 pushed him down the order although he later recovered to 15th setting by far the fastest lap of the race a good second better the race winner and a second and a half faster than the runners-up!

Meanwhile, back at the front, Symonds was extending his lead every lap although still unaware that the rest were not right with him. Hart continued to keep Trott and Hegarty at bay whilst Harris moved into 5th on lap 6 and started to close down the battle for second dragging, Lewis (now 6th), Walker and Hill with him whilst a clash between Kaye and Barson left the latter restarting at the back and the former with a penalty (that would later be overturned by the officials). Finally, on the last lap, Symonds looked behind only to find no one there (much to his relief) as he rattled off the last few corners before punching the air with delight as he scored his first win of the season. Hart brilliantly held off Hegarty and Trott, the former taking his third podium in

four starts and looking every bit a front runner whilst Trott finished a mere 0.04 behind him. Lewis managed to sneak past Harris for 5th on the last lap leaving the latter 6th ahead of Kaye, Phil Ingram (good drive from grid 20), Hill and Spencer Walker. Star Drive - Peter Harris - a top performance, slicing his way through from grid 13 to a creditable 6th place.

Heavyweight B Final

Paul Hicks found himself on pole once again, but this time it was at the front of the B final. However, in wet conditions, the current champion is a match for anyone and he wasted little time in setting the pace and moving clear of the others. Simon Mace kept him honest for a few laps and was the only driver who seemed to have the pace to just keep the current champion in sight, although ultimately he was losing a good 7/10th of a second a lap to the champion. Behind these two, Mike Bodnar completed the opening lap in third ahead of Simon Gerrard, Peter Kay, Peter Watson and Seb Swamy whilst first lap casualties

included James White, Rory O'Mara, Nick Bourne and Ken Steward.

By lap 4, Hicks had a 2 second advantage over Mace, the latter now three seconds ahead of Bodnar and Gerrard, these two well ahead of the rest who were battling over 5th place. On the same lap, Watson spun after contact with Kay going into the infield hairpin, restarting at the back of the field. This promoted Kay into 5th with Swamy 6th and David Storey 7th. Dan Clark was next up in 8th place whilst Chris Simpson had stormed through from grid 23 and was already 9th! On lap 5, Simpson moved past Clark for 8th place but then seemed unable to make any further



Heavyweight Qualifying

Rye House hosted round two of the C-100 Sprint series, the drivers greeted yet again by a wet track that was sure to favour the more experienced drivers, especially the wet weather experts. With rain predicated on and off all day, there was little chance of a drying line although it did progressively become 'less wet' as the heats and finals progressed.

Rob Hart arrived as championship leader after a brilliant drive at round one, this being one of his stronger tracks and the circuit where he clinched his second title back in 2000. 2002 champion Brian Trott was also a strong favourite whilst the wet weather was bound to suit defending champion Paul Hicks and Stuart Symonds, both the latter two needing a result here. Also amongst the favourites were Liam Hegarty, Paul Kaye, Phil Ingram and Dave Lewis whilst it was disappointing not to see round 1 sensation, Phil Moreton on the grid.

The heats threw up a few major surprises, none more so than seeing defending champion Paul Hicks on pole for the B final after a retirement in one of the heats, but there was no denying his pace provided he could get out of the B final. Meanwhile, his wet weather rival, Stuart Symonds qualified on pole, just beating the on form (birthday boy to boot!) Tony Barson to the top spot. Liam Hegarty lined up on row two with Rob Hart with Brian Trott

and the impressive Spencer Walker together on row 3. Kieran McCullough and Paul Kaye shared row 4 whilst Gary Howse and the much improved Richard Plant lined up together on row 5. In addition to Plant and Barson, notable performances came from Mark Gleave on grid 11 (after a first ever heat win), Jamie Bird on grid 14, Tom Spence on grid 19 and Mark Roberts on grid 22. Not having such a good day were Dave Pethers on grid 15, Tim Hill down on grid 18 and Phil Ingram two places behind him on grid 20.

Simon Mace lined up alongside Hicks for the B final, the round 1 sensation not looking quite as hot during the heats here. James White put in some great performances to secure grid 3 ahead of Simon Gerrard, Peter Kay (good heat win) and Mike Bodnar whilst Nick Bourne and Rob Watkinson lined up together on row 4. Further back were the likes of Pete Watson, Seb Swamy, James Childe and Steve Atkins, the latter calling it a day after the heats and saying he would be back when summer arrived! Brady James did well to qualify for the B final in his first ever race meeting, although he would have his work cut out from grid 19.

Ian Wilson and Steve Harris shared the front row of the C final ahead of Vince Cogzell and Richard Donovan whilst a few notables such as Martin Gurnett, Steve King, Chris Simpson (another hangover perhaps!) and Steve Waghorn had it all to do from a fair old way back in the C final.



progress although he was in touch with Kay, Swamy and Storey in front.

Over the next 5 laps, Hicks extended his lead to nearly 8 seconds, finishing well clear of Mace who was equally clear of Bodnar and Gerrard who had a rather boring run into third and fourth. Kay failed to steal 4th away from Gerrard on the last lap whilst Swamy was a lacklustre 6th ahead of the impressive Storey who managed to keep Simpson at bay, the latter lost for ideas in the second half of the race.

Star Drive - Chris Simpson, in the first half as he climbed from last to 8th.

Heavyweight C Final

Polesitter Ian Wilson slotted into turn one ahead of the rest with Martin Gurnett and Steve Harris sticking in behind ahead of Vince Cogzell, Richard Francis, Richard Donovan and Steve Rogers. First lap casualties included Matt Barnes, Steve King and Gary Ryder all three restarting at the back of the field. It didn't take the experienced Gurnett long to get into the lead, the latter slicing past Wilson to head the field by the completion of lap two, the new leader quickly pulling clear thereafter. At the same time, Cogzell was looking for a way past Harris in third although he would have to wait until lap 4 before he would finally move up the order.

By half distance (lap 5), Gurnett had a two second advantage over Wilson in second, the latter equally clear of Cogzell in third whilst Harris was falling away and into the clutches of Richard Donovan, Richard Francis and Chris Simpson who was making expected (but rather steady) progress up the order. By lap 7, Simpson was 5th, before finally squeezing into the top 4 on

lap 6 and demoting Donovan back to 5th. At the front, Gurnett eased his pace slightly over the last few laps to ensure himself of victory, allowing Wilson to close back to within just under a second at the flag. Cogzell seemed certain to take third, but a half spin on the second to last corner lost him all his power although he frantically jumped up and down to keep to kart going although to no avail as he dropped to 15th. This elevated Simpson to 3rd and Donovan to 4th with Francis taking 5th ahead of Steve Heron (excellent drive from grid 21), Harris, Barney Langley (good drive in his first ever sprint), Mark Adams (likewise) and Steve Waghorn who rounded out the top ten.

Star Drive - Steve Heron, last to 6th, but not enough to make it into the top four.

Premier Round 2

"After an hour we just cruised it and that was it." That was how Brian Trott described his team's win at Rye House in the second race in this year's Premier Class championship. 'Cruised?' Really? Is there any point for turning up any more? Such was the dominance of Conservatoriesonline that only an underweight Loughborough team (55kg - yes, really!) came anywhere close to their best lap time and both Symonds and Trott could drive around Rye in low-42's at will. The other bright spots of this 'eventful' race were D'Oily's recovery from a lap two mishap to finish a splendid second, albeit a lap down, and a new team on the rostrum at last, in third place.

The Conservatories team must have thought that pole was in the bag after they set the best time of 44.28 early on in the

Rookie Update

Once again, Simon Mace took the prize for the highest rookie, this time after a stonking drive from grid 24 up to 11th, his lap times in the A final amongst the fastest times of all. He has now lost his rookie status and lies 8th overall in the championship, a brilliant start to the season and no doubt smiling about a correct decision to move up from the LW class. Simon Gerrard managed to claw his way out of the B final to take up the last slot on the A final grid, thereafter moving through to a creditable 17th ahead of the brilliant Mark Gleave who not only won a heat but also qualified a career best 11th for the A final. Richard Plant was perhaps the sensation of qualifying, taking three top 5 places in the heats and lining up 10th although he subsequently dropped to 21st in the race but it was still a much improved performance from 2003. Finally, Tom Spence made his first A final of the season and no doubt we will be seeing more of him in the A final as the year progresses.

In the B final, David Storey put in a solid performance to take 7th, fending off the likes of Simpson and keeping Swamy honest for most of the race. Rob Watkinson put in a good effort to take 9th ahead of Dan Clark, the latter running up in the top 6 early in the race. James White qualified well on grid 3, but an early spin dropped him down the order although he recovered well for 14th. Brady James not only qualified for the B final at his first ever Sprint, but then climbed through the pack to 15th ahead of Richard Donovan who had come through from the C final. Not fairing so well were C-100 returnee Rory O'Mara (good to see him back again) and Nick Bourne, the latter qualifying well but having his race ruined by an early off in the B final. Also out of luck were regulars Ken Steward and Ian Wilson, both struggling to find early season form it would appear.

The C final was full of rookies with the exception of Gurnett and Simpson who both qualified to the B and poor old Steve Waghorn who was having a day to forget! Richard Francis was the highest rookie finisher outside the top 4 whilst Steve Heron put in a charging drive from the back to take 6th. Steve Harris dropped out of the top 4 to eventually take 7th ahead of Barney Langley (good effort in his first race), Mark Adams (likewise) and Waghorn. Further back, newcomer Matt Barnes appeared to really struggle, but he kept with it and managed to beat at least two other drivers in terms of lap times in the C final. Robert Childe was the other newcomer, the father of James (well done on getting Dad on the track James!) going quite well in a few of his heats and finally taking 16th in the C final. Can't help thinking these newcomers picked a bad day to make their debut, but I was impressed with the way they coped with the conditions.



super pole with comparatively warm tyres and engine, but even they couldn't hold off Trevor Randall of Essex TT who, on cold tyres and in the dying moments of the session, set a blistering time of 44.11 to take the front slot.

After an 'interesting' start where SSKRT2 were penalised for a jump-start and IGL Dardan were black-flagged for ABC, Symonds bided his time and waited for the opportune moment to take P1. This occurred on lap 5 and from there they never looked back. Behind them there was still plenty going on. Paul Hicks of D'Oily Kart, trying to make up ground from Grid 7, was a little ambitious trying to overtake two

karts into the first hairpin and stalled as a result. "I just made a mistake. I got up the inside of Gary [Howse] and unfortunately up the inside of Rob [Hart] as well and had to pull out of it or I'd have taken them both off, so it's just a mistake by me," he explained.

On lap 19 Essex TT were also sidelined when a stub axle collapsed at Pylon leaving Randall sidelined for six laps. "Two races, two mechanicals. Things can only get better," said Randall. Out front Symonds was already the quickest man on track and being pursued by Loughborough Rockets, Wolfie and KPH who had Cartman to worry about. Conservatories

were now in charge though, and not only had their kart the pace to keep everyone at bay it was also fuel efficient and getting 27 minutes out of a tank didn't seem too much of a problem.

In pursuit, Hicks also put in some decent lap times and had a fantastic dice with Chris Shepherd of Adrenaline: "It was quite exciting considering I haven't done it for about a year," said Shepherd. "I thought that I'd just stay with him - he wasn't much slower than me; I could have overtaken him earlier, I tried once just to try and shake him but it didn't come off. My brake wasn't brilliant so I didn't want to risk taking us both out and just sat there for a few laps and then decided enough was enough!"

For a good part of the race it looked as though a 'Clubman' team was going to take second place as Cartman were clear in P2. KPH were never far away and both Cyber Lets and Magpie were homing in. Karma Connoisseurs once again looked to be in contention but when Mazza clipped a cone and collected a black flag as a result an 'Italian Moment' in the pits extended what should have been a twenty-second penalty into several laps. Scratch another front-runner.

And then of course there was the red flag incident. Due to, shall we say, an 'administration malfunction' the pit team ran out of fuel with eight minutes remaining. Already, Slip Sliding Away had been forced to a halt and with more teams about to pit to only course of action was to call a halt and wait for reserves to arrive. After a brief pause the race was resumed and Conservatories duly took their first win of the year. By now D'Oily Kart had topped off their brilliant recovery to take second place, and after even more confusion Magpie were award-





ed third just ahead of KPH. Loughborough Rockets were disqualified when it was spotted that one of their drivers was seriously underweight and Rascasse called it a day after an incident at Stadium.

All smiles in the winner's circle as Trott and Symonds collected their pot. "I think the difference was that we made it around the first lap unscathed, and the end of last year and the start of this year was just the same deal. We know we've got the speed and the organization to win, but it was just a

case of putting it all together and being a bit lucky. Today it was just a perfect performance from start to finish and after an hour we just cruised it and that was it," said Brian

Stuart Symonds described the race; "The start was a bit hairy, I tried to follow Trevor [Randall] through into the second corner by the pit entrance but the Loughborough guy lunged up the inside of me and caught me by surprise, but I decided to sit on both their tails and wait for a little while and I

realized that I had the measure of both of them so I picked them off one by one and then pulled away. I had a little look back after fifteen minutes and there was nobody there so I just eased the pace a little bit and just kept on pulling away."

Marc Craddock was equally bullish; "It was amazing! It was a stupid incident really with Paul; I think he'll own up to the fact that he shouldn't have tried to take two, just stayed with the one, but whatever happened today Conservatories would have





really, really lucky circuit for all of us, and it's absolutely amazing to get a podium in the Premier's; it's almost like a dream come true. It's been a great team performance. The pitstops went as smooth as you could possibly imagine, and we're just chuffed to bits really."

Maybe when we get to Clay both of the top teams will have some luck and race each other to the flag - then we really will be in for some racing!

Intermediate Round 2

Had a tough morning? Need a couple of hours to relax? Just sit back, put your feet up and let the Inters send you to sleep. Not that this race was especially dull you understand, just that, after such a gripping Premier race anything else was going to seem a little downbeat. Added to which, the drivers were so well behaved! Hardly a black flag in sight and everyone giving each other just the amount of room they needed to race. No doubt the teams found it a tad more exciting than the spectators, but for those on the sidelines it was better than Horlicks! And the race? Well, Team Phoenix got the better of S.H.One.T Racing with Seriously Sideways sandwiched in between.

Because of the delayed start (and an almost unanimous rejection of the super-

won it - they were flying. We were always going to come second. You can never give up can you? You just got to keep going and... on the spin I don't think we lost that much, maybe half a lap so that's all we had to gain. We just stuck to our plan and it

came off."

Richard Lavender of Magpie was also full of smiles and praise for his teammates. "It was pretty amazing really. Pete [Staples] had not raced with me and Phil [Ingram] before and Rye House has always been a

City Challenge Round 2

IMSD scored yet another win in the City Challenge series and have already begun to make winning the championship look like a walk in the park. This time at least they had the decency to make hard work of it by spinning off on the rolling up laps, crashing (hard) into the tyre barrier and collecting a black flag on the way, but it simply demonstrates how much better they currently are, to be able to survive such setbacks and still come away with a win under their belt!

Once again RBB Economics put up a stiff challenge and finished third, but this time the winner's main opposition came from Back With Venom who led a sizeable chunk of the race but didn't quite have the pace to hold off the IMSD steamroller.

Although obviously delighted with his team's victory Stephen Deuchar knew that it was hard work and perseverance that had paid off. "It was the race from hell actually. I did my impression of a novice plonker on the rolling laps and spun off, so we started right at the back and I think we gradually made our way up to the front. And then I did another spin, but the gods were keeping me going and then Ian [Miller] did a fantastic last stint; just beautiful smooth driving, it was really brilliant and I think that we won by about twenty seconds."

Keith Blake of Back With Venom felt that his team's event had been... "Not bad actually," and went on, "It's the first time we've been on the podium, which isn't bad. We came here last October, which was a good trial run for this but a bit different today, a bit wet really. The kart went well and everything went according to plan."



Dan Gore of RBB Economics was putting a brave face on things. "It's a bit of a come down from last time but, when I saw the weather forecast if you'd offered me third I'd have been really happy. We were a bit unlucky with the weather, we managed to send our wet weather specialist in all the dry stints and our dry weather specialist out in all the wet stints but nothing you can do about that... I don't what we can do about IMSD Racing though? Break all their arms or something?"

Well, hopefully not quite that drastic, but somebody is going to have to do something soon or this competition could be wrapped up by mid-summer!

