

Amy Aces Championship

With the season finale on the GP circuit at Round 11, great racing was had by all drivers. Amy Brunton dealt with the pressure well to win the 2016 championship

Heat 1

Miles McBrien got the final round of heats underway at Round 11 of the 2016 season, followed closely by Amy Brunton, with Andrew Dare starting in 3rd. Heading into the first corner, it was Brunton who came out of turn 2 with the early lead, looking to galvanise her Championship standing. After the first lap, it was Brunton from Burke, Tidnam, Wibaut, McBrien, Dare, Egby, and Hensler. Brunton pulled out a big lead from Rory Burke by the end of lap 2, with Burke looking to close the gap heading onto the last lap. Behind, it was Wibaut who gained 3rd from Tidnam. Across the line, it was Brunton who took the win, from Burke, Tidnam, McBrien, Wibaut, Egby, Hensler, and Dare.

Heat 2

Luca Osborne led away from Sam Cole in 2nd and Andrew Dare in 3rd. With yellow flags out at turn 2, it was Cole who was in the lead at the end of the first lap, followed by the tightly condensed pack of James Mellor, Thomas Wallace, Max Lee, and Osborne who dropped down the order slightly. Mellor was holding off Wallace and Lee well, with Cole building a healthy gap of 4.612 seconds over now 2nd placed Wallace, who looked to capitalise on his strong Championship position. Further down the order, Jensen Oswald-Stevens, Andrew Dare



and Aaron Mensah put in some respectable lap-times heading into the last lap. With Cole continuing to increase his gap, Max Lee got himself into 2nd and quickly built a gap over 3rd placed Mellor. Across the line, it was Sam Cole who took the win emphatically with a lead of over 5 seconds, from Max Lee in 2nd, Thomas Wallace in 3rd, and Mellor in 4th.

Heat 3

Jai Lawrence headed the grid in heat 3 from Aaron Mensah and Jensen Oswald-Stevens in 3rd. Burke and Alston looked impatient heading out of turn 2. At the end of the first lap, it was Burke leading the group, from Neal-Holder, Mensah, and Lawrence in 4th. Oswald-Stevens looked to build a gap over the following James Lenaghan and Josh Hoyle heading through to start lap 3. Heading onto the last lap, it was Jayden Neal-Holder who was now into the lead

ahead of Burke and Lawrence. With exciting racing throughout the heat, it was Neal-Holder who took the win from Burke in 2nd, and Lawrence in 3rd.

Heat 4

James Hensler led away from Neal-Holder in 2nd, and Tidnam in 3rd. Neal-Holder took an early lead, building a formidable lead of 1.433 seconds from Tidnam in 2nd, and Cole in 3rd. Lenaghan and Jack Wells were locked into battle, with Hensler looking to hunt down Mellor on a now rapidly drying track. The fastest lap was done to a 54.765 on the final lap by Sam Cole. Over the line, it was Jayden Neal-Holder who took the win from Sam Cole in 2nd and William Tidnam in 3rd.

Heat 5

After a false start, it was Wallace who led away from Ben Alston and Jensen Oswald-Stevens in 3rd. Heading out of turn 2, it was advantage Wallace as the

likes of Alston, Wells and Hoyle battled hard behind. Wallace had a no-nonsense approach to building a gap over 2nd placed Egby, with Brunton also on a charge, making it up to 4th on lap 2. At the back, Oswald-Stevens, Hoyle, and Dare were fighting hard through turns 4 and 5 showing evidence of some very impressive defensive and offensive driving. Heading onto the last lap, it was Wallace who held a commanding lead over Egby and Brunton who wouldn't be able to make it up to 2nd. Over the line, it was Wallace who took the win from Egby and Amy Brunton.

Heat 6

James Mellor led away from pole with Rory Burke in 2nd and William Tidnam in 3rd. Heading through turn 4, an over ambitious Lawrence received a bumping board, with Burke gaining the lead on lap 1 with a big gap of over 4 seconds to the following group of Tidnam, Mellor, and Lawrence. Behind them, Luca Osborne was under pressure from Max Lee with Sebastian Wibaut looking to close to the back of the pack heading onto lap 4. Mellor, Lawrence, Osborne, and Lee were all nose-to-tail heading onto lap 5 with the yellow flags coming out on the main straight and a penalty being issued to Max Lee for squeezing a driver onto the grass on the entry to Vale. Across the line, it was Burke who took the win, from Tidnam in 2nd and Mellor in 3rd.

Heat 7

Sebastian Wibaut led away from pole position from Max

Lee in 2nd and Jack Wells in 3rd. Heading onto the top straight for the first time, it was Jack Wells who had his hands full dealing with the pressure from Neal-Holder. Simultaneously, Wibaut received a penalty for an advantage by contact at turn 3 on lap 2. By the end of the lap, Max Lee held a lead of 0.926 seconds back to James Hensler in 2nd. Neal-Holder had an absolute task in front of him trying to get past Thomas Wallace on lap 3, with Wells dropping down the order somewhat. Meanwhile out front, Lee started to build a solid gap of 2.345 seconds at the start of lap 5. Heading onto the last lap, Hensler had the likes of Wallace and Neal-Holder hot on his heels, and was defending well throughout. Sam Cole picked up a penalty for an advantage by contact at turn 3. Across the line, it was Max Lee who won, from James Hensler in 2nd and Thomas Wallace in 3rd.

Heat 8

William Egby led away from Josh Hoyle and James Lenaghan in 3rd. Heading round the first lap, Brunton bolted up to 2nd behind Egby, with Lawrence getting up to 3rd followed closely by Miles McBrien, Luca Osborne, James Lenaghan and Josh Hoyle. With Brunton just 0.250 seconds behind Egby, it was anyone's guess who was going to win the heat, with Egby, Lawrence, and Brunton all battling for the top position. Heading into the mid stages of the heat, Lawrence looked impatient to get past Egby at the front, with Brunton still interrogating the track conditions for a wavy past as

Egby went defensive into turn 1 on lap 5 to try and deter Lawrence from overtaking. Brunton capitalised on the leading duo battling with Lawrence being demoted to 3rd, with Brunton executing a breath-taking move into Vale getting past Lawrence on the last lap. It was Amy Brunton who took the win in commanding style, from Jai Lawrence in 2nd and Luca Osborne in 3rd.

C Final

Ben Alston led away from Oswald-Stevens, and straight away Josh Hoyle bolted up to 1st on lap 1, with Mensah and Wibaut behind. Heading onto lap 2, it was Lenaghan who managed to get up to 3rd past Wibaut and Alston, with Andrew Dare retiring. Aaron Mensah seized the lead on lap 3, with Oswald-Stevens looking to pass Lenaghan, who were all following in each other's wheel-tracks on the now almost totally dry circuit. Josh Hoyle and James Lenaghan both received penalties on lap 5 for excessive and dangerous contact heading out of turn 8. Aaron Mensah took the win and a place in the B-Final with Hoyle and Lenaghan finishing 2nd and 3rd on circuit before penalties.

B Final

Jai Lawrence got proceedings underway followed by William Egby and Luca Osborne in 3rd. Lawrence pushed ahead and built an early lead, with Miles McBrien in 3rd and James Hensler in 4th. At the end of lap 2, it was

Lawrence out front spearheading the pack 2.598 seconds ahead of Osborne in 2nd, with Egby pulling a sensational move around the outside of James Mellor at turn 8, with Miles McBrien picking up a blocking warning. Hensler began looking around the outside of Osborne going into turn 6 on lap 4, with Lawrence pulling a total of 5.906 seconds ahead of Hensler in 2nd. Heading into the final stages of the Cadet B final, it was Lawrence who took the win and with it promotion to the A final, with Hensler in 2nd and Osborne in 3rd.

A Final

Amy Brunton lined up on pole position looking to win the 2016 championship, with Rory Burke in 2nd and Jayden Neal-Holder starting in 3rd. As the pack filed through turn 4, Brunton led from Neal-Holder and Sam Cole, with Thomas Wallace in 4th. Jai Lawrence, fresh from his promotion to the A final, was making good progress getting up to 5th position on lap 2, with Neal-Holder and Cole not dropping back from Brunton that easily, with the gap between Brunton and Neal-Holder at just 0.691 seconds. Burke picked up a bumping warning on lap 3, with Max Lee and William Tidnam all driving well at the latter end of the field. Neal-Holder began to look for a way past Brunton on the top straight heading into turn 6 on lap 3, however didn't make any gains. Brunton went defensive into turns 4, 5 and 6 in order to fend off the attack of Jayden Neal-Holder who was showing

considerable pace. Undeterred, Brunton managed to gap Neal-Holder at just over 1 tenth of a second – testament to the standard of drivers racing at Daytona. Heading down the main straight on lap 6, Brunton and Neal-Holder went side-by-side, with the leading duo causing unabated excitement amongst the spectators. Heading across the line, it was Amy Brunton who took the win in Round 11, with Jayden Neal-Holder in 2nd and Sam Cole in 3rd.

Results

C Final

- 1. Aaron Mensah**
- 2. Josh Hoyle**
- 3. James Lenaghan**

B Final

- 1. Jai Lawrence**
- 2. James Hensler**
- 3. Luca Osborne**

A Final

- 1. Amy Brunton**
- 2. Jayden Neal-Holder**
- 3. Sam Cole**

White-Wash: Junior Lights

With unmatched competition all year, the Junior Light's 2016 season finished in spectacular style

Heat 1

Harry Lambert lined up on pole for the first of the last Junior Light heats of 2016, followed closely by Arsh Syed, Ethan Livingstone, Thomas Atmaciyan, Kieran Ives, and Maximillian Bublik. Coming out of turn 2, the whole field bunched up and were racing fairly, with Lambert pulling out a slight gap. Livingstone bolted up to 2nd place on the first lap, with Ives also gaining places early on, and Syed falling back slightly under pressure in the damp conditions. This did lead to Syed and Atmaciyan having a superb battle for 4th place. As the heat progressed, Lambert pulled out a gap at the front of 1.610 seconds, but Livingstone was looking feisty in 2nd place, reducing the gap to just 0.390 seconds heading onto lap 4. Heading onto the last lap, Livingstone had the bit between his teeth looking to hunt down Lambert to take the pickings of the first heat of the morning. Lambert spun at turn 5 on the last lap, with Livingstone taking the win, from Lambert in 2nd, Ives in 3rd, and Atmaciyan putting in a strong performance taking 4th place.

Heat 2

Thomas Atmaciyan led away from Archie Elliott, Taifan Squires, White, Syed, and Dalton starting at the back of the grid. Elliott and White looked eager to get up the order through turn 3, with



White going up the inside of Elliott at turn 5 on lap 1; a very convincing overtaking move. Elliott however, went back up the inside of White at Vale on lap 2, with Dalton managing to get past the likes of Syed and Atmaciyan into 3rd, setting up titanic battle for the win. With just 0.457 between White and Elliott, this allowed Dalton to get onto the back of Elliott and join the party. With Syed and Squires now locked into battle for 4th, there was no shortage of excitement heading into the last lap, with White holding an advantage of 3.173 seconds over the squabbling pair of Elliott and Dalton. With White looking good to win the heat, Dalton was looking to get past Elliott. Over the line, it was Katherine White who took the win from Elliott and Dalton.

Heat 3

A false start was issued with two drivers accelerating before the lights went green. After the restart, it was

Ahmad-Hambling who took the lead out of Turn 2 from the following pack of Ives, Dalton, Elliott, Adam Hayes, Alex Jay, and Livingstone in 7th place. Heading onto lap 3, Livingstone looked keen on reducing the gap ahead to Hayes in 6th place. Out front on the last lap, Ives looked to get past Ahmad-Hambling who drove a faultless race, however it was Ahmad-Hambling who took the win from Kieran Ives in 2nd, and Jonathan Dalton in 3rd.

Heat 4

Alex Jay led away from Ethan Livingstone in 2nd and Finley Ahmad-Hambling in 3rd. Heading into turn 1, it was Ahmad-Hambling who was on a charge and got up to 1st on the first lap, with Ethan Livingstone in 2nd and Alex Jay in 3rd. With the field spreading out somewhat, White looked to get past

Jay who was only 7 tenths ahead. Further back, George Hannay put in a series of quick laps, whilst Ahmad-Hambling was just 0.905 seconds ahead of Livingstone who was hot on his rear bumper. White went up the inside of Alex Jay at turn 4 slipping slightly in the damp conditions, with White unable to catch up to the back of Livingstone by the drop of the chequered flag. Across the line, it was Ahmad-Hambling who took the win from Livingstone and White.

Heat 5

After a false start, it was Dan Gamblin who led away from pole, with Adam Hayes lining up in 2nd and Taifan Squires in 3rd. Heading onto the infield straight for the first time, it was Gamblin and Hayes who spearheaded the pack, with Arsh Syed picking up a bumping warning, whilst Hayes gained the lead on the first lap, and Ahmad-Hambling gaining 2nd place as Gamblin dropped down to 3rd. Lambert muscled past Gamblin on lap 2 through the second half of the lap. Adam Hayes took the chequered flag, from Ahmad-Hambling in 2nd, followed by Dan Gamblin in 3rd.

Heat 6

George Hannay led the field away from Maximillian Bublik and Adam Hayes. Heading onto the top straight on lap 1, it was Harry Lambert who gained an early lead from Hannay in 2nd, and Bublik in 3rd. The pack were all very close together with Lambert pulling out a lead at the front of 2.912 seconds; a formidable gap. Hannay began to slightly close the gap to Lambert in the lead, with the field now spreading out slightly heading into the dying stages of the heat. At the close of the heat, it was Lambert who took the win from Hannay in 2nd and Hayes in 3rd.

Heat 7

Dalton led away from pole, with Katherine White dropping down to 3rd and Bublik moving up to 2nd in the first half of the lap. White and Elliott were already driving with the win in their minds, with Elliott earning a penalty for advantage by contact at turn 3. Dalton eased out a gap of 1.224 seconds over Katherine White by the end of lap 3, with Dan Gamblin driving his own race in 4th, putting in some decent lap-times in the process. Heading into the latter stages of the heat, it was Dalton from White, Elliott, Gamblin, Bublik, Squires, and Hannay in 7th. As the chequered flag flew, it was Jonathan Dalton who took another win, from Katherine White in 2nd, and Archie Elliott in 3rd pending his penalty.

B Final

Archie Elliott led away from pole followed eagerly by George Hannay in 2nd and Alex Jay in 3rd. Racing through turn 2 was clean, with Hannay gaining the lead from Elliott and Jay, with Syed following in 4th. Some solid lap-times were being set by all drivers, with Hannay still out front with a small gap back to Archie Elliott. Alex Jay put in some decent lap-times to cement his 3rd place. Elliott jostled past Hannay at turns 7 and 8 on lap 5 as Hannay got out of shape coming out of turn 6. Further back, Jay, in 3rd, was on his own, with Squires and Bublik racing superbly for 4th. Out front, Elliott cultivated a gap of 0.714 seconds by the start of the final lap, with Syed and Atmaciyan also racing closely. Elliott took the win, and promotion to the back of the A final, followed by

Hannay in 2nd and Jay in 3rd.

A Final

Finley Ahmad-Hambling led away from Katherine White and Harry Lambert in 3rd. As the final progressed in what promised to be a high-octane finale to the season, it was Katherine White who took the lead driving confidently and calmly, with the likes of Adam Hayes and Jonathan Dalton behind, who after some very strong rounds, will be looking to finish the season on a high. Hayes put more and more pressure on White towards the end of the final. Heading into the final lap, excitement mounted as White looked cool to take the win, with 3rd place still up for grabs between Archie Elliott and Jonathan Dalton. As the chequered flag waved for the last time in 2016, Katherine White took the win, followed by Adam Hayes. Dalton took the final place on the podium with a move at Turn 2 on the final lap.

Results

B Final

1. Archie Elliott
2. George Hannay
3. Alex Jay

A Final

1. Katherine White
2. Adam Hayes
3. Jonathan Dalton

O'Shaughnessy Wraps It Up

The Junior Heavies ended their year of battle fantastically, demonstrating their maturity throughout the season.

Heat 1

Katherine White commenced the morning of racing for the Junior Heavies, followed by Harvey McBrien in 2nd on the grid, and Nat Thomas in 3rd. The grid roared into the greasy turn 1, with Thomas and McBrien bumping slightly through the first lap. Past turn 6, it was White who took an early lead, jostling with the likes of McBrien and Thomas. Parmenter started pulling away slightly from Garcia in 5th. Thomas got slightly aggravated coming through turn 6 on lap 4, with the top three of McBrien, White, and Thomas. Over the line, in spectacular style, it was White who took the win, from McBrien in 2nd, and Thomas in 3rd.

Heat 2

Ben Graham led away from Harvey Shelton in 2nd, and Daniel Garcia in 3rd. Flying into Vale for the first time, it was Graham who dropped down to 2nd, with Peter Heelis inheriting the lead. Nonetheless, Graham was not deterred, with Thomas getting past to gain 2nd place. Further down, it was William Vincent in 4th followed closely by Garcia in 5th. Thomas went down the inside of Heelis at turn 4 on lap 3, with Vincent pushing hard through turns 6 and 7, running slightly wide in the pursuit of Graham in 3rd. Thomas began to build a gap over Heelis heading into the last lap, with some areas of the track beginning to dry up. Edward Sexton and Carl Henry Ernst were in a fantastic battle



for 7th place heading onto the last lap, with Vincent muscling past Graham on the last lap. Across the line, it was Thomas who took the win, from Peter Heelis in 2nd, and Vincent in 3rd on track, being penalised for an advantage by contact move on the last lap.

Heat 3

William Vincent lined up on pole ahead Rowan Vincent in 2nd, and Peter Heelis in 3rd. Heading into Vale, the field remained bunched up, with William Vincent losing his lead to Max O'Shaughnessy taking the lead. Heading into turn 2 on lap 2, Vincent tried to go down the inside of O'Shaughnessy in vain, with Jacob Owen searching for a way past Vincent who was exploring the track for grip. Further back, Heelis retained 4th place with Rowan Vincent and Harvey Shelton racing hard behind, with O'Shaughnessy building a gap at the front of the field with a best lap-time of 55.978 seconds with a dry line appearing across much of the track. William Vincent

came under attack from Jacob Owen heading onto the last lap, allowing Max O'Shaughnessy to pull away more at the front. Across the line, it was O'Shaughnessy who took the win from William Vincent in 2nd and Owen in 3rd.

Heat 4

Edward Sexton led away from pole, from Jacob Owen in 2nd and Otis Smith in 3rd. As the karts rounded turn 6 for the first time, it was McBrien who held the lead over Ben Graham and Katherine White in 3rd. Otis Smith received a penalty board for an advantage by contact move at turn 2. McBrien began to pull out a gap over White and Graham. Further back it was Owen, Smith, Emilia Ernst and Sexton, with White, Graham, and Owen in a 3-way battle for 2nd place. Ernst put in a series of quick laps lowering her average time as McBrien et al. started their last lap, all looking incredibly eager to win. It was McBrien who took the win from Katherine White in 2nd and Ben Graham in 3rd.

Heat 5

Thomas Parmenter led away from pole position followed closely by Otis Smith in 2nd, and Harvey Shelton in 3rd. Heading down the main straight, all the drivers were evenly matched heading into the slippery Vale complex. Smith clinched the lead on the first lap from Rowan Vincent and Thomas Parmenter. Smith started pulling out a gap from Vincent with a gap of 1.709 seconds by the end of lap 2. Rowan Vincent and Thomas Parmenter were unparalleled in their performance and thus were lapping in each other's wheel-tracks. Smith continued pulling out a gap heading onto lap 5. Further back, a fantastic battle was unfolding between the likes of Shelton, Vanderwalt, Sexton and Ernst. Across the line, it was Smith who took the win from Parmenter in 2nd and Rowan Vincent in 3rd.

Heat 6

O'Shaughnessy led away from Peter Heelis in 2nd and Nat Thomas in 3rd. Heading down the main straight, it was O'Shaughnessy who got away well with clean racing through turns 1 and 2. Thomas closed up to the back of Heelis quickly, with McBrien eager to make progress by getting past Heelis, with O'Shaughnessy building a gap of 2.858 seconds back to Heelis, with Thomas unable to get past. Harvey McBrien received a penalty for an advantage by contact move at turn 2, with O'Shaughnessy continuing to build a gap at the front. Heelis put in some consistently good lap-times to consolidate his lead over Thomas Parmenter in 3rd. Heading into the mid-stages of the heat, White was getting slightly aggressive while racing with others, with White grabbing 3rd from Parmenter. Further back, Thomas and

McBrien were racing hard with Emilia Ernst behind them in 7th. Across the line, it was O'Shaughnessy who took the victory over Peter Heelis in 2nd and Katherine White in 3rd.

Heat 7

Ruben Vanderwalt led away from Daniel Garcia and Max O'Shaughnessy in 3rd. O'Shaughnessy got up to the lead, with Owen and Graham making light work of the likes of Vincent and Garcia. Carl Henry Ernst looked to close in on Vanderwalt as O'Shaughnessy pulled out an impressive gap of 2.637 seconds back to Ben Graham. Owen stayed pinned to the rear bumper of Graham, however, with Vincent and Garcia also sticking as a pair to try and catch the leading duo. At the start of the final lap Graham started pulling away from Jacob Owen in 3rd. Across the line, it was O'Shaughnessy who took the win from Ben Graham in 2nd, and Jacob Owen in 3rd.

B Final

Smith led away from pole followed by Daniel Garcia in 2nd and William Vincent in 3rd. Heading into the sweeping Vale section, it was William Vincent who stole the lead and had already built a slight gap through turn 4. Otis Smith received a penalty on lap 1 for an advantage by contact move through turn 4. Garcia also pulled away in 2nd, with Vincent extending his lead to 2.398 seconds by the end of lap 2. Smith drove his own race in 3rd, with Shelton and Rowan Vincent looking to chase down the leading trio. The four latter-most

drivers of Vanderwalt, Carl Henry Ernst, Edward Sexton, and Emilia Ernst were all driving hard and respectfully heading through to start lap 5. Heading onto the last lap, William Vincent held a lead of 4.410 seconds from 2nd placed Daniel Garcia, who in turn was 3.9 seconds ahead of Smith. Across the line, it was Vincent who took the win from Garcia in 2nd and Smith in 3rd.

A Final

Max O'Shaughnessy led away from pole in the Heavy A final, followed by Katherine White in 2nd and Nat Thomas in 3rd, with all the drivers embroiled in close championship battles. This was reflected in the calibre of the racing in the final, with O'Shaughnessy unable to pull open a gap in the first lap, with White and Thomas plastered to the rear bumper of O'Shaughnessy. With the final race of the season being the decider for many of the drivers, their hard work across the course of the year will be measured, in many cases, by their performance in this final. O'Shaughnessy did well to defend from the nimble Katherine White, allowing Nat Thomas to close up to the back of White. Peter Heelis managed to stay with the top 3, with Parmenter struggling to reel in the top 4 drivers all duelling for position. McBrien, Graham and Owen were all lapping very closely, with all top 5 drivers suddenly bunching up going through Vale, with Thomas momentarily gaining 3rd place, to be knocked down to 5th again almost immediately, with Heelis inheriting 3rd place and Parmenter bolting up to 4th in the jostling. McBrien, Graham, and Owen were locked in a similarly scintillating battle in

the latter half of the field, still showing skill and maturity while racing. Heading over the line, it was O'Shaughnessy who took the win at Round 11, followed by Katherine White in 2nd and Heelis in 3rd.

Results

B Final

- 1. William Vincent**
- 2. Daniel Garcia**
- 3. Otis Smith**

A Final

- 1. Max O'Shaughnessy**
- 2. Katherine White**
- 3. Peter Heelis**

Khan Wins Round 11

Hampshire headed into Round 11 Top of the Standings but knew that Khan could produce a last minute hammer blow with a strong round. O'Shaughnessy had to be watched too...

Heat 1

Sam Hampshire got proceedings underway with Henry Jarrett getting away 2nd and Ben Graham in 3rd. Roaring into turn 6, it was Hampshire who led from Graham and Jarrett, with Tom Nicoll also making early progress, pulling O'Shaughnessy and Khan with him. Graham inherited the lead through turns 2 and 3 on lap 2, with just 0.123 seconds separating the top two. Hampshire got back past Graham the next lap, with Nicoll now haunting the back of Graham in the hope of capitalising on a mistake from the spearheading duo. Hampshire had better fortunes, building a gap to Graham of 0.979 seconds by the start of lap 5. Further down, Worledge began to pull away from Ambrose Witherspoon in 8th, while O'Shaughnessy, Jarrett, and Khan were all busy trying to post some good lap-times in the ever-darkening setting. Heading onto the last lap, it was Hampshire out front, with the pack of Graham, Nicoll, and O'Shaughnessy looking to catch up the leader. However, it was Hampshire who took the win from Ben Graham and Tom Nicoll.

Heat 2

O'Shaughnessy led away from Ambrose Witherspoon and Ben



Graham. Heading round the first lap, it was O'Shaughnessy who managed to retain the lead from Khan and Nicoll. At the end of lap 1, it was O'Shaughnessy from Khan, Nicoll, Graham, Hampshire, Witherspoon, Worledge and Jarrett. Witherspoon spun at turn 6 on lap 2, with the rest of the field spreading out further with O'Shaughnessy pulling out a lead of 1.744 seconds by the end of lap 3. Khan and Nicoll were getting their heads down to try and catch the leader, with Nicoll particularly mounting the pressure on Khan in hope of him making a mistake. Hampshire and Jarrett had spread out slightly throughout the heat, with Graham unable to make good progress to get past Jarrett in 5th. Heading onto the last lap, O'Shaughnessy held a lead of 3.346 seconds over Khan in 2nd. O'Shaughnessy took the win from Khan and Nicoll.

Heat 3

Worledge led away from pole with Khan and Nicoll following eagerly behind, looking to capitalise on the early potential advantage.

Heading round Vale for the first time, it was Worledge who held his ground in 1st, followed by Khan and Jarrett in 3rd position, clearly making light work of the early laps. Max O'Shaughnessy was impatient to pass the likes of Nicoll and Jarrett, and as a consequence picked up a bumping board for excessive contact. Witherspoon got up to 7th, while Worledge built a gap of 1.754 seconds to O'Shaughnessy who had made it up to 2nd position on the previous lap. Heading into the last lap, it was Worledge holding a commanding lead over O'Shaughnessy and the rest of the pack. Khan went defensive on the last lap at turn 6, however it was Worledge who took the win from O'Shaughnessy in 2nd and Kameron Khan in 3rd.

Final

Max O'Shaughnessy led away from pole with Sam Hampshire and Kameron Khan in hot pursuit. All able drivers to say the least, it was clear this final would showcase some of the best driving all season. Emerging

from turn 5 for the first time, it was Khan who gained the advantage from Ben Graham in 2nd and O'Shaughnessy in 3rd. Khan picked up a penalty for an advantage by contact round turn 1, with Nicoll looking on good form to try and get past O'Shaughnessy. Khan continued to pull away in terms of track position, with O'Shaughnessy hounding Hampshire for a way past through turns 7 and 8. Towards the latter stages of the Round 11 final, Jarrett and Worledge put in some good lap-times to secure their positions. With the last lap board out, it was Kameron Khan who took the chequered flag from Sam Hampshire in 2nd and O'Shaughnessy in 3rd. A Post-Race review from the Race Director showed no foul play in Khan's overtake for first place on Lap 1, and as a result, the finishing positions on track were upheld.

Results

Final

- 1. Kameron Khan**
- 2. Sam Hampshire**
- 3. Max O'Shaughnessy**

'Vrim Goes Vroom

2016 ended in similar fashion to each round this year: firm but fair. Outstanding racing from all drivers over a typically hotly contested championship

Heat 1

Freddy Bragg lined up on pole in front of Jordan Bowley in 2nd and Silas Woolway in 3rd. As the group headed round the first lap, they were all racing respectfully, with Evrim Guler emerging from the end of lap 1 on top, followed by Bragg and Bowley. The top 3 pulled away from the rest of the pack, with Michael Soares picking up a penalty for excessive contact through turn 6 on lap 1. Grant Forsyth and Christian Munoz made good progress at the outset of the heat, with Woolway getting past Del-Pizzo. Elmanis, Andrew Graham, and Reece Harris all spread out somewhat but were coping well with the challenging track conditions. Soares and Stephen Wackrill both drove their own races, with Graham, Ludlow and Elmanis all racing closely through turns 6, 7 and 8. Heading onto the last lap, Guler held a commanding lead, dealing with the pressure from Forsyth. Over the line, it was Guler who took the win from Grant Forsyth and Freddy Bragg in 3rd.

Heat 2

Ian Del-Pizzo led away from pole, with Grant Forsyth starting next to him and Karlis Elmanis on the row behind. Stephen Wackrill got a good start bolting up to 3rd, with Munoz going up to 5th. Reece Harris got a



bumping warning on lap 1 along with Silas Woolway. An incident at turn 6 led to Michael Soares gaining a penalty for excessive contact. Del-Pizzo maintained his lead at the front of the group with Forsyth just 0.381 seconds behind in 2nd, and Elmanis in pursuit with Ludlow, Harris, Burns, Guler and Bowley. Heading to the mid-point of the heat, Del-Pizzo was out front, with no real advantage over Forsyth who was driving exceptionally. Soares picked up a black flag, with Del-Pizzo taking the win from Forsyth, and Ludlow in 3rd.

Heat 3

Andrew Graham led away from pole followed by Evrim Guler and Dave Burns in 3rd. As the green flag dropped, it was advantage Graham through turns 4 and 5 coming onto the top straight. At the end of the first lap, it was Graham in the lead by 0.563 seconds from Ludlow in 2nd, and Burns holding 3rd. Clean

racing through turns 2 and 3 on lap 2 allowed all drivers to get into a rhythm. Guler dropped down a few positions at the start of the heat, driving hard to catch Dave Burns, with Del-Pizzo, Elmanis and Forsyth looking to catch the leading pack. Reece Harris started to mount the pressure on Woolway, who in turn was attempting to catch Bowley and Elmanis in 8th. Across the line, it was Andrew Graham who took the win from Ludlow and Burns.

Final

Evrin Guler lined up on pole, with Grant Forsyth starting 2nd and Del-Pizzo 3rd. Entering the final heat of the year, it was sure to be an exciting race. Heading into turn 1 for the first time after one false start, it was Guler who emerged from Vale first, from Grant Forsyth, Del-Pizzo in 3rd, and Graham in 4th. As the race progressed to the mid stages, there was one long stream of karts flowing through, one by one. Graham looked for a way past Del-Pizzo on lap 3. Guler continued to pull out a gap of 0.714 seconds to Del-

Pizzo in 2nd. Heading onto the last lap, it was Burns and Bowley who were racing hard, with the busy pack of Elmanis, Woolway, and associated drivers still racing right until the very end. Across the line, it was Guler, from Del-Pizzo, and Forsyth.

Results

Final

- 1. Evrim Guler**
- 2. Ian Del-Pizzo**
- 3. Grant Forsyth**

Watson Walks It

'Go hard or go home'. The Senior Heavies certainly lived up to their high expectations

Heat 1

Leigh Ebanks lined up on pole position to kick off the evening's racing with Garry Applin behind in 2nd and George Watson in 3rd. Heading round Vale for the first time on the cold but dry track, Watson managed to get up to 2nd place with Ebanks in the lead. Ash Jones managed to get up to 3rd, with Charman, Kearon, Applin, and Sebastian Debertrand. Watson stole the lead from Ebanks on lap 2, putting in a good lap-time of a 51.584, beginning to pull out a slight gap from Ash Jones in 2nd. Kearon muscled his way up to 3rd, with Ebanks 4th, Charman in 5th, Applin 6th, and Debertrand 7th. Watson continued pulling away at the front, with an advantage of 0.460 seconds to Ash Jones in 2nd. Kearon began harassing Jones for second place on the last lap, with Watson taking the win from Ash Jones in 2nd and Mark Kearon in 3rd.

Heat 2

Sebastian Debertrand led away from pole followed by Mark Kearon in 2nd and George Watson in 3rd. Watson held 2nd place, with Debertrand in the lead, and Charman up to 3rd. Progressing through the heat, Debertrand began to lay the foundations

of a healthy gap back to Watson. On lap 3, Debertrand span at turn 2, allowing everyone a promotion, with Watson now in the lead, followed by Luke Charman, Mark Kearon, Ash Jones, Garrett Applin, Leigh Ebanks, and Sebastian Debertrand. Charman stayed on the back of Watson through lap 4, with most of the field spreading out somewhat. Kearon went defensive against Jones coming onto the top straight on lap 6, with Kearon maintaining his 3rd position. Heading onto the last lap, and it was Watson who still had a slight advantage of 0.461 seconds over Charman. Across the line, it was Watson who took the win, from Luke Charman and Mark Kearon.

Heat 3

Ash Jones got the heat underway from Charman in 2nd and Kearon in 3rd. Starting the heat, it was advantage Jones through turn 4, followed by Kearon in 2nd, Watson, Applin, and Ebanks. At the end of the

first lap, it was Jones 3 tenths ahead of Kearon in 2nd who was looking impatiently to get past Jones; looking around the outside into turn 6. Jones and Kearon broke away at the front, with a considerable gap of 2.198 seconds back to Watson in 3rd. Heading towards the latter stages of the heat, it was Charman, Applin, Debertrand, and Ebanks having an exciting battle for 4th and 5th place, with just thousandths of a second separating them. At the close of the heat, it was Jones who took the win from Mark Kearon and George Watson in 3rd.

Final

Watson led away from pole in the Heavy Final from Ash Jones and Mark Kearon in 3rd. Heading into the first lap, it was Watson who retained his lead coming out of turn 2 and 3, with Kearon gaining 2nd place on lap 1. Watson began to pull away at the front, building a gap of 1.324 seconds at the start of lap 2



from Kearon, Jones, Charman, Applin, Ebanks, and Debertrand in 7th. Racing was clean throughout, with Kearon also pulling away from Charman in 3rd and Jones in 4th, already being hunted down by Applin, who had previously set his best lap-time of 51.496 seconds. Heading into the mid stages of the final, it was all very close with the likes of Jones, Applin, and Ebanks. Kearon came under attack from Charman and Jones, with Debertrand setting some consistent times in 7th. Across the line, it was George Watson who took the win from Kearon in 2nd, and Charman in 3rd. Watson embraced the chequered flag with open arms, standing testament to the high level of competition and competitiveness within the championship.

Results

Final

- 1. George Watson**
- 2. Mark Kearon**
- 3. Luke Charman**