

Dominant Dorricott wins again

Dorricott showed the field how things were done, scoring a 3rd and two 1st places to grab pole position for the A-Final. Contrasting fortunes for Max Oshaughnessy though after starting P2 as he slipped down toward the back of the A final.

Heat 1

The spoils of heat one would go to Mikey Gleeson, showing a very dominant performance from pole position. By the end of lap 2 Gleeson had already pulled out an unassailable 2.5 second lead over the chasing pack of Sathees, Brown, Hamilton and Jarvis. Brendan Sathees helped Gleeson extend his lead to 5 seconds a lap later as he demonstrated some very impressive defensive work. Unfortunately, the pressure from Brown eventually caused Sathees to spin out, sending him down the order. Further down the order, Mark Hearn pulled off one of the best overtakes of the day on Tomas Orjuela Cortes round the outside of turn 6, making the move stick through 7. Gleeson would go on unchallenged for the win and take fastest lap, with Brown 2nd and Jarvis 3rd.

Heat 2

The first of many false starts of the day saw the race shortened, but that didn't hamper Thomas Wallace at all as straight from the green flag he went from 4th to 1st and never looked back, gapping 2nd at 3.5 seconds by the end of lap 2. Mooij and Hamilton battling for 2nd, allowed Dorricott and Strathmann to catch up



Dorricott heading the field in the early stages

which created a fantastic four way battle for 2nd. Dorricott managed to force his way by Hamilton, and almost took P2 from Mooij trying to imitate Hearn's move in Heat 1 round the outside of turn 6. Wallace continued unchallenged for the win and fastest lap, Mooij 2nd and Dorricott 3rd.

Heat 3

The second false start of the day saw Milo Pilfold sent to the back of the grid from Pole, but that meant he could just have a little more fun as in just three laps he was back into the lead and pulling away. Following him was Ryan Jones, up to 2nd from 7th and a very quick looking Dan Hudes who would go on to take the fastest lap of the race. Pilfold took the win from Jones, Hudes and Strathmann.

Heat 4

After the false start, this heat became fairly processional, with the only change at the top of the order coming as Khan passed Hearn for 3rd in the early stages. Although it was processional, it was by no means dull, with the top 3 drivers separated by half a second, each exchanging fastest laps and pushing the karts to the limit. Eventually though, Wallace would take the win from pole, William Egby a close second and Kameron Khan a close third, taking the fastest lap of the day for the cadets thus far.

Heat 5

Dorricott on pole is never a good sign for his rivals, and he showed us all exactly why with a dominating performance taking the win and fastest lap of the race. He was pressured early on by Jarvis and Chodyko however, but after pulling about 5 kart lengths by lap 2 it was all over. Behind, the battle for 2nd would rage on all race between Jarvis and

Chodyko, with the latter finally getting by at turn 6 on the last lap. Witherspoon, having managed to get by Finley Ahmad-Hambling, almost managed to follow Chodyko through but had the door slammed shut by Jarvis. Dorricott, Chodyko and Jarvis were the top 3.

Heat 6

Heat 6 turned out to be one of the most exciting races of the day in all classes, with a 5 way battle for the lead after another false start. Hughes and Collings initially broke from the front row with the entire field in close quarters for the first 2 laps. At times we had karts four wide going through turn 6, and cleanly! Oshaughnessy having started P7 had been craftily making his way up the field and by the last lap found himself into the P2 spot after Egby locked up at turn 6 and gifted him the spot. Then, at turn 8, he made the move on leader Hudes for the win, consequently pushing Hudes all the way down to 5th.

Heat 7

Round 5 winner, Ben Graham sat on pole, with Hearn, Rivett and Oshaughnessy making up the rest of the front 2 rows. A poor start for Hearn saw him drop straight to P5 and Graham took the lead with Rivett and Oshaughnessy behind. Oshaughnessy managed to get by Rivett quickly and stick onto the back of Graham, as Rivett quickly came under pressure from Witherspoon. Oshaughnessy eventually found a way by Graham at turn 6, only for the resilient Round 5 winner to bounce back 2 corners later for the lead and subsequently, the win. Witherspoon managed to hold off a resurgent Rivett for 3rd, who also took the fastest lap.

Heat 8

Chodyko held the early lead from Khan and Collings, pulling a 2 second lead to Pilfold straight away. However after lots of battling from the top 3 Milo Pilfold found himself in a battle for the lead, initially passing Chodyko for 3rd before out-braking himself into turn 6 and collecting Collings, forcing both out of the running. This allowed Kahn to make the most of the situation and pull a gap to Chodyko in 2nd, with a very quick looking Wallace in pursuit. Kahn took the win, with Chodyko 1 second back (attaining fastest lap) and Wallace 3rd.

Heat 9

The ever quick Dan Hudes managed a great getaway into turn 1, 4th to 1st, however he ended up facing the wrong way as he turned in a bit too early causing contact. In the ensuing mess, Graham took the lead from P5 and once again never looked back. Behind him, Truswell was doing an excellent job to keep Jarvis behind him, but this battle allowed a recovering Hudes to get into the fray. Eventually, Hudes pulled off a great manoeuvre to pass both drivers into turn 3, taking 2nd from Truswell at the flag. Graham went on to win by a massive 7.5 seconds.

Heat 10

Dorricott proved he can win from anywhere, scoring his 3rd podium of the day from P5. Having managed to get the lead on lap 2 he pulled a 3 second lead straight away, finishing 4.2 seconds ahead of 2nd place by the flag. Brown and Mooij, in a tight battle for 3rd, were running down Rivett in second, but he defended well and took a deserved 2nd at the flag from Brown. Dorricott set the fastest lap of the day in class by almost half a second.

Heat 11

Gleeson showed once again he knows how to start a race well, going from 5th to 2nd in lap 1. Starting to put the pressure on Witherspoon in 1st, he succumbed to pressure himself and spun out at turn 3. Witherspoon managed to find a 1.5 second lead and carefully maintained it from Khan in 2nd and Walters in 3rd, as Gleeson drove through half the field, setting the fastest lap, to get right onto the back of Walters. Walters threw the block in last lap at turn 6, securing P3 spot as Witherspoon held the 1.5 second lead from Khan.

Heat 12

Oshaughnessy had a poor start, going from pole to 3rd as Hamilton did the opposite, going 3rd to 1st with Bublik holding 2nd. Oshaughnessy, never one to just give up, fought back and quickly passed Bublik, keeping his eyes set on Hamilton about 1.2 seconds ahead. Oshaughnessy showed how tough he was with some stout defending against a pacey Connor Brown and Sebastian Chodyko. The contact between Connor and Max allowed Sebastian to sneak into 3rd, and with Hamilton now off in the distance, Max defended the last 3 corners to take 2nd from Chodyko and Brown, Chodyko taking the fastest lap.

D Final

As the D final lined up it would be Tomas Orjuela Cortes on the front row alongside Otis Smith. As the green flag was waved Cortes immediately took the initiative and sadly for the rest, they just could not match him. A very confident performance gifted Cortes a 5 second lead by lap 4. The main battle was the one going on for 2nd between Otis Smith and Ahmad-Hambling. Otis, having accepted that Cortes was just too far ahead, was demonstrating just how good he can be, defending into every corner and holding onto a deserved 2nd, 8 seconds behind Cortes who would move on to the back of the C final.

C Final

With Cortes joining the field, 8 karts took off for the C Final. However after two false starts the race was shortened, creating some aggressive, yet clean, pack racing. After their coming together earlier, Collings and Pilfold started P1 and P3, with Rivett separating the two. Immediately Rivett jumped to the lead into turn 1 with Collings close behind. Milo Pilfold suddenly woke up lap 3 and went 0.5 seconds quicker than he had done before and reeled in the front two, creating a 3 way battle for the lead. With Rivett still leading, Pilfold imitates a failed move from earlier with a little bit more success this time into turn 6, but Collings is able to hold the outside and with the extra speed, leaves Pilfold 1.5 seconds adrift. Collings managed to run down Rivett and make a great pass for 1st on the last lap, managing to get onto the back of the B final.

B Final

The B final proved to be the most hectic, seeing two Black Flags for contact. Mikey Gleeson and Hamilton locked out the front row, with Egby, Brown, Hudes, Jarvis, Mooij and the C final winner Collings completing the rest of the B final. Brown was the first person to earn a penalty for contact getting into 3rd and would have his eventual win taken away from him. Gleeson held the early advantage from Egby, with Brown nose to tail in 3rd. Turn 6 saw Egby outbreak himself and gift Brown an easy pass to 2nd who would then go on to pass Gleeson in a similar fashion a lap later. Egby lost out to Jarvis on the same lap, pushing him down to 4th. Jarvis, now with a new burst of speed, carried a little too much into turn 3, collecting Gleeson in the process on the last lap. This gave Egby 2nd, from Mooij and Collings which, after Browns DQ, gifted those three drivers the top 3 positions. Egby would move to the back of the A-final, a great comeback drive by him.

A Final

After another good day it was Alexander Dorricott on the front row alongside Max Oshaughnessy, with Wallace and Graham right behind. This saw a lot of nervous faces as between them, they managed 3 false starts. However, once everything was sorted and people were calm, the race got underway, with Dorricott immediately breaking clear by 2 seconds in a lap. Contrasting fortunes meant that Max dropped right down the field early on, eventually to the back of the field. Graham held 2nd from Wallace, both drivers fighting tooth and nail for the

advantage over one another. Lap 5 saw Wallace make a move into turn 6 which he couldn't quite make stick, but Wallace persisted, trying the same move the following lap with better results, securing 2nd place. Dorricott continued to extend his lead and took yet another win for his championship.

Results

D Final

1. Tomas Orjuela Cortes
2. Otis Smith
3. Finley Ahmad-Hambling

C Final

1. Harrison Collings
2. Ted Rivett
3. Milo Pilfold

B Final

1. William Egby
2. Oliver Mooij
3. Harrison Collings

A Final

1. Alexander Dorricott
2. Thomas Wallace
3. Ben Graham

Lad lays down the Gauntlet

Josh Lad lays down the gauntlet to the other drivers after a dominating run in the A-final left others in his wake. Top runs from Finn Angell-Wells and Bryn Jones from the back of the grid rounded out the top 3, as Craft and Brockwell came together.

Heat 1

The day started really well for Brandon Brockwell, starting from the back of the grid he managed to make his way up to P2 with a move into Vale on lap 2, leaving just Sam Attard ahead of him. Attard could not hold him off for long though as a better exit off turn 8 gave Brockwell a better run into Turn 1. Contact between Reeves and Attard saw a penalty board go out for Reeves, gifting Angell-wells the 2nd spot at the chequered flag.

Heat 2

Gosling and Jarrett headed the start of heat 2, with Gosling gaining the early advantage. Jarrett slipped back, allowing Marcus Smith to start piling the pressure on Gosling in 1st. Josh Craft and Josh Lad then took their turn to pile the pressure on, both quickly passing for the lead and then immediately working together to pull a 2 second lead. After the chaos emerged, Jarrett had managed to repass Smith and Gosling, and found himself in 3rd defending from Smith whilst Craft held off Lad for the win. Jarrett managed to hold 3rd in the end.



Josh Lad staying calm and collected whilst the rest battle

Heat 3

After a false start, Jarrett found himself leading the way with Brockwell, fresh off a heat 1 win, right on his tail. Brockwell was trying to make Jarrett crack and managed to do so on lap 4 with a move into Turn 6, easy enough in the end. This left Jarrett under more pressure, this time from Bryn Jones, however Jarrett learned from the battle with Brockwell and defended harder, and with more success, to hold onto the P2 spot from Jones despite temporarily losing it at Turn 8.

Heat 4

Josh Lad has the better start into Turn 1 as Craft drops from 2nd to 5th. Craft, not one to often fall back in a race, gets himself together and quickly bounces back past Cortes and Thomas for 2nd. Thomas, now right on his bumper, works toward Lad

who is only 0.7 seconds down the road. Teamwork often outdoes solo work and soon enough Lad was under fire from both drivers. Lad, seemingly struggling, succumbed to the pressure of both drivers at once on the penultimate lap, sliding down to 3rd as Craft took the win and fastest lap with Thomas in 2nd.

Heat 5

Marcus Smith lead the early stages of the race from Lad and Jones, but after the struggles of last race there was no holding Lad back as he took the lead on lap 2, went on to win and set the quickest time of the day. Other than that, there weren't many changes, Smith managed to hold off Jones for 2nd, as a late pass by Reeves gave him 4th.

Heat 6

Another false start meant a 4 lap race instead of 5, but that didn't bother Thomas in the slightest. The most confident run by him all day saw him pull a gap of around 2 seconds in a couple of laps, and simply maintain that until the end of the race from Sam Hampshire and Ben Gosling. Not the most interesting race for a spectator, but a very confident and enjoyable one for Thomas no doubt. Further down, Reeves managed to demonstrate some excellent defensive work from Van Breda to maintain 4th at the flag.

Heat 7

It was a Booker Brockwell front row, and for the most part it looked like that was how the race would go. Brockwell managed to get by and break a 1 second gap to 2nd, and looked to be going on to the win. However Craft had other ideas and after passing Booker went on to catch Brockwell. Unfortunately, out-braking himself at turn 6 he collected Brockwell, earning him a penalty on the last lap. This allowed a quiet but quick Angell-Wells to sneak up and grab the win from Booker in 2nd and Sam Attard in 3rd.

Heat 8

A double false start made for a short race, but an interesting one nonetheless, with Hampshire, Jones and Thomas breaking away from the field by 2 seconds. Each lap they sped up, alternating fastest laps. However, with no real battling it ended as it started, with Hampshire taking the win from Jones and Thomas, all within 0.5 seconds of each other.

C Final

It would be Oliver Reeves taking pole position, with Van Breda and Cortes the next 2 on the grid. Pretty early on after the green it became clear that it would be between two drivers for the last spot on the B final, Reeves and Van Breda. Even whilst battling these two managed to pull a gap on the chasing field of 2.5 seconds. Further down Cortes, Gosling and Jarrett were in a heated battle for 3rd, one which would be one by a very resilient Sofia Cortes. Reeves managed to throw in block after block over the last few laps to claim the win and transfer to the B final.

B Final

Sam Hampshire just missed out on the A final to start at the top of the B alongside Bryn Jones. After a false start Hampshire managed to hold off Jones into turn 1, but outbraked himself at turn 6 gifting Jones the lead and the initiative. Jones tried to build a gap but it wasn't until Smith started pressuring Hampshire than Jones was able to build enough of a lead to feel comfortable. It seems he got a little too comfortable as within a lap his lead had gone and he found himself leading a 5 kart train, with Booker and Reeves on the back of it. Reeves managed to pass Booker for 4th just as Jones managed to rebuild his lead again. Jones transferred himself to the A final with that win, from Hampshire and Smith.

A Final

Brandon Brockwell achieved pole after two wins in his heats, with the surprisingly quick Josh Lad in 2nd. Lad took the race by the scruff of the neck and passed Brockwell lap 1 for the lead. The first two

corners were messy, which allowed Lad to gain a 2 second lead, one from which he would never look back. Brockwell held 2nd from Craft, but in almost an exact repeat of the earlier heat, Craft made contact with Brockwell at turn 6, gifting him a penalty and sending Brockwell out of the race, an unfortunate incident. This pushed Jones up to 2nd, but on the last lap Angell-Wells managed to sneak by down the far end of the track to take 2nd place away from him. Josh Lad was already collecting his trophy by the time the others finished, a great show.

Results

C Final

1. Oliver Reeves
2. Scott Van Breda
3. Sofia Orjuela Cortes

B Final

1. Bryn Jones
2. Sam Hampshire
3. Marcus Smith

A Final

1. Josh Lad
2. Finn Angell-Wells
3. Bryn Jones

Brailli Breezes by Bellot Jr.

Brailli uses a mix of consistency and outright speed to claim the Round 9 victory. Bellot Jr. holds a commendable 2nd in a tight battle with George Dixon as Rodger recovers to 4th.

Heat 1

Lewis Brailli started pole and started well, gapping the field to almost 2 seconds in just a lap. The remaining 5 drivers in the field were in close pack racing as Brailli started to extend. Woolway tried to make a break for Brailli on lap 3, but after a couple of costly self-errors he found himself heading the chasing pack again. A few changes happened, Worledge passing Jackson at one stage, but he found himself quickly repassed by a resilient Jackson who only had eyes for Woolway. Brailli went on to take the win comfortably, as Woolway held off the chasing pack for 2nd with Kyle Jackson 3rd.

Heat 2

It isn't often that in a random heat draw you find that no one changes position, but that it is coupled with some intense racing, with the field being spread by under a second. That is what happened here, Jackson defending from the green to the chequered, Dixon and Brailli not managing to challenge him enough, and Bellot Jr and Woolway also having a quiet race.



Brailli leads Bellot Jr into turn 6 early on

Heat 3

The first false start for the heavies shortened the race to 4 laps, which lead to a lot of position changing in comparison to Heat 2. Worledge somehow managed to find himself a 2 second lead, after half overtakes slowed down the chasing pack. He would go on unchallenged to win with the fastest lap. Bellot Jr. eventually managed to pass Woolway to take 2nd, Woolway holding off Jackson for 3rd.

Heat 4

Not having the best of days, Cameron Rodger managed to go straight up to 1st from 3rd in another close pack battle. However Tauran quickly retook the lead at 8 so strongly that Rodger fell back to 4th, allowing Dixon and Brailli past for the podium spots.

A Final

Compared to the excitement of the Junior Light A final, this one was more controlled. Brailli lead the way from Tauran, Dixon and Jackson as they broke from the remaining 3. Rodger passed Woolway and Worledge for 5th and set the quickest lap hunting down the top 4. Brailli was absorbing a lot of pressure, and ultimately he made it work and pulled a 2 second lead. Brailli went on unchallenged as Rodger went 0.5 seconds quicker than everyone, sneaking 4th past Jackson at the flag. Tauran held onto 2nd against an aggressive looking Dixon

Results

A Final

1. Lewis Brailli
2. Tauran Bellot Jr
3. George Dixon

“Sandbag” Venning wins the A Final

Venning puts in a blinding show in the A final after Del-Pizzo dominates the heats. Venning employs the old Red Bull F1 tactic of sandbagging to shock the field.

Heat 1

The first two heats would be forever known as the Del-Pizzo show. By Vale on lap 1 Del-Pizzo had moved himself up to 2nd from 5th on the grid, a master of the starts, and was hunting down Jordan Bowley in 1st. Ian made a rash decision at turn 3 on lap 2, and put himself back to 4th after the move on Bowley failed. Venning passed Bowley for 2nd and Ian followed through taking 3rd. Hayman could not hold off Ian and Venning and succumbed at turn 6, letting Ian and Venning pull away for the 1-2, giving Hayman 3rd as Cowan passed Bowley for 4th on the very last corner of the race.

Heat 2

Apparently, Ian is quite good, which is the view I took as I saw him claim his 6th spot in 1 lap, taking 3rd from Jo Richardson into turn 6. Cowan made a great start and had pulled a sizeable lead, one which would last the race for him as he took the chequered flag with no one around him. Del-Pizzo meanwhile had passed Holland and was hot on the tail of Venning. After some criss cross action, Ian came out on top at turn 6 to take P2 and the fastest lap, with Venning taking third.



Venning in the lead in the A-Final

Heat 3

Ian Del-Pizzo on pole and you could pretty much put your house on him winning, and initially he did break away from the field. However, a little too ambitious with the back end at 6 sent him into a spin and almost to the back. This gave Jo Richardson the lead and the initiative, with Reeves in P2 holding off Cowan. Cowan however threw in some clever moves to get by and started to head off towards Richardson. Ian in the meantime had passed Hayman for 4th and was looking to pass Reeves when Hayman came back at him, tussling for position. This let Reeves go to take 4th at the flag. Venning had managed to move up from 9th to 3rd in all the chaos, and Cowan couldn't quite catch Richardson.

Final

The first false start for the seniors shortened the race to 9 laps, with Ian's costly mistake in the heats giving the consistent Billy Cowan pole position, James Venning 3rd and Jo Richardson 4th. Pizzo drops straight to third off the start as Venning pushes Cowan to make a gap to Ian. Ian has to contend with Richardson but, as Cowan and Venning start to battle all 4 drivers come close together again. Venning makes a move up the inside of Cowan into Turn 8, sending both wide and slowing them down and Ian Del-Pizzo needs no invitation to pass them both heading into turn 1. Venning pushes Ian and, somewhat to our surprise, comes from nowhere to make an excellent overtake into turn

6. Ian gives him all the room he needs and tries to return the favour. Venning however had other ideas and, being only 2 tenths quicker per lap, pulls out enough of an advantage to take the chequered flag for the A Final, 1.5 seconds ahead of Ian, with Richardson passing Cowan for 3rd.

Results

Final

1. James Venning
2. Ian Del-Pizzo
3. Jo Richardson



A-Final, Cowan leads from Venning, Del-Pizzo and Richardson



The start of the A-Final, tough but fair racing



Lots of overtakes into turn 6 during the day, not this lap!

The Champ finally beats Harper

What does it take to beat Ryan Harper at Sandown? Apparently you have to be called Nick Walsh. Walsh and Harper have a great battle with Walsh just edging out Harper.

Heat 1

I have to admit, at the end of heat 1 I thought to myself, 'Here we go again, Harper dominance.' Starting p12 Harper made up 8 places, and then took another 2 the lap after, but playing on the safe side gifted a position back when there was no apparent contact. Further down the order, Ben Benneyworth and Ross Petev were having a great tussle for P10, bumper to bumper, clean and fair racing, the type of racing we like to emulate. Back to the front and Bodenham is making life difficult for Harper, defending hard as he leads the breakaway pack, including A. Macauley, D. Macauley and Walsh. Harper finally gets clear and goes immediately 0.7s quicker, claiming the win and fastest lap as Bodenham falls behind Walsh to 5th. In the Macauley fight, Arnold holds off Donald for P2.

Heat 2

Walsh started P2 and immediately jumped to the lead past Hannan, as once again Harper breezed through 5 drivers in 1 lap to put himself P4. Whilst trying for 3rd, he makes contact with Oldeskog but gives back the



Walsh and Harper were in a class of their own

position straight away. Oldeskog now has Harper tucked up under his exhaust as Walsh works to extend his lead. Harper eventually gets by and works on catching Hannan which he does on the final lap, but has no time to find Walsh. Kerekes has managed to bypass D. Macauley for 5th on the last lap as well, a good comeback after a slow start to the heat. Walsh wins from Harper and Hannan.

Heat 3

Imitating Light Heat 2, the heavies started with a false start as Benneyworth and Taylor led proceedings. Harper quickly found a way past both Taylor and Benneyworth and disappeared very quickly with Benneyworth. Taylor fell back to lead the chasing pack, but Oldeskog started applying the pressure and temporarily gained the spot. Further down Luigi Cappuccio found himself

facing the wrong way after contact with Will England at turn 6, almost taking D. Macauley with them. Luigi managed to bounce back with a great move on Wackrill at Turn 8 for P10. The top of the order remained unchanged however, Harper winning from Benneyworth and Taylor.

Final

Harper and Walsh lock out the front row, the current Championship leader and the reigning Champion, and immediately break away from A. Macauley, Ben Benneyworth and D. Macauley. Taylor and Wilkinson are in a heated battle for P7, neither really grabbing the advantage. Harper remained very defensive for the first few laps, always feeling the pressure of Walsh as Benneyworth did the same to Arnold. Finally, Walsh gets a better exit off of turn 8 and aets the run on Harper into

Turn 1, making it stick but not losing Harper. Walsh puts in a near perfect lap, 0.5 seconds quicker than Harper and earns a kart length, meaning he doesn't have to defend. From then on Walsh starts to eek out a gap, eventually getting it to 1.5 seconds by the end of the race. Arnold Macauley has managed to hold off Ben Benneyworth and brother Donald for the final step on the podium after Ben and Donald closed the gap on him. A fantastic display of defensive work, and a brand new winner for the first time this season in the Senior Heavy Class.

Results

A Final

1. Nick Walsh
2. Ryan Harper
3. Arnold Macauley



The Senior Podium – A good day had by all!