

The June meeting at Kimbolton is a non-championship event, run to a different format than the club meetings, and is called The Anglian Trophy meeting. The format is for timed qualifying, then two heats followed by a Pre-Final and a Final.

Cadets were first on track and saw the Comer engined karts qualifying fastest, with James Manning topping the times ahead of Lewis Taylor and Enaam Ahmed. Jordan Brown-Nutley and Ethan Andrews were very evenly matched in the Honda class, while Harry Whittaker was the only WTP entered.

The first heat resulted in a win for Taylor, with Manning very close behind and Ahmed taking 3rd followed by William Bennett, Ellis Hanks and Jake Blackledge. Brown-Nutley just pipped Andrews and Max Wieteska in the Honda class after regaining the lead from Andrews on the last lap.

Taylor also took the win in heat two, though he really had to work for it as Manning and Ahmed battled with him throughout. All three led at some point, with Manning taking the lead at the start of the last lap only for Taylor to reclaim the place at the last corner. Hanks was 4th this time out, with Jack Bliss 5th and Blackledge in 6th again. Andrews took the honours in the Honda category, some way clear of William Tregurtha and Brown-Nutley after a first corner 'sort-out' delayed some drivers - Wieteska one of them

The same three drivers disputed the lead in the Pre-Final, with Ahmed leading at the start and Taylor slotting into 2nd ahead of Manning. This lasted until lap 4, when Manning passed both ahead of him to claim the lead. Ahmed led again on lap 7, but only for the one lap this time as Manning regained the place on the following lap and then held off their challenges to the flag - the three separated by a quarter of a second. Hanks took a rather lonely 4th place, with Bennett and Blackledge very close together as they finished 5th and 6th after a fine battle that saw several place changes over the second half of the race. Brown-Nutley was top Honda in this one, though Wieteska and Andrews were not far behind - Andrews having traded the lead with Brown-Nutley several times in the first half of the race. This race also saw Tregurtha tipped into a barrel role at Hangar, with a broken collar-bone diagnosed later - get well soon William.

The first attempt to run the Final only got to the first corner before a large accident saw several drivers suffer varying degrees of injury. When the race did get underway it was Manning who led from Taylor and Ahmed, with Hanks and Bennett disputing 4th. Taylor took the lead on lap 2, but Manning regained the place on lap 6 as the front two gradually eased away from Ahmed. Manning held the lead from there to the flag, despite constant pressure from Taylor, to claim a fine victory. Ahmed finished a little isolated in 3rd, while Bennett pipped Hanks for 4th by six hundredths after a last lap pass. Bliss was credited with 6th in the results, with James Clarke alongside him at the flag and William Pettitt secured 8th from 13th on the grid. Harrison Slater emerged as top novice. With Andrews on his way to hospital, it was left to Brown-Nutley and Wieteska to battle for top spot in the Hondas. Brown-Nutley led the class throughout and took the flag a couple of seconds clear of Wieteska, while Harrison Huggan and James Hillery had a good dice for 3rd in class.

The front 4 in qualifying for Junior TKM were separated by two tenths, with Richard Woolmer claiming pole ahead of Liam Murray, Chris Horn and Bradley Peck. That was also the finishing order in the first heat, with the first 6 places remaining unchanged from the end of the first lap through to the flag. Jamie Tyler and Sam Randon took 5th and 6th.

Woolmer led heat two from the start, with Horn and Peck both getting ahead of Murray at the first corner to run 2nd and 3rd. These four circulated close together for several laps without any place changes until Murray outbraked Peck for 3rd at the first corner on lap 8. At the start of the next lap Horn passed Woolmer for the lead, while Murray was still in 3rd and Peck had dropped off the front three slightly. At the start of the penultimate lap Woolmer tried to outbrake Horn for the lead and initially did so, but ran wide on the exit and was relegated to 3rd as Horn retook the lead and Murray nipped through to 2nd. With no further changes Horn took the win ahead of Murray and Woolmer, with Tyler claiming 4th after passing Peck at the start of the last lap and Randon in 6th.

Woolmer led again at the start of the Pre-Final, with Murray slotting into 2nd ahead of Horn and Peck. Murray moved into the lead at the start of lap 9 and Horn followed him past Woolmer to run 2nd. Murray then eased out a lead of a couple of kart lengths and maintained the lead all the way to the flag, to score a popular victory. Horn and Woolmer continued to battle over 2nd and were caught by Tyler who had been 6th at the end of the opening lap. Woolmer held 2nd at the end of lap 14, but Horn passed him at the start of the last lap and Woolmer was demoted

to 4th as Tyler nipped past as well. Randon finished 5th after passing Peck a couple of laps from the end.

Murray grabbed the lead at the start of the Final and remained out front throughout the race, setting fastest lap as well and not fazed by running three laps under full course yellow flags which allowed everyone to close up again. Horn and Tyler disputed 2nd, though the places stayed the same once Horn had regained 2nd on lap 6 despite the two racing nose to tail all the way to the flag. Randon and Peck were similarly close as they took 4th and 5th, while Ashley Davison secured 6th ahead of Woolmer.

Sam Ward topped the qualifying times in Minimax, with Oliver Myers and Luke Hughes next up. Heat one saw a hectic dice at the front between these three drivers, with each leading at some point. The race settled down a bit during the second half and Ward led them home, followed by Hughes and Myers after Hughes has made a last lap pass. Sam Marsh took 4th closely followed by Shaun Arnold, while James Webb finished 6th having lost out on the opening lap.

Ward led at the start of heat two, but Myers passed him on lap 2 and retained the lead to the flag. Hughes initially slipped to 5th before fighting through to 2nd by lap 5, a position he would finish the race in. The lead did actually change as they went into the last corner, but Myers out-dragged Hughes on the run to the line and took the win by a tenth. Ward finished a close 3rd, while Arnold took 4th ahead of Marsh and Webb.

Ward, Myers and Hughes also disputed the win in the Pre-Final throughout, with all three again leading a lap or more during the race. Ward led most laps and was in the lead at the flag, with Myers taking 2nd ahead of Hughes. Marsh ran 4th to the flag after passing Arnold at the start of lap 2, while Webb was a very close 6th.

The same three drivers ran at the front throughout the Final, with Ward leading all the way except for lap 4 when Hughes passed him. Hughes ran 2nd for most of the second half of the race but was passed by Myers on the last lap, while Arnold took 4th just ahead of Marsh and Jai Nijjar secured 6th after starting from 12th on the grid.

In Junior Rotax it was Bobby Neil who emerged from qualifying as the fastest, with Liam Ferguson next up followed by Chad Shiner, Lewis Plato and Josh Parker - the times being very close. Neil led heat one from start to finish, while Shiner and Parker battled over 2nd until Plato grabbed the place after a last lap pass on Parker. Shiner had to settle for 4th, with Levi Coombs and Jordan Nallett completing the top 6.

Plato led heat two all the way to the flag, while Neil ran 2nd throughout until Levi Coombs passed him at the start of the last lap to claim 2nd. Parker and Shiner secured top 6 places again, while Guy Perry juts pipped Alistair Bray for 6th.

Plato also led the Pre-Final from start to finish, with Neil in a constant 2nd place and Coombs in 3rd once he had passed Shiner on lap 3. Parker got ahead of Shiner on the same lap to claim 4th, while Jack Taylor moved through to 5th on lap 3 before gradually slipping back to 10th by flag fall. Shiner regained a couple of lost places late on to finish 5th, with Ferguson rounding out the top 6.

Neil grabbed the lead at the start of the Final, with Plato slotting into 2nd ahead of Parker and Coombs. Parker took 2nd from Plato on lap 2, while Coombs relegated Plato to 4th a lap later and then passed Parker for 2nd on lap 5. Parker's race was nearly run by now as he was forced to retire on lap 6, elevating Jack Mayle to 4th until he too retired after 11 laps. Coombs harried Neil for the lead until he found the gap he wanted on lap 8, going on to claim victory. Neil retained 2nd, while Plato held off a late challenge from Ferguson for 3rd and Sam Morgan took 5th followed by Dominic Gorrett (from 13th on the grid).

The 125 and 250 Gearbox karts were again on track at the same time, with the 125's starting before the 250's. Aaron Sifleet's 250 was quickest in qualifying, with Ashley Mack's 250 next up ahead of Richard Palmer's very rapid 125. Chris Thexton grabbed the lead at the start of heat one and led until lap 10, when Ian Larder moved through to the lead and was followed through by Ray Thomas and Jamie Garvie. They took the flag in that order, but Larder and Garvie were removed from the results after the race. That left Thomas as the winner, with Andrew Brunton in 2nd ahead of Thexton. Sifleet was first of the 250's, 4th overall, with Ron Stamp and Martin Smith next up in that class. Palmer ran 3rd early on and was 2nd on lap 3, but then hit trouble and slumped to 9th.

In Heat two Brunton led away from the start, but Palmer made rapid progress and was through to 2nd by lap 4 and then into the lead on lap 7 before easing away to a comfortable win. Brunton briefly lost 2nd to Thomas mid race, but Thomas was forced to retire a couple of laps later so Jonathan Goldberg came through to claim 3rd ahead of Garvie, Larder and Thexton who was running 3rd until a spin on lap 3 dropped him to 8th. In the 250's it was Ashley Mack who took the win after passing Sifleet at the start of lap 5, with Smith and Stamp next up.

Palmer led the Pre-Final from start to finish, with Goldberg claiming 2nd after passing Thexton on lap 3. Brunton came through from 15th to finish 3rd, while Thomas finished 4th ahead of the lead 250's of Mack and Stamp. Thexton was running 5th through the middle of the race, but a spin dropped him to the tail of the field, while Sifleet ground to a halt after 3 laps while running 2nd in the 250's.

The Final saw Palmer lead from start to finish again, though Goldberg and Larder were able to stay closer to him this time around. Garvie took a close 4th, with Thexton moving through from an initial 8th to finish 5th and Thomas completing the top 6. Smith was the early leader in the 250's, with Stamp his closest challenger. Mack and Sifleet both passed Stamp on lap 10 and their battle became a dice for the lead when Smith suffered mechanical woes which slowed his pace and dropped him to the back of the pack on lap 14. Mack held off Sifleet for the win, while Stamp took 3rd in class .

Rotax 177 and Senior TKM's were next on track, with Tim Penton fastest in qualifying ahead of Milan Mach and Lee Torrie. Ashley Ruggles took top spot in the TKM's, with Sam Grogan a tenth adrift. Penton led heat one from start to finish, pulling clear to win by 5secs from Andrew Gosling who took 2nd from Torrie on lap 8. Torrie was relegated to 4th on lap 10 as Mach moved through to 3rd and Torrie was under attack from Scott Clee (now Gillard mounted) over the last couple of laps. Grogan led the TKM's all the way, with Dean Stimpson securing 2nd in class after Ruggles was forced to retire on lap 10.

Penton also raced to a clear win in heat two, leading all the way and building a 5secs gap to Gosling who ran 2nd throughout. Torrie held 3rd until Clee passed him on lap 9, while Mach finished 5th followed by Gordon Chenery. Grogan also had a 5secs gap to his pursuers as he took a second win in TKM, with Ruggles coming through to 2nd in class on lap 3 after passing Stimpson.

Penton maintained his winning run with another lights to flag win in the Pre-Final, his winning margin over 8secs this time out. Mach came through to claim 2nd after passing Gosling on lap 6, while Clee made good progress from an early 8th place to finish a close 3rd. Torrie was just behind him and was closely followed by Chenery and Gosling, with James Darch on the back of the train of karts that disputed 2nd through to 7th. Grogan was a clear winner in TKM again, with Stimpson the only other driver to complete full race distance in TKM.

Penton's domination of this event was complete when he took another start to finish victory in the Final, though a 4secs margin was smaller than previous races. Mach ran 2nd until Torrie passed him on lap 5, while Gosling briefly moved ahead of Mach as well on laps 6 and 7. At the flag it was Torrie who secured 2nd ahead of Mach and Gosling, while Clee and Darch rounded out the top 6. Grogan mirrored Penton's feat as he completed a clean sweep of TKM wins, with Ruggles and Stimpson taking 2nd and 3rd after Ruggles had fought through from 6 places further down the grid.

Ian Alexander topped the qualifying times in the Rotax 177 Masters, just one hundredth quicker than Martin Gadd. Alexander led heat one from start to finish, with Paul Cook grabbing 2nd on the opening lap and retaining that all the way to the flag. Martin Reader and Steve Sawford were next up, with Gadd in 5th and still less than one second behind the winner, while Wayne Smithers rounded out the top 6.

Heat two saw Alexander complete the opening lap at the very back of the field and he would eventually retire after 6 laps. Sawford led all the way, while Smithers came through from 6th on the grid to secure 2nd after passing Cook for the place on lap 7. Reader retired from 4th on lap 4, leaving Gadd to claim the place ahead of Chris Watson and Simon Butlin.

Cook led the Pre-Final from start to finish, but was then excluded from the results. Smithers was 2nd on the

opening lap, closely followed by Sawford, but on lap 2 he got spun down to last at the chicane before recovering well to 6th by the flag. Sawford was 2nd past the flag and took the win in the results, with Gadd and Alexander in 2nd and 3rd followed by Reader and Watson.

Sawford had pole for the Final and raced away into an immediate lead, with Alexander holding 2nd and Smithers up to 3rd from 6th on the grid. Gadd was right behind Smithers as they completed the opening lap and these two battled over 3rd for the first 5 laps, before Smithers regained the place and set off after the two in front. On lap 8 Smithers passed Alexander for 2nd, but Sawford had opened a gap during that first half of the race. Initially it looked as though that gap was going to be too much for Smithers to close, but he gradually ate into the lead that Sawford had built and it shrunk visibly once Smithers had Sawford in sight. With two laps to go the two leaders were nose to tail and, as they started their last lap, Smithers outbraked Sawford and grabbed the lead to claim a fine win. Sawford took 2nd, with Alexander retaining 3rd just ahead of Gadd, while Reader and Watson rounded out the top 6.

Andrew Rees-Reynolds got his weekend off to a good start when he topped the qualifying times in Senior Rotax, with Harry Arnold, Andrew Winter and Craig Hook next up. Winter led heat one from the start, with Rees-Reynolds initially in 2nd. Arnold took 2nd from Rees-Reynolds on lap 3 and went on to pass Winter for the lead on lap 10 and take the flag in 1st, but was then excluded from the results. James Corpe started 6th and ran 5th early on, but gradually made progress as they race wore on, running 3rd from lap 7 before passing Winter on the last lap for what became the win. Winter and Rees-Reynolds took 2nd and 3rd, with Marc Dawson coming through to finish 4th just ahead of Adam Shepherd and Alex Rowley.

Corpe led from the start of heat two, with Rees-Reynolds and Anton Stamps tucked in behind. Joel Roundacre was already up to 4th from 11th on the grid and passed Stamps for 3rd on lap 3, while Stamps was then relegated another place as Rowley passed him at the start of the next lap. Rees-Reynolds took the lead from Corpe as they started lap 7, but it all went wrong a couple of laps later as his engine started to give him problems and he slipped back to an unrepresentative 25th. That left Corpe in the lead, but Roundacre passed him on lap 10 and went on to claim the win, with Corpe in 2nd and Stamps 3rd. Rowley finished 4th, while Matt Sanders took 5th fractionally ahead of Lucas Orrock who had charged through from 28th on the grid.

Rees-Reynolds grabbed the lead on the opening lap of the Pre-Final and led all the way to the flag, pulling clear by almost 6secs. Aaron Head ran 2nd early on, before slipping back to 5th by lap 6 and then to an eventual 9th place. Corpe retired from 3rd on lap 3, while Dawson was on the move from 7th on the grid and was up to 2nd by lap 4 - a place he would retain to the flag. Arnold made up 14 places to finish 3rd, with Orrock just behind him having started 14th and passed Roundacre on the last lap to secure 4th. Peter Masters came through to complete the top 6.

Starting the Final from pole, Rees-Reynolds made the best start and led from there to the finish. Arnold ran 2nd for the first 4 laps before Orrock passed him, with Orrock then looking like he might catch Rees-Reynolds. The leader managed to pull out a few more tenths though and the gap stayed above a second. Arnold, Roundacre and Dawson had a good, place changing, battle for 3rd through the middle of the race before taking the flag in that order, while Winter finished in 6th.