



# 210 Challenge 2016

*'We promote and encourage competitive racing  
in a friendly and sporting manner'*  
CH2016/K030



## Newsletter – April

### Rissington “O” Plate

Welcome everyone to the new race season! May your gearboxes be filled with oil and not leak and your brakes not stick.

I would just like to say a quick, but big, thank you to Sue Bury who is helping me out by recording what happens during the racing. Without this there would be no race reports! I also think it's worth noting the number of people we had come around the 210 pit area who were interested in the challenge and racing with us. I think this is a great sign and opportunity to get some new blood (or people related to old blood) to join our amazing 210 family! We hope to see them again soon ☺

There was some excitement at the Bury-mobile when the back of the lorry was opened up, to everybody's total amazement it was actually very tidy and orderly inside. Quite a few visits and tours of the back were held!

#### Heat 1

Everyone was happily on the dummy grid, with engines fired up. All got away well, and by the end of the first lap Whyte was in the lead followed by D. Bury and Callaghan. A coming together of Woodward and T. Bury caused Masson to spin off, whilst trying to avoid joining the party and stalled by Parc Ferme. A very helpful re-start by the Marshalls got him back on the track again. During this time the Battenberg flag was flying (signifying virtual safety car) causing some interest for the spectators, as we have rarely seen this flag used! On the green flag Callaghan got a good restart taking the lead with Whyte and D. Bury in 2<sup>nd</sup> and 3<sup>rd</sup> respectively. During the next lap D. Bury chased and overtook Whyte with some good close racing, giving us our top 3 for Heat 1.

**1<sup>st</sup> Callaghan, 2<sup>nd</sup> D. Bury, 3<sup>rd</sup> Whyte, 4<sup>th</sup> Watkins, 5<sup>th</sup> Hocking, 6<sup>th</sup> Henry**

#### Heat 2

All present and correct on the dummy grid, with D. Bury in pole. On the first corner a number of the guys had a coming together with all managing to keep going and continue racing. By the end of lap one D. Bury had held on to his starting position, with Callaghan and Whyte tight on his heels. The next lap saw Hancock and Woodward stop on the infield. A case of 2 into 1 won't go. Lap 3 saw Watkins overtake Masson on the bottom corner and by lap 7 Hancock had managed to rejoin the field. Although there was no

change in the front three throughout the race, there was some great racing to see between them!

**1<sup>st</sup> D. Bury, 2<sup>nd</sup> Callaghan, 3<sup>rd</sup> Whyte, 4<sup>th</sup> Watkins, 5<sup>th</sup> Masson, 6<sup>th</sup> T. Bury**

#### Heat 3

All away well with Woodward in the lead to the first corner. T. Bury missed a gear and received a loving kiss from behind that spun him around to do some momentary moonwalking. During lap 1 there was some impressive overtaking by Whyte on the back straight to make up 3 places into 5<sup>th</sup>, and with D. Bury also making a move from 7<sup>th</sup> into 3<sup>rd</sup>. With Woodward still in front by the end of lap 2, D. Bury had fought his way to 2<sup>nd</sup> and Whyte 3<sup>rd</sup>. By the end of lap 3 D. Bury was now in the lead, Woodward 2<sup>nd</sup> and Whyte 3<sup>rd</sup> with Masson in 4<sup>th</sup>. Callaghan had overtaken Fowler and Watkins to be a close 5<sup>th</sup>. Lap 5 and all was to change! Going down into the bottom corner with Woodward in 2<sup>nd</sup> and Whyte very close behind in 3<sup>rd</sup>, Woodward left a bit of a gap into the corner and Whyte made the move. Unseen by Woodward the two had a coming together which unfortunately put them both out and Callaghan moved into 2<sup>nd</sup>. The next few laps saw some good racing for Watkins and Masson, and Hancock moved in to 3<sup>rd</sup> place. This finished the race with D. Bury in 1<sup>st</sup>, followed by Callaghan and Hancock in 2<sup>nd</sup> and 3<sup>rd</sup> respectively.

**1<sup>st</sup> D. Bury, 2<sup>nd</sup> Callaghan, 3<sup>rd</sup> Hancock, 4<sup>th</sup> Masson, 5<sup>th</sup> Hocking, 6<sup>th</sup> Watkins**

#### Final

I have included a note below from Sue Bury, “Just a quick summary before going into the race details. I have to say this was probably one of the best races I have ever seen in 210. Although the first three places didn't change throughout the race that belies what a brilliant, close and exciting race it was between the three of them. Further down the field, which seems to have split into three separate races the driving and tussles that they had with each other was also brilliant. All drivers must be congratulated on a great final.” The front row of the grid consisted of the three main antagonists. Off the grid well D. Bury, Whyte and Callaghan went into the first corner in that order. T. Bury had a wonderful start and was in 4<sup>th</sup> place by the first corner. Lap 1 and Callaghan had overtaken Whyte for second place. Hocking had moved up a place as had Masson while Woodward had moved up two places. Lap 2 and Woodward had moved up another



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place and Fowler had overtaken Watkins. As each lap progressed D. Bury was having to defend harder and harder from the attentions of Callaghan, especially in the first corner where Callaghan was eyeing him up lap after lap. All the time Whyte waiting to pounce should there be some lack of concentration from the first two. In 4<sup>th</sup> and 5<sup>th</sup> places T. Bury and Woodward were having their own great battle, with T. Bury having to have his wits about him to keep Woodward behind. After them, a short way back the fight was on between Hocking, Fowler, Watkins and Hancock, with places changing frequently. On the last lap going into the first corner Callaghan made a move on the inside of D. Bury to draw level and it was only with some extreme late braking into the loop that kept D. Bury in front. Callaghan continued to press hard throughout the last lap but was just unable to get his kart in front. Whyte finished a gallant 3<sup>rd</sup>. Crossing the line a little later Watkins and Masson had had their own battle going on with Masson planting his foot for the last straight, leaving his braking far too late and ending up doing a pretty pirouette in turn 1. Watkins still passed the line first, by 0.02 of a second!

**1st (and "O" plate winner) D. Bury, 2nd. Callaghan, 3rd Whyte, 4th T. Bury, 5th Woodward, 6th Fowler, 7th Hocking, 8th Watkins**

*I look forward to seeing you all for the 1<sup>st</sup> round of the 210 Championship, and the 1<sup>st</sup> round of the Super 60's at Rissington on the 1<sup>st</sup> of May,*

*Siân*

*P.S. Sue cannot make the 2<sup>nd</sup> round of the championship at Fulbeck, if there is anyone who is willing to help me out with the race report, please get in touch. It will be very much appreciated.*