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CASTLE COMBE SPORTS AND GT CHAMPIONSHIP in association with [performance-cars.net](http://www.performance-cars.net)

Round 3, Monday 31st May.



Andrew Shanley eased away from the rest of the field to claim victory in Round 3 of the season.
(Image: Paul Bunch/Perspective-i)

Qualifying

Shanley was one of the few frontrunners to complete qualifying unscathed, as he started the day by putting his Radical Prosport on pole position with a 1m05.082s lap.

Josh Fisher should have joined him on the front row, but gearbox problems ruled the Quantex ME Mantis out, and with fourth and fourth place qualifiers Mike Roberts and John Avery also unable to take the start, the grid was looking a little empty.

One man who did make it was Tilling - though only after a huge effort from his Tilling Motorsport crew, as a 140mph tangle in traffic at Quarry in qualifying left them with plenty of work to do to get the Radical SR3 back to its usual pristine state. Prior to the accident he managed to qualify sixth, which left him third in the actual starting line-up behind Shanley and Darcy Smith's Thatchway Motorsport Radical SR4.

Race

Making the most of the free space around him, Shanley scorched into a clear lead as soon as the lights went out, heading over Avon Rise already safely in the lead.

Behind Smith, Tilling made a slow getaway again, but it looked worse because Norman Lackford got his seventh-placed Radical off the line so rapidly. The Cornishman swept past Smith into second place, with Tilling completing lap one back in fifth place behind class B leader Mark Funnell's plucky Lotus.

Smith and Funnell were dispatched on lap two, bringing Tilling onto Lackford's tail. Lackford didn't hand over second place without a fight, but Tilling slipped through at Tower and set off in pursuit of Shanley - who had built an 8.7-second cushion in those three laps.



Just visible, Simon Tilling battles with more rapidly-starting rivals. (Image: Paul Bunch/Perspective-i)

Now Lackford's focus turned to fending off Smith, with Andy Tidy also bringing his Radical into the fray as well - and class B rivals Funnell and Simon Norris (Mitsubishi Lancer) not far behind. Smith was trying everything to get around Lackford, but that left him vulnerable to Tidy, and when the Thatchway Radical got boxed in behind a class C car on lap seven, Tidy was through into fourth.

This gave Lackford a little breathing space, for Tidy was as stoic as Lackford in his defence and Smith needed three laps to get back in front. He then resumed piling pressure on Lackford, finally getting ahead - after a little contact - at Tower on the penultimate lap to clinch a hard-earned podium. Tidy tried his utmost to slip past too, but had to settle for fifth, just 0.188s behind Lackford as they charged across the line just behind Smith.

Up front, Shanley initially looked like he would have no trouble wrapping up the victory, for although Tilling immediately started chipping away the gap once past Lackford, he could only shave away a few tenths per lap.

But then in the second half of the race Tilling ramped up his pace, and suddenly began closing by 1-2s per lap in traffic - getting Shanley's lead due to 2.4s with four laps to go.

Just as another grandstand finish seemed to be brewing though, the gap reopened. Tilling had found himself approaching Tower with most of his car on the grass following another traffic scare. Having lost momentum and a few valuable seconds, Tilling called off the chase - reflecting that second was not a bad result at all given his

horrendous start to the day. That the delighted Shanley to romp home and clinch his first victory of 2010.



Mark Funnell drove well to win Class B.
(Image: Paul Bunch/Perspective-i)

Class B went to Funnell once more, though not without a few scares. The Lotus driver had a fine time dicing with the Radicals initially, but then had to focus on his class battle as Norris got up to speed. Keen to avoid problems while his tyres weren't up to temperature, Norris took a cautious approach to the opening laps then began unleashing more of his still not totally sorted car's potential.

He got alongside Funnell a few times and looked highly menacing, but was then bemused to be shown the black flag by the officials, who had spotted a loose exhaust. Norris was confident that while it had indeed worked free of where it should have been, there was no chance of it becoming detached completely, but his encouraging race was run.

That left Funnell with a new headache: massive brake fade. He had to back right off and edge gingerly to the flag, allowing Josh Smith's Bridgwater College Radical Clubsport past in the final yards to take sixth overall as he concentrated on wrapping up class B and staying out of the barriers.

David Jones became a first-time winner in class C after a brilliant drive in the Transband Motorsport Caterham 7, which saw him jostling throughout with main class rival Keith Dunn - and with class B Westfield driver Chris Child for a while too until a minor excursion dropped Child back. After 15 laps of thrilling racing, Jones was thrilled to cross the line 0.6s ahead of Dunn to clinch the victory and eighth overall. Patrick Havill resisted Stuart Dixon for third in class C.

Pos.	Cl.	Cl. Pos.	Driver	Car	Time	Qual.
1	A	1	Andrew Shanley	Radical Prosport	16:36.270	1
2	A	2	Simon Tilling	Radical SR3 RS	+5.299	6
3	A	3	Darcy Smith	Radical SR4	+36.897	3
4	A	4	Norman Lackford	Radical Prosport	+40.415	7
5	A	5	Andy Tidy	Radical Prosport	+40.603	8
6	A	6	Josh Smith	Radical Clubsport	+1 lap	11
7	B	1	Mark Funnell	Lotus Exige	+1 lap	10
8	C	1	David Jones	Caterham 7	+1 lap	N/A
9	C	2	Keith Dunn	Caterham C400	+1 lap	14
10	C	3	Patrick Havill	Caterham Vauxhall	+1 lap	N/A
11	C	4	Stuart Dixon	Caterham Superlight	+1 lap	12
12	B	2	Chris Child	Westfield SE	+1 lap	16
13	B	3	Maxim Taylor	Mazda RX7	+1 lap	15
14	C	5	Tim Woodman	Caterham 7	+1 lap	18
15	A	7	Jeremy Irwin	Jertona 85/09 GT	+2 laps	21
16	C	6	George Michael	Toyota MR2 GT	+2 laps	19
17	C	7	Andy Jermain	Ford Escort Mk2	+3 laps	N/A
DNF	B	N/A	Simon Norris	Mitsubishi Lancer Evo 9 SWB	+4 laps	9
DNF	B	N/A	Steve Putt	Mazda RX7	+15 laps	13
DNF	C	N/A	Keith Sprules	Ferrari 360 Challenge	+15 laps	20

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