



(Image: Paul Bunch/Perspective-i)

With no class A cars to steal the limelight, the smaller machines finally retook centre stage in round three of the Castle Combe Saloon Car Championship in association with National Mobile Windscreens, and in a thrillingly topsy turvy race it was Mark Wyatt whose third class B win of the year became his first overall triumph of 2010.

Qualifying

Former champion Tim Hanlon's TH Racing SEAT Ibiza Cupra finally reappeared and took a commanding pole, knocking Wyatt's Mark Richard Insurance Vauxhall Astra off the top spot by 0.7 seconds.

Jason Cooper continued his march towards the front with third on the grid and class C pole in the Drive-Tech/Cases Ford Fiesta, though class rivals Nick Charles (Pulse Networking Peugeot 106), Will di Claudio (Will's Auto Services/Turnpike Racing Peugeot 106) and David Kift (DK Cars and Bikes Peugeot 106) were not far behind in fifth to seventh overall, split from Cooper by Tony Hutchings' Audi TT.

How long would it take Adam Prebble - novice brother of former champion Gary - to show top ten pace in the Sparshatts Rover 220...? Two races. He started eighth.

Russell Akers took a dominant pole in the up to 1400cc class, taking the Bouchier Fencing Vauxhall Corsa around the track 1.8s quicker than nearest rival Russell Poynter-Brown (Interceptor Racing Corsa).

Race

After his epic opening lap charge last time, all eyes were on Cooper as the lights went out - but the reigning champion actually lost ground this time and then retired early with tyre damage.

Instead it was Hutchings who starred, launching from fourth to first around the outside of the pack. He didn't quite lead a full lap though, as Hanlon shot down the inside into Camp to put the silver SEAT back out front. Hutchings' Audi started wilting soon afterwards, and he pitted to retire a couple of laps later.

But Hanlon didn't last too long either, stopping on the circuit on lap three and handing the lead to Wyatt.

The Interceptor Vauxhall driver found himself with a clear advantage over none other than Prebble, who had made a good start, benefited from the mechanical carnage all around, and was more than holding his own among the experienced drivers.



Early leader Hanlon chased by eventual winner Wyatt who assumes the lead, shadowed by Prebble.
(Images: Paul Bunch/Perspective-i)

Charles got around him on lap five for second overall and would have expected that to be his limit with the class B car of Wyatt already three seconds clear.

But Wyatt was started to struggle with a small oil leak that was effectively creating a skating rink for himself. His pace dropped off and Charles suddenly found himself all over the back of the yellow Astra and fighting to take a class C car into the outright lead.

Wyatt may have had 400cc more to play with, but Charles could hang on in his tow and use his better grip to seriously threaten for the lead under braking. There would not be any last-gasp giant-killing though, for on lap nine Charles sadly became the latest to suffer mechanical misery, and had to park the Peugeot with a class C win surely in the bag and an overall victory still possible.



Second still went to a class C man, as di Claudio made it past Prebble at Bobbies mid-race and pulled away to secure both the division win and the overall runner-up spot behind Wyatt, whose oil leak was not severe enough to stop him clinching the win.

(Image: Paul Bunch/Perspective-i)

Despite Daryl Radford edging ever closer in his improving new VW Bora, Prebble hung on to take a remarkable third - suggesting he could become just of much of a star of the series as his brother as his experience builds.

Quiet but strong drives from Nick Mizen and Anne King brought the two MGs home in lonely fifth and sixth places overall to complete the class C podium, while Paul Gardner beat Martin Chivers to seventh just behind King.

Akers was jubilant after converting his class D pole to a commanding win in the category and ninth place overall, ahead of Julian Ellison's class B Volvo.

He left class D rivals Charles Hyde Andrews-Bird, Poynter-Brown and Will Burns to dice with Geoff Wade's class C Honda Integra and Rick Rowles' class B Honda Civic in 11th to 15th overall, while Tony Dolley acclimatised to his new ex-Dunlop Sport Maxx SEAT Leon in 16th overall.

Pos.	Cl.	Cl. Pos.	Driver	Car	Time	Qual.
1	B	1	Mark Wyatt	Vauxhall Astra	15:54.257	2
2	C	1	Will Di Claudio	Peugeot 106 GTi	+5.228	6
3	B	2	Adam Prebble	Rover 220 Turbo	+11.736	8
4	B	3	Daryl Radford	Volkswagen Bora	+13.173	9
5	C	2	Nick Mizen	MG ZR	+36.521	10
6	C	3	Anne King	MG ZR190	+51.213	13
7	C	4	Paul Gardner	Citroen Saxo VTS	+53.372	12
8	C	5	Martin Chivers	MG ZR	+54.481	15
9	D	1	Russell Akers	Vauxhall Corsa	+1:06.519	14
10	B	4	Julian Ellison	Volvo S40 T4	+1:26.097	11
11	C	6	Geoff Wade	Honda Integra Type R	+1 lap	18
12	D	2	C Hyde-Andrews Bird	Ford Fiesta	+1 lap	17
13	D	3	R Poynter Brown	Vauxhall Corsa	+1 lap	16
14	D	4	Will Burns	Ford Fiesta	+1 lap	19
15	B	5	Rick Rowles	Honda Civic Type R	+1 lap	21
16	B	6	Tony Dolley	SEAT Leon	+1 lap	23
17	C	7	James Keepin	MG ZR160	+1 lap	25
18	D	5	Steve Sutton	Peugeot 106	+1 lap	22
19	B	7	Kelly Williams	Ford Fiesta ST	+1 lap	27
20	C	8	Matt Smith	Rover 200vi	+1 lap	24
21	D	6	Nick Clark	Suzuki Swift GTi	+1 lap	28
22	C	9	Dawn Boyd	Peugeot 106 XSi	+1 lap	26
23	D	7	Eddie Benton	Citroen Saxo	+1 lap	29
24	D	8	Jonathan Benton	Citroen Saxo	+2 laps	30
DNF	C	N/A	Nick Charles	Peugeot 106 GTi	+3 laps	5
DNF	B	N/A	Neil Boswell	Rover Tomcat	+7 laps	N/A
DNF	B	N/A	Tony Hutchings	Audi TT	+9 laps	4
DNF	B	N/A	Tim Hanlon	SEAT Ibiza Cupra	+10 laps	1
DNF	C	N/A	David Kift	Peugeot 106 GTi	+10 laps	7
DNF	D	N/A	Geraldine Duff	Rover 25	+10 laps	20
DNF	C	N/A	Jason Cooper	Ford Fiesta	+10 laps	3
DNF	C	N/A	Darren Hay	MG ZR	+12 laps	31

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