



(Image: David Webster)

**savesometax.co.uk**

Save some: Income Tax • Capital Gains Tax • Inheritance tax

**Castle Combe Special GT  
Championship**

**Round 9, October 6 2007**

***Ian Sowman reports***

**CLASSES A & B**

Another massive entry for the Special GTs – a nice problem to have at the end of the season – once more meant split races, and this time separate qualifying sessions too as entries headed towards the forty mark. In the event 'only' 35 cars took the two starts, and sadly only 13 of those were in the Sports Racing Car race: sadly the Chaz Ryles DJ Racecars Firecat, Guy Parr's Mallock and Class B champion Shane Marshall's Mallock were unable to take the start.

Welsh visitor Steve Griffiths (Jade Chrysler) – who enjoyed guesting in the Britcar race in July so much that he decided to come back – led the field away and rapidly built an advantage over Thomas Richardson's Class B Nemesis RME02. Louis

Davidson grabbed third off the line in his Radical Prosport, but Guy Woodward (Jade Trackstar) soon retrieved the position into the Esses on lap two.

It was the debut race for the latest iteration of the Jade, designed and built by Tony Sinclair – who had his first time back in a racing car during Thursday testing after his accident at Monza a year ago – and Woodward was proud to take the wheel of the dramatically restyled car. "For me to do the first race is a real privilege," he said.

Woodward hunted down Richardson and swept into second place at Camp on lap seven, just before the safety car intervened to allow the Jade of Nick Bass to be moved at Bobbies. Bass had been involved in a tremendous fight for tenth with David Smith's Mallock Mk34 and the Kellforms Retoga of Kevin Goater before his retirement.

Griffiths got away again at the restart but with the fastest lap of the race Woodward narrowed his advantage to less than a second at the end. "I'm delighted to get the fastest lap, that's what we aimed for," he said, having

also clinched the sadly poorly supported Class A championship.

Save for the battle right at the back, this wasn't the most thrilling Special GT race of the year. Davidson was fourth, Simon Tilling (Radical Prosport) fifth and Rob Clarke (Radical Clubsport) sixth. Having made a poor start Altay John Ali (Radical SR3) clawed ground back and was only a second or so behind Clarke by the chequered flag – if he had got ahead, Clarke would have been level in the final points with Tilling, rather than a single point ahead.

Richard Fearn's striking Juno SS3 and Norman Lackford (Radical Prosport) were next up, ahead of Smith, Goater and the struggling Lola 594 of Robert Nash.

**EVENT DATA**

Result – 15 laps: 1 Steve Griffiths (Jade Chrysler) 17m16.050s (96.42mph); 2 Guy Woodward (Jade Trackstar) +0.580s; 3 Thomas Richardson (Nemesis RME02); 4 Louis Davidson (Radical Prosport); 5 Simon Tilling (Radical Prosport); 6 Rob Clarke (Radical Clubsport). Class A: 1 Griffiths; 2 Woodward; 3 Richard Fearn's (Juno SS3). Class B: 1 Richardson; 2 Davidson; 3 Tilling. Pole position: Griffiths 1m03.935s. Fastest lap: Woodward 1m03.395s (105.05mph). Starters: 13.

# Michael wins as Funnell retires



(Image: David Webster)

## CLASSES C & D

Tony Michael (Westfield SE) was almost 1.2s faster than the rest of the field in qualifying for the Sports/Saloon half of the entry, but his advantage was overturned in the first braking zone of the race as Mark Funnell passed him on the outside at Quarry Corner. The Honda-powered Lotus Exige held sway for the first few laps of the race but Michael was a constant threat, attacking into the Esses on lap two.

Funnell continued to defend hard over the following few laps but eventually succumbed on the sixth circuit when smoke and fluid started emitting from the back of the car. He pulled up at the Esses, alongside the Mitsubishi Evo of Laurence Kilby, which had already retired with its rear bumper dragging along the ground.

With the top two having already pulled considerably clear of the field Michael was left on his own at the front of the order, with only the lapping of slower cars to interrupt his serene progress.

Andrew Shanley's Fisher Fury ran in second position throughout but he, along with Dylan Popovic (Marlin T5-

EXi), was penalised for a jumped start. When an extra 10s was added to his time he dropped to third, behind Duncan Cameron's Ferrari 360 Challenge, which rather negated the drama as the Italian car reeled in the kit car.

Cameron, along with JHJ Racing teammate Jon Dhillon, had to start the race from the back of the grid, both of the 360s having missed qualifying. After the unfortunate startline pile-up at the last meeting work was still going on at the last moment to restore the cars to their former glory.

Both drivers did exceptionally well to get so far up the order, with Cameron finally getting into third on the road by passing Stuart Dixon's Caterham R400 on the eighth lap. Dhillon made it to fifth, pipping outgoing champ Keith Sprules (Ferrari 360 Challenge) near the end.

Didier Denat's Caterham Superlight was seventh ahead of Popovic, who was the last unlapped finisher. Two more Caterhams completed the top ten, those of David Jones and Teofilo Masera.

The rest of the somewhat eclectic field

included Phil Gale's Darrian T9 (13<sup>th</sup>), the bike-engined Stuart Taylor Phoenix of Gareth Bonner (16<sup>th</sup>) and the ex-Rowan Atkinson Renault 5GT Turbo of Alan Bull (17<sup>th</sup>). Joining Funnell and Kilby among the retirements were Mike Eickmeyer's Porsche 911 who made a smoky exit, but this proved to be just fluid dripping onto the exhaust and he was soon on the road to take part in a four-hour relay at Snetterton the following day.

## EVENT DATA

Result – 15 laps: 1 Tony Michael (Westfield SE) 18m10.989s (91.58mph); 2 Duncan Cameron (Ferrari 360 Challenge) +40.003s; 3 Andrew Shanley (Fisher Fury); 4 Stuart Dixon (Caterham R400); 5 Jon Dhillon (Ferrari 360 Challenge); 6 Keith Sprules (Ferrari 360 Challenge). Class C: 1 Michael; 2 Shanley; 3 Dixon. Class D: 1 Cameron; 2 Dhillon; 3 Sprules. Pole position: Michael 1m08.854s. Fastest lap: Mark Funnell (Lotus Exige) 1m10.592s (94.34mph). Starters: 23.

Final championship standings – Overall: 1 Duncan Cameron 55; 2 Tony Michael 46; 3 Shane Marshall 41; 4 Rob Clarke 35; 5 Simon Tilling 34; 6 Louis Davidson 30l etc. Class A: 1 Guy Woodward 27; 2 Howard Spooner 16; 3 Marcus Pye 6; etc. Class B: 1 Marshall 41; 2 Clarke 35; 3 Tilling 34; etc. Class C: 1 Michael 46; 2 Mark Funnell 23; 3= Nigel Mustill and Stuart Dixon 8; etc. Class D: 1 Cameron 55; 2 John Dhillon 29; 3 Keith Sprules 26; etc.