

# Davidson's serene victory



While Louis Davidson won overall, Duncan Cameron took the Class D spoils. (Images: Rod Long-Able)

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**Castle Combe Special GT  
Championship**

**Round 4, June 23 2007**

**Josh Barnett reports**

Louis Davidson led from lights to flag in round four of the Special GT series. His winning margin may have been just 0.278s, but the Radical Prosport driver always had this one under control.

## QUALIFYING

Davidson claimed pole with a best time of 1m06.389s – which proved sufficient to hold off a late charge from Westbury's Shane Marshall (Mallock P21).

The battle for pole looked set to be between Davidson, Simon Tilling (Tilling Motorsport Radical Prosport), and Andy Crockett's Radical Prosport. Tilling set the bar at 1m06.878s, and this held for over five minutes before Davidson bettered it with a 1m06.721s. Tilling then improved to a 1m06.528 to regain pole but with two minutes left Davidson moved ahead for good, and Marshall then bumped Tilling to the second row with his last minute 1m06.508s lap.

Mike Roberts returned to Castle

Combe with his ex-LMP2 Lola B2K40 and would line up alongside Tilling on row two. After initial struggling for pace, two trips to the pits sorted things out, as the Hailsham pilot set a best time of 1m06.818s.

Guy Woodward (Motorvations Ltd. Jade Trackstar) could only manage row three after he just missed out on breaking the 1m07s barrier.

With Mark Funnell absent, Tony Michael took pole position in class C with a best time of 1m09.706s.

In class D, Duncan Cameron out qualified his JHJ Racing Ferrari 360 Challenge team-mate Jon Dhillon by nearly 1.3s, while Jon Reeves gave Dhillon a run for his money in the ever improving, Wiltshire College-run Mazda RX-7.

## RACE

Davidson made the best start and immediately started to pull away at over 0.6s a lap, knowing that his best chance of victory was to make a swift break.

"The bigger cars, they take longer to warm-up their tyres so I thought I'll just go for it right from the outset," he explained.

Once his scintillating early pace had earned Davidson a comfortable advantage, he backed off to ensure that his recent reliability woes didn't

affect the Radical. Even a scrape with a backmarker couldn't ruin his race and the sight of Guy Woodward closing fast failed to fluster the driver from Pyrford – to Woodward's light-hearted chagrin: "I'll beat the bugger next time," the runner-up joked.

Woodward had made a good start to pass the slow starting Roberts as well as Tilling and Marshall. For the first few laps the three of them also had Rob Clarke and Andy Crockett to contend with, before easing away from the pair.

On lap two Tilling overtook Marshall only to be repassed the very next lap. Woodward was escaping slightly from the battling duo but was reeled back in by lap six.

Marshall's nimbler Mallock was quicker through the chicanes but Woodward's Chrysler engine gave the Jade a speed advantage. Marshall tried to take advantage of traffic on lap nine to pass Woodward on the outside at Camp but his abortive effort served only to hinder him as Roberts, who had charged through from eighth, closed onto the back of the Mallock.

As they hit yet more traffic on lap 10, the Lola slipped through. Roberts proceeded to set the fastest laps of the race as he closed in on Woodward and dived down the inside at Camp to take second.

But on the run down to Camp on lap 12 Roberts slowed, allowing



Cameron, Davidson and Woodward took to the winners truck. (Image: Rod Long-Able)

#### EVENT DATA

Result – 15 laps: 1 Louis Davidson (Padical Prosport) 17m04.764s (97.486mph); 2 Guy Woodward (Jade Trackstar) +0.278s; 3 Shane Marshall (Mallock P21); 4 Simon Tilling (Radical Prosport); 5 Rob Clarke (Radical Clubsport); 6 Andy Crockett (Radical Prosport). Class A: 1 Woodward; no other finishers. Class B: 1 Davidson; 2 Marshall; 3 Tilling. Class C: 1 Tony Michael (Westfield SE); no other finishers. Class D: 1 Duncan Cameron Ferrari 360 Challenge); 2 Jon Dhillon (Ferrari 360 Challenge); 3 Keith Sprules (Ferrari 360 Challenge). Pole position: Davidson 1m06.389s (100.318mph). Fastest lap: Marshall 1m05.968s (100.958mph). Starters: 28.

Standings after round four – Class A: 1 Woodward 13; 2= Marcus Pye & Howard Spooner 6; etc. Class B: 1 Marshall 24; 2 Tilling 14; 3 Clarke 12; etc. Class C: 1 Michael 23; 2 Mark Funnell 7; 3= Derek Parker & Nick Williamson 5; etc. Class D: 1 Cameron 26; 2 Dhillon 16; 3 Sprules 13; etc.

Next round: July 15.

Woodward to shoot into second. This loss of momentum also allowed Marshall to capitalise on the run to Folly, completing the move as they ascended Avon.

Roberts clearly had problems and his charge through the field was cut short as he pulled into the pits on lap 13 – only to find he needn't have retired.

"I was braking and catching the throttle. I just got scared as it felt like the brakes had failed," he explained.

In the dying laps Marshall put a charge on a set the fastest lap, but had to settle for third, just behind Woodward, while Tilling finished an eventual fourth, despite suffering at

the hands of errant backmarkers for the second meeting in a row.

Having fallen off the lead group Clarke finished fifth, nine seconds off the leader. Crockett was a further 13 seconds in arrears.

In class D, Duncan Cameron took yet another win to extend his championship lead over Jon Dhillon to nine points. Cameron led from the word go, pulling away at two seconds per lap to finish 27s clear of Dhillon after a sterling performance. "It was a bit of a mad start but then I just cleared off," he joked. Keith Sprules, in his similar Ferrari 360 Challenge, finished third in class, dropping further behind in the title race, after Jon

Reeves dropped out with just three laps left to run. However with six more rounds still to go the 12 point deficit is still surmountable for the 2006 champion.



Class D variety includes Jeremy Irwin's quirky Rawlson, the Mark Matthew's Marlin and Paul Galan-Bamfield's Ginetta. (Image: Rod Long-Able)

### Her name was Lola...

A new car in the paddock, albeit with an old face in the driver's seat was Mike Roberts' new Lola B2K40. Lola's LMP2 chassis has enjoyed success in both the American Le Mans Series and its European counterpart. Now one of the sports prototypes has been brought to Combe.

The car appears almost like a scaled up version of some of the smaller sports prototypes and its aerodynamic superiority will surely see it win many races in the not too distant future. But like any newly bought car, it has not been without niggling problems.

"We're down on power; we need too find an extra 200bhp. We have moved from the original three litre Nissan unit to a two litre based one. It may also be down to the smaller turbo we fitted to counter the turbo lag we were experiencing when we first tested the car," said Roberts.

"The brake and the throttle are very close together in the pedal box and so I think that is what was causing our problem today."

Once these troubles are ironed out this car will be a regular frontrunner, as the times from the race proved. Roberts set the third fastest lap during the race, faster than both winner Davidson and second-placed Woodward.



Roberts' Lola (63, alongside Oliver Bull's Mallock) showed promise on debut. (Image: Rod Long-Able)