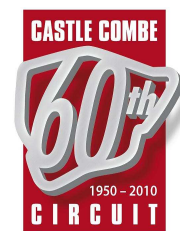




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CASTLE COMBE SPORTS & GT CHAMPIONSHIP IN ASSOCIATION WITH PERFORMANCE-CARS.NET Rounds 6 & 7, 31st July/1st August.



Castle Combe's 60th Birthday saw Andrew Shanley extend his unbeaten Sports and GT run to four races on Saturday, before engine compression issues put him out of Sunday's running. This allowed Josh Fisher to take the victory whilst Mark Funnell closed up to David Jones in the overall standings.

(Images: Oliver Read.)

Qualifying

Josh Fisher's (Quantexte Racing Mantis) hopes of a good grid position were extinguished on the first lap of qualifying when the ex-FF1600 driver accidentally turned off his fuel pump switch before he had even completed a lap.

This allowed Andrew Shanley (Radical Prosport) to take pole position after a close battle with the more powerful Radical SR3 RS of reigning champion, Simon Tilling (Tilling Motorsport). Shanley's best time of 1m04.882s trumped that of Tilling's by just over three tenths of a second.

Darcy Smith (Thatchway Motorsport) would line up third in his new Radical PR6 – a car that the Wrington driver had never driven before the start of qualifying – whilst Andy Tidy (A.T. Motorsport Radical Prosport) just out-did Mike Roberts (Radical SR3 RS) for fourth.

Norman Lackford (Radical Prosport) was an uncharacteristic eighth behind Scott Couper (Juno) and the returning Guy Woodward (Radical SR3).

Mark Funnell completed the top 10, while Stuart Dixon (Dixon Construction Ltd) just had the advantage over Keith Dunn (Caterham C400) in the class C Caterhams.

Race One

When the lights went out Andrew Shanley made the perfect getaway, however his start was juxtaposed by that of fellow front row man, Simon Tilling who was slow away, losing 13 places and dropping behind Josh Fisher – who was up to 12th (from last) by the end of lap one.

This allowed Shanley some breathing space back to Darcy Smith, and, over the course of the next three laps, the Trowbridge competitor streaked away from the field to open up a 4.6s lead.

Despite the best efforts of some unhelpful backmarkers, Shanley's lead only once dipped below the two-second mark, leaving him to take his fourth consecutive win of 2010 and open up a five point lead over Tilling and Fisher in the class A standings.

Smith finished a lonely second, having never been able to get on terms with Shanley. However, his performance was still impressive in an unfamiliar car.

Behind him, Fisher surged through to finish a fine third after starting last thanks to his qualifying woes. A lightning fast start saw Fisher rocket up the order 18 places, and by lap four the sometime single seater star was already in fourth place and harrying Andy Tidy.

Mike Roberts halted Fisher's swift progress however, defending admirably to keep the Mantis at bay longer than anyone else – a full two laps!

Even the experience of Roberts could not hold Fisher back for long though, but Roberts' driving and a gaggle of backmarkers had slowed Fisher enough to ensure that he was never in a position to challenge Smith for second.

After what is fast becoming a traditional slow start, Tilling worked his way through the pack to finish fourth, having also been kept at bay by Roberts until the final lap.

Tidy finished a distant sixth as Mark Funnell took eighth. Stuart Dixon dominated class C after Keith Dunn retired in an incident with Guy Woodward, just before half distance.

Race Two

Shanley's hopes of doing the double disappeared before the grid had even formed up after an engine compression problem had been found in his Powertec engine after race one.

This gave pole position to Smith, who would be joined on the front row by Fisher, with Tilling just behind.

At the start Fisher immediately jumped into the lead, whilst Tilling fell back into the clutches of the pack – albeit it not as dramatically as in the first encounter.

As the fastest driver in race one, once Fisher was out in front there was no doubt about whether or not he could win it, and without any mechanical gremlins, the Bridgewater driver duly delivered his second win of the season.

Behind him, Smith completed his brace of second places with a solid drive to the runner-up spot. The Radical pilot was never challenged during the race and improved his best time of the weekend to a 1m05.643s as he became more accustomed to his new car.

Tilling's second poor start of the weekend left him in eighth place as the field flew over the Rise for the first time. As they passed the finish line for the first time, Tilling had already found a way past Norman Lackford and George Douglas (Martin BM9/10) and had set his sights on Andy Tidy and the fast-starting Mark Funnell.

Starting lap four, Tilling dived to the inside of Tidy at Quarry, before driving the long way round Funnell at Old Paddock. This unsettled the Lotus driver who immediately came under attack from Tidy through Hammerdown, before relinquishing fifth place under braking for Tower.

As Funnell faded into the clutches of the ever improving Douglas, Tidy was left for dead by Tilling who once again had to deal with the wily racing of Mike Roberts similar Radical.

Unlike the first race though Tilling was immediately through, taking third place around the outside at Tower on lap five.

With the excitement of the first six laps out the way, the field settled down as Tilling took the final podium spot, 8.220s adrift of Smith as Roberts upped his pace to stay on top of Tidy's challenge.

Funnell just held off Douglas for sixth, with Lackford shadowing the pair of them.

After an initial three-car battle, the class C antics of Keith Dunn, Stuart Dixon and David Jones eventually settled down in that order after Jones and Dunn had enjoyed stints at the front.

News

After some recent unreliability, a brace of wins for Mark Funnell have seen him close down David Jones in the overall points standings. Entering the weekend, Funnell was seven points behind the Caterham driver, with Keith Dunn and Andrew Shanley also ahead of the Trowbridge driver. However, with Shanley's no-score the top of the table has closed dramatically with eight points covering Jones, Dunn, Funnell and Josh Fisher.



Ex-medical team member Nadine Geary completed her first race in her recently rebuilt GT3-spec Dodge Viper. The car was extensively damaged during a trackday and has undergone a thorough rebuild before Viper-obsessed Geary took the car to 21st position overall in race one.

Steve Liquorish returned to Castle Combe in his Mitsubishi Evo 10 just two weeks after his Mini Challenge car was written off at the circuit during the Dunlop Great & British Motorsport Festival. The sometime Ajec Academy racer qualified 22nd before racing to 16th in race one.

Race One Results

Pos.	Cl.	Cl. Pos.	Driver	Car	Time	Qual.
1	A	1	Andrew Shanley	Radical Prosport	19m38.737s	1
2	I	1	Darcy Smith	Radical PR6	+ 3.364s	3
3	A	2	Josh Fisher	Mantis	+ 13.069s	30
4	A	3	Simon Tilling	Radical SR3 RS	+ 14.463s	2
5	A	4	Mike Roberts	Radical SR3 RS	+ 14.808s	5
6	A	5	Andy Tidy	Radical Prosport	+ 20.829s	4
7	A	6	Norman Lackford	Radical Prosport	+ 27.736s	8
8	B	1	Mark Funnell	Lotus Exige	+ 37.187s	10
9	A	7	George Douglas	Martin BM9/10	+ 48.791s	12
10	C	1	Stuart Dixon	Caterham Superlight	+ 54.647s	13
11	C	2	David Jones	Caterham 7	+ 1m02.019s	16
12	C	3	Patrick Havill	Caterham	+ 1 Lap	9
13	A	8	Martin Phillipson	Radical SR3 LM	+ 1 Lap	11
14	B	2	Steve Putt	Mazda RX7	+ 1 Lap	18
15	C	4	Tim Woodman	Caterham 7	+ 1 Lap	17
16	I	2	Steven Liquorish	Mitsubishi Evo 10	+ 1 Lap	22
17	A	9	Jermey Irwin	Jertona 85/09 GT	+ 1 Lap	21
18	B	3	Chris Child	Westfield SE	+ 1 Lap	15
19	C	5	Keith Sprules	Ferrari 360 Challenge	+ 1 Lap	24
20	C	6	James Turner	Volkswagen Golf	+ 1 Lap	25
21	C	7	Nadine Gearv	Dodge Viper	+ 1 Lap	26
22	B	4	Andy Jermain	Ford Sierra Cosworth	+ 1 Lap	29
23	B	5	Phil Gale	Darran	+ 1 Lap	23
24	I	3	Tim Bates	Porsche 911 SC	+ 1 Lap	27
25	I	4	Stewart Calder	Renault CL110	+ 2 Laps	28
NC	A	N/A	Scott Couper	Juno	+ 7 Laps	6
NC	C	N/A	Keith Dunn	Caterham C400	+ 9 Laps	14
NC	A	N/A	Guy Woodward	Radical SR3	+ 9 Laps	7
NC	B	N/A	Maxim Taylor	Maxda RX7	+ 15 Laps	19

Race Two Results:

Pos.	Cl.	Cl. Pos.	Driver	Car	Time
1	A	1	Josh Fisher	Mantis	16m41.713s
2	I	1	Darcy Smith	Radical PR6	+ 4.192s
3	A	2	Simon Tilling	Radical SR3 RS	+ 12.412s
4	A	3	Mike Roberts	Radical SR3 RS	+ 25.075s
5	A	4	Andy Tidy	Radical Prosport	+ 31.923s
6	B	1	Mark Funnell	Lotus Exige	+ 56.594s
7	A	5	George Douglas	Martin BM9/10	+ 56.839s
8	A	6	Norman Lackford	Radical Prosport	+ 57.986s
9	A	7	Scott Couper	Juno	+ 1 Lap
10	C	1	Keith Dunn	Caterham C400	+ 1 Lap
11	A	8	Guv Woodward	Radical SR3	+ 1 Lap
12	C	2	Stuart Dixon	Caterham Superlight	+ 1 Lap
13	B	2	Chris Child	Westfield SE	+ 1 Lap
14	C	3	David Jones	Caterham 7	+ 1 Lap
15	A	9	Martin Phillipson	Radical SR3 LM	+ 1 Lap
16	C	4	Patrick Havill	Caterham Vauxhall	+ 1 Lap
17	B	3	Steve Putt	Mazda RX7	+ 1 Lap
18	C	5	Tim Woodman	Caterham 7	+ 1 Lap
19	A	10	Jeremy Irwin	Jertona 85/09 GT	+ 1 Lap
20	C	6	Keith Sprules	Ferrari 360 Challenge	+ 2 Laps
21	B	4	Phil Gale	Darrian	+ 2 Laps
22	C	7	James Turner	Volkswagen Golf	+ 2 Laps
23	B	5	Andy Jermain	Ford Sierra Cosworth	+ 2 Laps
24	I	2	Tim Bates	Porsche 911 SC	+ 2 Laps
25	I	3	Stewart Calder	Renault CL110	+ 2 Laps
NC	C	N/A	Nadine Geary	Dodge Viper	+ 14 Laps