



**CASTLE COMBE SALOON CAR
CHAMPIONSHIP IN ASSOCIATION WITH
NATIONAL MOBILE WINDSCREENS**

Rounds 6 & 7, 31st July/1st August.



Brian Cox used the superior power of his Mitsubishi Evo to register his fourth and fifth overall victories of the season in the 60th Anniversary meeting at Castle Combe, overcoming Kevin Bird's 2WD SEAT on both occasions. Josh Barnett reports, with images by Oliver Read.

Qualifying

Brian Cox only did six laps in qualifying, however two would have been sufficient setting his fastest lap on only his second tour of the circuit. The time of 1m15.977s stood at the head of the timesheets for the remaining 12 minutes to put the sole 4WD car in pole position.

Behind him Jason Cooper (Drive-Tech Ltd/Cases Ltd Ford Fiesta) put in his now habitual monumental qualifying effort to line up alongside, beating the far more powerful SEAT Leon of Kevin Bird (Interceptor Racing) with a lap of 1m16.732s, some half a second quicker than the round five winner.

Nick Charles (Pulse Networking Ltd) was just a fraction away from beating Bird in his tiny 106 GTi whilst the much improved Julian Ellison (Swindon Volvo Racing Volvo S40 T4) beat series stalwart Mark Wyatt (Mark Richard Insurance Vauxhall Astra) to fifth.

David Kift (DK Cars & Bikes Peugeot 106 GTi) was seventh, just ahead of Tony Dolley (weldinggear.co.uk Peugeot 206 GTi), but Will Di Claudio Will's Auto Services Peugeot 106 GTi) struggled with a driveshaft that kept popping out.

Russell Poynter-Brown (Interceptor Racing Vauxhall Corsa) beat Will Burns (Cases Ltd Ford Fiesta) to class D honours, the gap between the pair just 0.233s.

Race One

With all being well in the Evo's engine department, it looked like Brian Cox would walk away with the victor's spoils in race one, however Jason Cooper kept him honest for much of the race.

As the lights went out, Cox tore away and quickly opened up a lead of over a second by the end of the second lap. Cooper though was having none of it, pumping in a brace of quick laps to cut the margin to just 0.251s as they passed the startline for the fifth line.

Unfortunately for the Ford driver though, his Fiesta became stuck in fourth gear at the halfway point, allowing Cox to cruise away once again.

As the Mitsubishi disappeared into the distance, Kevin Bird was charging back through the field after a slow getaway. Having fallen to 10th after the first lap, Bird methodically scythed through the cars ahead, arriving in third place on lap eight.



With just three laps to go, the gap between Cooper and Bird was still two seconds, and it looked as though the 2009 champion would hold on to second.

However, next time around, traffic and the gearbox problem conspired to hamper Cooper, whose advantage over the SEAT of Bird was down to just two tenths.

On the penultimate lap, Bird made his move, using his power advantage to motor ahead of the screaming Ford.

Cooper's advantage over the rest of the pack ensured that he finished third, whilst Julian Ellison soaked up all of Tony Dolley's pressure to finish an impressive fourth, in a battle where the pair were never more than half a second apart.

Nick Charles strengthened his overall title hopes with second in Class C and seventh overall.

Mark Wyatt faded from sixth on the grid to ninth at the chequer behind Daryl Radford, however it was Adam Prebble who was the revelation of the race.

A lightning quick start saw the Rover Tomcat surge into third place, which the relatively inexperienced Prebble held onto until lap seven when mechanical gremlins forced him into retirement.

Will Di Claudio's driveshaft woes continued, as he lost power once again on lap six.

Class D's Will Burns took a comfortable victory over Russell Akers.

Race Two

If the first encounter was relatively tame by Saloon Car standards, the large crowd were giving incident by the bucket load in race two.

With the front row locked out by the two most powerful cars on the grid, it looked as if the race could become quite strung out once again, albeit with Cox having more in the way of opposition from Kevin Bird.

However, no one could have anticipated what would happen as the red lights extinguished. Rick Rowles' Honda Civic was slow away from the line, and within the tight confines of the Castle Combe grid, Geraldine Duff (Paul Dufty Computing Rover 25) had nowhere to go.

The triangular boot of the Civic acted as a launch ramp, flipping Duff onto her roof where her car was caught by at least one other competitor.

If that wasn't enough, just 200 yards down the road at Folly all hell was breaking loose as a NASCAR-style 'Big One' involving seven cars, saw Julian Ellison's Volvo barrel-rolling down the track before coming to a rest with its rear wheels perched atop the tyre barrier on the outside of the track.

The organisers had no choice but to red flag the race. However, after a lengthy delay, the grid was lining up for the restart, albeit with only 25 cars.

As the lights went out, it was Cooper who made the best start, pulling ahead of Bird on the run to Folly.

Tony Dolley was able to make use of the empty grid slot that should have been taken by Ellison's Volvo to follow Cooper through and take third, demoting the SEAT to fourth after another sluggish start.

Bird was back ahead of Dolley by the end of the lap, as the top three started to pull away from the Peugeot 206.

Cooper was looking all over Cox on lap three, however a four of laps later Bird seized the initiative through the Tower/Bobbies section, taking second.

The position swap was short lived though, as Cooper surged back ahead under braking for Camp.

As they came round to start the penultimate lap, the top three were nose to tail, ducking and diving to try and find a way passed.

Unfortunately, as Cooper pulled out of Cox's slipstream, Bird just tagged the Ford's bumper, sending Cooper into a high-speed slide across the grass at Folly, before emerging at the top of Avon Rise, having only lost one further position to Tony Dolley.

And, with that, the positions stayed, as they were, to the flag, with Bird hounding Cox but unable to find a way through.

Dolley finished third with Cooper taking class C honours once again, just ahead of Nick Charles.

David Kift took another third in class ahead of a slightly improved Mark Wyatt and Daryl Radford (Volkswagen Bora).

After swapping to a standard drivetrain for race two, Will Di Claudio did well to avoid Duff's initial startline roll, putting in a sterling drive to finish ninth overall.

Will Burns completed the Class D double, taking fastest lap along the way to close up on overall points leader, and 1400cc rival, Russell Poynter-Brown.

Race One Results

Pos.	Cl.	Cl.	Driver	Car	Time	Qual.
1	A	1	Brian Cox	Mitsubishi Evo	15m46.505s	1
2	B	1	Kevin Bird	SEAT Leon	+ 1.887s	3
3	C	1	Jason Cooper	Ford Fiesta	+ 3.184s	2
4	B	2	Julian Ellison	Volvo S40 T4	+ 10.853s	5
5	B	3	Tony Dolley	Peugeot 206 GTi	+ 11.260s	8
6	C	2	Nick Charles	Peugeot 106 GTi	+ 12.535s	4
7	C	3	David Kift	Peugeot 106 GTi	+ 14.182s	7
8	B	4	Daryl Radford	Volkswagen Bora	+ 19.823s	11
9	B	5	Mark Wyatt	Vauxhall Astra	+ 19.952s	6
10	C	4	Adrian Slade	MG ZR	+ 31.142s	12
11	C	5	Nick Mizen	MG ZR	+ 37.889s	13
12	C	6	Paul Gardner	Citroen Saxo VTS	+ 50.894s	14
13	C	7	Martin Chivers	MG ZR	+ 1m01.304s	15
14	C	8	Darren Hay	MG ZR	+ 1m03.533s	16
15	C	9	Anne King	MG ZR	+ 1m07.225s	18
16	D	1	Will Burns	Ford Fiesta	+ 1m07.796s	19
17	D	2	Russell Akers	Vauxhall Corsa	+ 1m13.740s	20
18	D	3	R Poynter-Brown	Vauxhall Corsa	+ 1m21.903s	17
19	B	6	Rick Rowles	Honda Civic Type R	+ 1 Lap	26
20	D	4	Steve Sutton	Peugeot 106	+ 1 Lap	24
21	C	10	Richard Marsh	Rover 200	+ 1 Lap	28
22	D	5	Nick Clark	Suzuki Swift GTi	+ 1 Lap	23
23	D	6	Geraldine Duff	Rover 25	+ 1 Lap	25
24	B	7	Jamie Diccox	Alfa Romeo 156	+ 1 Lap	29
25	C	11	Matt Smith	Rover 200	+ 1 Lap	31
26	D	7	David Rose	Volkswagen Lupo	+ 1 Lap	33
27	D	8	Eddie Benton	Citroen Saxo	+ 2 Laps	34
28	D	9	Peter Weston	MG ZR	+ 3 Laps	32
NC	B	N/A	Adam Prebble	Rover 220 Turbo	+ 5 Laps	10
NC	B	N/A	Kelly Williams	Ford Fiesta ST	+ 6 Laps	30
NC	C	N/A	Will Di Claudio	Peugeot 106 GTi	+ 7 Laps	9
NC	D	N/A	C Hyde-Andrews-Bird	Ford Fiesta	+ 10 Laps	22
NC	C	N/A	James Keepin	MG ZR	+ 11 Laps	27

Race Two Results

Pos.	Cl.	Cl. Pos	Driver	Car	Time
1	A	1	Brian Cox	Mitsubishi Evo	11m43.731s
2	B	1	Kevin Bird	SEAT Leon	+ 0.170s
3	B	2	Tony Dolley	Peugeot 206 GTi	+ 2.026s
4	C	1	Jason Cooper	Ford Fiesta	+ 2.880s
5	C	2	Nick Charles	Peugeot 106 GTi	+ 5.197s
6	C	3	David Kift	Peugeot 106 GTi	+ 11.284s
7	B	3	Mark Wyatt	Vauxhall Astra	+ 18.152s
8	B	4	Daryl Radford	Volkswagen Bora	+ 20.469s
9	C	4	Will Di Claudio	Peugeot 106 GTi	+ 27.698s
10	C	5	Adrian Slade	MG ZR	+ 29.451s
11	C	6	Nick Mizen	MG ZR	+ 39.153s
12	C	7	Martin Chivers	MG ZR	+ 47.473s
13	C	8	Darren Hay	MG ZR	+ 54.994s
14	D	1	Will Burns	Ford Fiesta	+ 57.988s
15	C	9	Paul Gardner	Citroen Saxo VTS	+ 1m05.923s
16	D	2	R Poynter-Brown	Vauxhall Corsa	+ 1m11.552s
17	C	10	Richard Marsh	Rover 200	+ 1m14.184s
18	D	3	Steve Sutton	Peugeot 106	+ 1m27.772s
19	D	4	C Hyde-Andrews-Bird	Ford Fiesta	+ 1 Lap
20	C	11	James Keepin	MG ZR	+ 1 Lap
21	B	5	Jamie Diccox	Alfa Romeo 156	+ 1 Lap
22	B	6	Kelly Williams	Ford Fiesta ST	+ 1 Lap
23	D	5	David Rose	Volkswagen Lupo	+ 1 Lap
24	D	6	Peter Weston	MG ZR	+ 1 Lap
25	D	7	Eddie Benton	Citroen Saxo	+ 1 Lap

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