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**CASTLE COMBE SPORTS AND GT CHAMPIONSHIP**  
**in association with [performance-cars.net](http://www.performance-cars.net)**  
Round 2, Monday 3<sup>rd</sup> May.



(Image: Oliver Read.)

Josh Fisher hopped from Van Diemen to Mantis in a matter of seconds to win round two of the Castle Combe Sports and GT Championship in association with [www.performance-cars.net](http://www.performance-cars.net), banishing the memories of his last corner defeat at the opening round. With victory in the production class, however, Keith Dunn moved into the lead of the championship.

### **Qualifying**

Thirty cars turned out for a fine and dry qualifying session that was initially headed by Simon Tilling in his still relatively new Tilling Motorsport Radical SR3, but Andrew Shanley's Prosport model was only a few thousandths of a second behind.

Fisher (Quantex ME Mantis) went much quicker on his fourth lap, his 1m05.277s effort almost three seconds better than anyone else at that point. But that was as good as it got for Fisher, while his rivals clearly had something in reserve. Shanley and Guy Parr (Wayne Poole Racing Nemesis 02) took it in turns to slash Fisher's

advantage, but as the flag came out the Bridgwater driver still held pole by a fraction of a second.

Tilling, though, blitzed the final lap, dipping below the 1m05s barrier to move himself from the outside of the front row to pole position. Fisher was second, ahead of Parr, Shanley, Darcy Smith (Radical SR4) and Mike Roberts (Radical SR3).

The best of the highly modified sports and saloon cars in Class B was Simon Norris (Norris Designs Mitsubishi Evo) in eighth position overall, four places and 2.4s clear of Mark Funnell (Lotus Exige). Fellow AAA Saloons racer Gary Prebble (Team Sparshatts Mitsubishi Evo RS7 Sprint) was well down the order after a troubled session.

The Caterhams at the top of the production class were almost inseparable, with Stuart Dixon (Dixon Construction Superlight) 0.03s faster than Dunn (C400). George Michael (Toyota MR2 GT) had his times disallowed for ignoring black flags, and so would start the race from the back with a ten second penalty.

## Race

Just one car was missing from the grid – Des Andrews' Wayne Poole Racing Radical SR3, which had managed only one lap in qualifying. The race tilted heavily into Fisher's favour right at the start, with Tilling making an appalling start ("the launch control in my right leg isn't working very well at the moment") and dropping into the midfield. Parr was also slow away, so it was Fisher and Shanley that headed the field at the end of lap one.

They found themselves greeted by yellow flags and safety car boards when they made it back to the start line, thus narrowing the gap that they had swiftly built up over the rest. The race was neutralised for two laps while Andy Jermain's Ford Escort RS2000 was moved to a safe position; while this was the case, Tilling was stranded in seventh position.



(Images: Oliver Read.)

Fisher continued to lead after the restart, without ever coming under very much pressure. Tilling made up two places on lap four, then quickly got into third position by passing Darcy Smith and benefiting from the retirement of the Parr Nemesis.

Shanley was quite a way up the road at this point, but Tilling worked out to narrow the gap and he was within 0.3s at the end of lap 14.



(Image: Oliver Read.)

There should have been one lap to go at that point, but the chequered flag was flown one lap early due to an incident a Quarry involving David Smith (Mallock Mk34) and Keith Sprules (Ferrari 360 Challenge). Smith was rushed to the medical centre as a precaution, but released soon afterwards without injury.

Fisher therefore secured the win by six seconds from a relieved Shanley and a frustrated Tilling. Only three other drivers finished on the lead lap. Darcy Smith was fourth, while Norman Lackford (Radical Prosport) finished in fifth after fighting back past Funnell on lap nine.

Funnell completed the top six and took Class B victory, having passed Norris – possibly suffering again with a previous brake problem – on lap five. Norris went into retirement a few laps later, joining Prebble on a lengthy list of non-finishers. Chris Child's Westfield SE was second in class, ahead of the two evenly-matched Mazda RX7s. Nippon Challenge racer Maxim Taylor headed Steve Putt's Chris Putt Motor Engineers version.

Class C was, predictably, a Caterham duel for honours, with Keith Dunn and David Jones (Transband Motorsport 7) edging away from the rest. After a few place changes, West Bromwich Albion fan Dunn celebrated promotion by bagging victory.

Pos.	Cl.	Cl. Pos.	Driver	Car	Time	Qual.
1	A	1	Josh Fisher	Mantis Sports Racing	18:11.427	2
2	A	2	Andrew Shanley	Radical Prosport	+6.081	4
3	A	3	Simon Tilling	Radical SR3 RS	+6.397	1
4	A	4	Darcy Smith	Radical SR4	+37.222	5
5	A	5	Norman Lackford	Radical Prosport	+47.647	7
6	B	1	Mark Funnell	Lotus Exige	+1:04.030	12
7	A	6	Andy Tidy	Radical Prosport	+1 Lap	11
8	A	7	Josh Smith	Radical Clubsport	+1 Lap	10
9	C	1	Keith Dunn	Caterham C400	+1 Lap	15
10	C	2	David Jones	Caterham 7	+1 Lap	16
11	C	3	Stuart Dixon	Caterham Superlight	+1 Lap	14
12	A	8	Scott Couper	Juno	+1 Lap	13
13	B	2	Chris Child	Westfield SE	+1 Lap	17
14	C	4	Tim Woodman	Caterham 7	+1 Lap	20
15	B	3	Maxim Taylor	Mazda RX7	+1 Lap	21
16	B	4	Steve Putt	Madza RX7	+2 Laps	26
17	C	5	Patrick Havill	Caterham Vauxhall	+2 Laps	25
18	I	1	Ben Scrivens	Ginetta G20	+3 Laps	27
DNF	A		David Smith	Mallock MK34	+3 Laps	22
DNF	C		Keith Sprules	Ferrari 360 Challenge	+3 Laps	19
DNF	A		John Avery	Mallock P21	+5 Laps	9
DNF	B		Simon Norris	Mitsubishi Evo 3	+6 Laps	8
DNF	C		George Michael	Toyota MR2 GT	+6 Laps	DNQ
DNF	A		Guy Parr	Nemesis 02	+9 Laps	3
DNF	B		Gary Prebble	Mitsubishi Evo RS 7 Sprint	+10 Laps	24
DNF	C		Dylan Popovic	Marlin EXi Sports	+10 Laps	28
DNF	A		Mike Roberts	Radical SR3 RS	+11 Laps	6
DNF	C		Kevin Bird	SEAT Leon	+11 Laps	18
DNF	C		Andy Jermain	Ford Escort RS2000	+14 Laps	29

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