

Three Sisters Speed Series Report – Sunday 20th April 2008

The day started dry and then unfortunately the rain came down, with a wet and very slippery track, which was to prove “interesting!”. After lunch it started to dry and continued to dry through the afternoon, allowing improvements by most competitors in the final run.

Class A saw Jason Lamb taking the honours with a very fast 49.97 only .3 secs behind the winner of class C, one to watch !! Andrea was having a “spinning” time in front of her parents video, but thoroughly enjoying herself, slotting into 3rd place behind Michael Percival.

Class C, saw the return of Nutter Nunn and his Ninja Green car, very smart it looked to, but would he be quicker enough ? unfortunately not as Mark Leybourne set a cracking run breaking the 50 sec barrier and leaving Tim in 2nd (possibly worried about damaging the paintwork !!! on it's first outing). Lagging slightly behind Paul Pocklington and George Hardman were having a good “old” battle, or should that be “battle of the oldies”, but both enjoying themselves and leaving Stephen Pritchard a lonely 5th.

Andy Rushworth dominated E, with some very impressive driving, showing why he won last year. He even beat all the class F cars !! Mark was chasing Andrew through the day and improving all the time, but possibly pushed a bit too hard on his last run and went a little slower. Stewart was off the pace, probably missing Emma warming the tyres for him. And poor Peter Cox had an engine disaster, on first practice which left him heading for home and a rebuild. Hope to see him back out soon.

Class F saw Richard Kerr dominate from the first run, with a very solid performance. He was looking forward to having a good battle with new F runner Gary Bunn, but Gary was struggling with some 19th century ACB10's that were providing the spectators some interesting lines as he came down from the mountain (OK little hill) and found all the grass, but none of the track. He did well to recover with a 50.84, but “big John” had the mighty V8 beast out, sounding fantastic and very smoothly piping Gary to 2nd place. Followed by Gavin Prest and Richard James out for their first event, sandwiched by John Shepard

Class G saw the start of battle for this year. Once we had sorted Mark Anson and his battle with beardy, our local friendly scrute. Andy Mac came back from his first practice well happy with the cars development over winter. Barney went out and collected a puncture after his first run, well pissed off with a bill for £160 for a brand new tyre at its first event. Then came the rain, the “rainmaister” Anson came off best on a very slippery track, Barney and Andy struggling on various wet/slick tyre combinations. Down to the final run with everything at stake, it was decided to try some tyre weld in the punctured rear slick, courtesy of Garry Bunn (Team derby & Notts:-) as the tension mounted, and the fat lady cleared her throat, with a mouth of redbull, the class G gladiators lined up.

Andy Mac came back with a thumbs up, the tyre had held enough for the run, Andy posted a final time of 48.72, Barney next for a last chance at class honours, 46.01 1st in class and 4th overall. Mark Anson then puts in a 48.39, pipping Andy by .33 of a second.

Mark to be congratulated, getting to grips with a new car/engine/tyre combination. The season promises close competition in G, lots of banter, and the usual amount of pisstaking :-)

Class H

Freezing cold winds and drizzle greeted Derek Hodder and Terry Everall (Del and Tel) as the only two entrants in H

Practise was run on a very very damp track, which was probably more slippery than if it had been properly wet. In the dry both cars and drivers would be looking for a mid 44 second run. First practise saw Del post a quick and tidy 46.21sec run with Tel fighting the Duratec power to record a 47.61sec with a few hairy moments. Del's drive was indeed good enough to hold FTD

at the end of practise and Del was showing us how effective his new launch control was with fantastic speed off the line. Tel's second practise in far worse conditions for everyone saw him spinning wheels all the way to the first corner and then he lost it on the bend after the pit straight where he took to the grass in a graceful pirouette. Lunch came and everyone watched the sky for a bit of sun or lifting of the clouds but there was little change to the cold damp weather. Whilst showing some admirers his engine Terry noticed that the alternator had come adrift from its bracket so frantic repairs were needed with help from Gary Smith who was sniffing round the cars in the paddock. If you are worried about your cars handling or set up then have a chat to Gary and see what he says. (he wont pull any punches !) First timed runs were on a still slippy track but the wind was drying it a bit in places . Terry nearly lost it into the first right-hander and had a hairy ride over coward's summit set a target of 46.24secs, which Del easily bettered to take the lead with 45.33secs. So, it was all down to the last run on a much drier track than we had earlier. Good runs by both drivers saw Terry go first with a 44.78secs but Del piped him with 44.68secs (Who says this sprinting isn't closely fought?) In fact Del missed FTD by only 0.08secs but took 2nd FTD with Terry 0.10secs behind for 3rd FTD and before anyone asks there were a lot of powerful single seaters out there! Our man (Barney) in the buzzing blade took 4th FTD.

Aintree here we come.

Class J saw David Hussey and Marshall Rowlands having a good battle until David was far to quick into the lefthander after the 180 and couldn't stop before the tyre wall, which saw him end up with the front wheels way in the air. Thankfully it was only the car that suffered and not to badly as a subsequent check confirmed the chassis was fine. This left Marshall to steadily improve his times to a very credible 54.3, which was quick for an Elise.

Overall an interesting day's Motorsport, with some excellent results from the H and G guys to come 2nd, 3rd and 4th FTD, when as Terry has already said, there were some very capable single seater cars there !!

Nick Algar / Phil Newall (Barney) and Terry Everall