

Dunkeswell Sprint

Did you ever go down the go-kart track and think, Hmm fancy driving the Westfield around there, well this was your chance. Dunkeswell Sprint in Devon consists of 1.8 laps of an outdoor Kart Track. The total length of the sprint is 1345 yards. The course is tight and twisty with tyres and cones forcing you keep off the grass (This didn't dissuade all competitors however).

The sprint attendance was quite small giving plenty of time for two practice runs, two timed runs and one additional uncounted run at the end. Speed series attendance was low. With the last minute pull out of Team Blat, leaving Class B with only 4 entries, only Class A had enough entries for 16 points. There were no entries in the Expert Classes C and D, no doubt due to time spent preparing for the WSCC Curborough Sprint.

The weather whilst threatening rain stayed dry throughout the day.

Class A saw the high tension. Without Kevin Bamber both Tim Nunn and Richard Brown were looking for those precious 16 points. Richard was keen to make last weeks Llandow result the start of things to come. This was 8 valve versus 16 valve, Kent vs Tokyo, 1967 design versus 1983 design.

Practice saw Richard Brown driving a clean line and putting in a rapid first practice time of 63.83. Under this pressure Tim Nunn flew off the start line putting in a rapid first lap, but carried too much speed through the corner into the second lap causing the ensuing loss of control and half spin.

By Lunchtime Richard had his practice time down to a mere 63.70 where as Tim managed a good practice run with a time of 64.32. At lunchtime the question was would Richard handle the pressure from Tim during the timed runs.

At the first timed run, Tim put in a leading banker with a time of 64.41, which Richard couldn't match. The pressure was on for the second time run. Tim was first and drove a fast lap to put in a time of 64.08. Richard followed and entered a blistering 64.02 overtaking Tim by just 6 hundredths.

In the rest of the class, Richard Green and Nicola Dean were struggling with gears and front-end grip throughout the hairpin. Several changes were tried but to no avail. For the uncounted third run tyre pressures were reduced and the time fell. Penny Lloyd was still getting use to the new BBM second car.

In Class B AC Wotbox was pushing hard through the hairpins. Colin Fitzgerald out braked himself into the corner. Fortunately missing the tyres. He did however managed to pass the speed trap before the corner at a speed of Tom Green Proportions leading to the inevitable out braking. Anthony Burriss and The Duck (Mike Allard) were going for more safe and sensible practice times.

During the timed runs The Duck had the most excitement. After Colin failed practice time, The Duck got over excited with being second place practice time. He went out

looking good first timed run high on the smell of glory, Unfortunately all this lead to an off at the hairpin. First he flattened a cone on the corner and tired to remove it by bouncing into the tyres. Fortunately damage was limited to some minor bodywork damage to the nose and ego. His second timed run lead to an outbraking incident and no time.

For the rest of Class B the timed runs were less eventful. AC Wotbox managed a slight improvement on the mornings getting the time down to 61.24. Colin also improved on both timed runs although struggling with the level of grip from his tyres. He put in a best time of 62.92 nearly a second better than his previous years result. Anthony Burriss managed to shave nearly a second and half off on his last timed run to put in a final time of 63.66.

Class H was a class of one. Darren Duffield improved his times throughout the day despite suffering from bad gearbox problems. By the timed runs third gear selection wasn't possible. This forced Darren to take his last timed run in first and second and to bounce off the rev limiter. This technique appeared to work well as he reduced his time still further to 60.80.

The V8 Class saw Chris Varey and Tom Green competing. Chris was struggling with grip through all the corners. His Slicks had aged badly and were not providing enough grip. Tom put in the usual fast times from the off and managed a final best time of 55.12. This was approaching two seconds faster than last years FTD winning time but in the end he was beaten to FTD by a single seater and had to make do with Class win.

Adrian Clinton-Watkins