



## **W.S.C.C. Speed Series 2004**

### **Three Sisters – 4<sup>th</sup> April 2004**

A return to popular Three Sisters brought with it some reminders of the titanic battle fought here for the 2003 championship. Sad to say some of those reminders were not as heroic as the battle last October. For example, such is the sad decline of the 2003 Champion that he set off for the event two weeks prematurely and got north of Birmingham before checking his Speed Series diary and discovering his mistake. (This only compares with the tribulations of the current Membership Secretary who only set off a week too early – but arrived at the circuit only to find a bunch of Karts perambulating). Last year's championship runner up didn't run at all and sent his apologies the evening before.

So, with the weather threatening an afternoon deluge and the organisers promising a timed run before lunch (again not dissimilar to last October), battle commenced. Even The Duck was seen applying Rainex so the omens were not good !

#### **Class A: Road-going kit cars up to 1800cc (Novice)**

Here we saw three Newbies make their debuts – James Welch and Mark Leybourne wisely taking the opportunity to learn the circuit whilst Tim Pennington showed old timers Adrian Galtres and George Newrick his speed into third place. A welcome return of past competitor and sponsor Tim Tryon was not authoritative enough to prevent a storming performance by Oliver Cavanagh who took his first class win (and Expert status next year).

#### **Class B: Road-going kit cars over 1800cc (Novice)**

Short on numbers but long on experience this time out for Class B. Paul Hankey, clearly too relaxed about the whole thing allowed Stuart Graham to take third place whilst Paul Edden and Terry Everall traded blows for the eventual maximum 12 points - with Terry taking his first class win with an impressive sub 50 second performance.

#### **Class C: Road-going kit cars up to 1800cc (Expert)**

The influx of promoted 2003 Class A men made this a well attended class at Three Sisters, although Marshall Roland and Stuart Hill (Class A winner and second overall in 2003) found the competition tough. George Hardman improved all day, until the rain came and a failed first practice may have put John Loudon of his stride (short as it is). Philip Smallbridge languished in fourth, well behind brother Richard who took the class and 16 points. Tim Nunn and Kevin Bamber entertained everyone with their private battle for second and third respectively.... (Crazy colour Bambi!)

#### **Class D: Road-going kit cars over 1800cc (Expert)**

Not a great turn out for the prima donna class, but as with the junior 2 litre boys – plenty of experience. The Rainex did not do much for Mike Allard's fourth place performance whilst Newbie

(but oldie?) Peter Bishop took third. Ashley Mason sporting standard Sierra headrest in fetching grey cloth trim never looked like challenging mighty David Uren who took class honours with a new class record.

### **Class F: Modified road-going kit cars, BEC over 1150cc, car engines over 1800cc**

Surprise of the day (almost, see below) was Scott Beeland in banzai form wiping the floor with wheezing Nick Algar's coughing supercharged (but earthed) Busa. A delighted Scott said afterwards "*censored*".

### **Class G: Non road-going kit cars, BEC up to 1150cc, car engines up to 1800cc**

Phil Newall had the day to himself in Class G – and spent most of it fiddling with ex competitors Green's new OMS machinery. A better turnout next time is requested by Barnie.

### **Class H: Non road-going kit cars, BEC over 1150cc, car engines over 1800cc**

Two more newbies diving straight into the slick class with Chris Parry's smile getting bigger as they do wore on. Julie Black had some dark luck, what with spinning in practice and the rain she didn't appear to shine – but despite it all took the Ladies Prize. It was great to see the XTR2 of Joe Openshaw back out but he could not match the pace of Newbie and third place man Paul Wright. Derek "Del Boy" Hodder was feeling a real plonker by allowing Robinson Racing's Pinto powered boat anchor to leave his exotic 16 valve, whiz bang technology trailing in the dust (and spray). 16 points and an additional one for Class win on the day to Steve Robinson (and third FTD)



*(Look – when you volunteer for the commentary you can write what you want about yourself)*  
See you at Croft !

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