

3 Sisters race report

Sunday 6th April 2003

A start to the silverware collection!

An early start, and a gentle 2.25 hour cruise along the A50 and M6, and we were soon wandering round Ashton, with no sign of the 3 Sisters circuit. Luckily several other competitors were also lost, and between us we eventually found the circuit, which was at the back of a very large industrial estate.

This was my first visit to 3 Sisters, and the photograph on their web site simply didn't do the circuit justice. It's now my favourite track. There's a bit of everything. A short straight from the start, turning right in to a very quick 3rd gear uphill section, around a bend and still turning right. Followed by a brow and a right-hander in to a very fast downhill section, braking hard in to a very tight 2nd gear 90 right. Then a short straight, hard on the throttle and up in to 3rd to a very long 2nd gear 210 degree right-hander. Another quick blast up to the rev limit in 2nd, and into a 45 degree left-hander, then another climb still in 2nd, then a fast downhill left-right-left through a very tight kerbed section, and on to the finish line, again hitting the limiter in 2nd. And it's over about as

quickly as you read the description. (Well it is for the experts anyway!)

Parked between Les Proctor in his twin engined OMS, and a very nice '52 registered Westfield XTR3, we looked a bit out of place in the paddock (I'm in Sports Libre). But people were soon coming over and introducing themselves, and we were kept busy most of the day, giving away sponsors magazines and stickers, and explaining the modifications I'd made to the Fiesta. My aim is to attract more people to the same class 4B, so I can compete against similarly modified cars, and show that Sports Libre is about more than buying a Le Mans style racing-car kit. Saloons do count too!

During the serious bits of going as quickly as possible round the track, I started with a very cautious 57.79, followed by a 55.34, then a 1st timed run before lunch saw a 55.35, as I fluffed a gear change (2nd to 5th). 2nd timed run saw another improvement to 54.72, and then the third and final timed run it all came together and I improved yet again with a 54.26. The data logger will hopefully show which bits I can make yet more time up on. I think the first right-hander up to Cowards Summit needs much more commitment, and the Esses are certainly worth a few more seconds with some practice. The run off areas at 3 Sisters are almost non existent, so there's certainly no room for error, hence the cautious start.

I had fantastic fun though, with improvements made throughout the day. I've now sussed my start technique, though 180 BHP is still difficult to put down through both wheels even when rolling, so I'm going to have to start playing with the suspension geometry to see where some extra grip can be gained (a set of slicks would help!). My first five laps of 3 Sisters are now behind me, and I'm very pleased with my progress. Another 10-15 laps and I'm sure I'd be down in the low 50's, with even more to come from me (considering I've only 3 hours behind the wheel, its a promising start to the year). Sorry I didn't get round to saying hello to the other NSCC members, we were kept busy with visitors of our own, and the highlight of the day (no two) was first being shown round the track by Les Proctor (an honour indeed) and then being presented with a trophy for the Best Prepared Car. And out of 165 entries, that's quite an achievement in it's own right.

See you at Curborough! Please come and say hello. Mine's the bright red Mk1 Fiesta.

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Video and photographs are now on the website in the Event News section.



Tied down, ready for the journey back home.