

moleracing -3rd report 2016 British Sprint Championship season

Blyton Park WSCC club weekend

A non-British championship round, entered purely for the love of the track and layout – oh and also some practice for when the British circus rolls into town on the 11 September. Having a sneaky practice is great in theory, until you turn up and your 3 main 2 litre rivals all had the same idea plus John Grahams big V8. Still good competition and a fun weekend planned. After the rain subsided I managed to get the car out of the garage and into the trailer!



You can see the layout of the track on this award, plus also a spoiler to the Saturday storyline!

With 130 odd cars including 18 racing cars it was going to be tough, so a top 3 finish was the aim. What I hadn't banked on was how well the latest aero upgrade level 4 was going to work!

New rear elements on the inside of the rear wheels were designed by Naser to reduce drag, increase flow over the top of the diffuser, create outwash of the turbulent air at the rear of the tyre and get this away from the air exiting the diffuser.



I didn't get a time for first or second practice as the car in front of me came off both runs as it was raining heavily, but I had driven here before so my first lap was the first of only two timed runs. We were now on slicks as it dried out.

John spun but everyone else posted a time and I was 2nd overall just 0.02 behind the SBD works car driven by Steve Broughton and Matt Hillam, and then Nick Algar. The grip was astonishing and quite exhilarating and when I committed to taking Port Froid with 100% throttle (it has taken me 4 years to build up to this!), I went through the apex at 120mph and the car was glued to the track – not even needing the full width of the track on the exit!



No brake disc explosions like last year and a time good enough to take the top spot. So, 5pm, sunny weather, not much to do until the morning – must be beer, cheese and loud music time!

A morning brake bleed and another days competition saw me take 2nd in class behind Matt and Nick, with John taking FTD.

For the first time all season, I had the confidence to push the car to the limit when well inside 'aero' grip territory and for the first time ever, the front end let go and I understeered off the track – no damage, but this means we know what to work on for aero upgrade level 5!



Knockhill - Scotland

Stuart Robb snr and Jnr had registered for the championship, so disappointing to be pushed down 2 places, but Jnr hasn't lost it as he won the run off both days in an old Pilbeam with a 3.5Litre Judd engine!

New tyres courtesy of the sponsors were gently bedded in on first practice. Weather was dry, so a class record was on the cards. 7 V8's to beat and only Nick and I in the 2 litre class. 93 sec left me 7th overall after practice, with Nick a few seconds behind. John Graham smashed front wing on marker posts and Gra Porrett took a line assuming the marker post on the blind chicane were not there – but they were, evasive action caused an off – minor damage only. But at least the Tegra V8 was going very well though after new coil packs made all 8 work for the first time pulling 165mph on the straight. Matt was back following the Anglesey crash and had a new engine with more power.



The weather stayed dry all day and I couldn't hold the more powerful cars back as the circuit has two long power straights and I dropped to 7th after T1, due to John G not recording a time and Nick moving ahead of me and eventually setting a new 2 litre record.

With the new rubber deployed for the run off and the lightest battery in and bravery pills swallowed, both Nick and I went inside the old 2 litre record on both runs for bonus points and an 8th place. The friendly Knockhill staff left the large TV for us to watch the F1 qualifying from Germany – whilst we had a few beers and some cheese!



Overnight, we thought it would be funny to change the Calder's car to being sponsored by a well know supermarket brand, with just 2 squares of black vinyl. They took it well in the morning, even if it was 20 minutes before they spotted it!



The Sunday event was run in a conventional clockwise direction, but the start was moved further down the pit lane exit for safety reasons compared to last year. If things went well there was the chance of setting a new lap record and getting a bonus point on the final run off,

however I misinterpreted the regulation and set a time on my second timed run that became the 2 litre record and due to a light shower before the run off, I wasn't able to beat this again.

I had an exciting final run off as I well and truly rode the gravel trap at 85mph– so no bonus points but this time I got the upper hand in the class battle to claim top 2 litre and 7th overall.



So after the 14 hour round trip to Scotland, just 3 days later I set off for the 18 hour round trip to Northern Ireland heading for Kirkistown – but with 2 upgrade modifications in my pocket!

In pursuit of more speed, the gearbox is set for 155mph and I rarely go over 140, so by purchasing 3 new ratios, and bringing the top speed down in the 'box, it means the engine revs drop to 8000 when you start the next gear, which should mean more time spent in the powerband between 8000 and 9200rpm – not bad a for a 4 cylinder 2 litre!



Kirkistown – Northern Ireland



Aero upgrade 5 arrived and new front wing infill plates were fitted. These worked – see last run of the weekend details below, but now we need to work on stage 6, to get more downforce from the rear of the car again!

So a busy, but fun, successful and enjoyable weekend, with nothing significant happening until the very last run of each day. Nick and I were the only 2 litre cars with 5 V8's and some



sports libre's all making the long journey from the mainland.

On the Saturday layout, Nick was quicker by a few tenths in the timed runs, but went slower when it counted in the run off and I found an extra second on run off 1 to take the place back. The second run off was going even better, but I pushed my luck too far with the speed I carried thought the chicane. I found myself fully on the grass, at 95mph with a solid Armco barrier 2m to the right. As it flashed past, I could see the accident being an expensive 4 corner wipe out spin. But a relaxing of the throttle, and very gradual steering correction saw me back in the track with no damage – just a lot of clearing up to do! – Oh and a celebration beer!



The Sunday was run on the full track and is the longest run in the season at some 112 seconds. The day went similar – in all respects! Pipped in timed runs, but came out top 2 litre in the run off and had a massive off on the final run of the day!

As I approached Colonial, a fast right angle corner at the end of a long straight, I peaked at 138mph and left the braking until 40m before the corner. This was too ambitious, and as I turned in, a slow rotation started as the front gripped and the rear end let go. I know found myself on the grass on the infield, travelling sideways at 70mph straight to the barrier. Several similar thoughts to yesterday went through my mind, but amazingly, going sideways with all 4 wheels locked seemed quite effective and I stopped 1m short of a crash!

“I DIDN'T CARE THAT I'D NOT POSTED A TIME, JUST THE CAR NOT SMASHED TO BITS WAS A 'RESULT' AFTER THAT OFF”

I had two cameras running at the time, and the video of this can be seen by clicking [here](#) or on the photo.



After all that, I still took top 2 litre and 5th overall both days to improve my standings in the BSC.
 3 rounds to go starting with Blyton Park, Lincolnshire on the 11th September if you fancy coming to watch!
 Steve

2 Litre Class 2016 after 12 rounds		
Steve Miles,	Van Diemen RF96mm16	412
Matt Hillam,	SBD Dallara F3 RB01	367
Steve Broughton,	SBD Dallara F3 RB01	360
Nick Algar,	DJ Firehawk	276
Martin Webb,	Dallara F399	232
Tony Jarvis,	Dallara F399	200
Dave Cutliff	Van Diemen	89

British Sprint Championship 2016 after 12 of 15 rounds, best 9 scores to count		
Colin Calder	3.5 Gould55 Nicholson McLaren	105
Heather Calder	3.5 Gould55 Nicholson McLaren	99
John Graham	2.8 Gould55B Nicholson McLaren	95
Terry Holmes	3.5 Lola Tegra Judd	84
Steve Miles	2.0 Van Diemen RF96mm16	77
Matt Hillam	2.0 SBD Dallara F3 RB01	63
Steve Broughton	2.0 SBD Dallara F3 RB01	53
Matt Carter	1.3 radical PR6	47
Nick Algar	2.0 DJ Firehawk	44
Jim Belt	3.0 Juno TR400	40
Graham Porrett	3.5 Lola Tegra Judd	39
Simon Bainbridge	4.2 SBR Chrono V8	26
Stewart Robb Jnr	3.5 Pilbeam Judd	24
Grahame Harden	1.0 Jedi	21

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Remaining Events 2016		
11 Sept	Blyton	Gainsborough
1 October	Anglesey	N Wales
2 October	Anglesey	N Wales



All track photos by John Stewart – tricky angled downhill start line for Anticlockwise Saturday