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moleracing 2021 – final update

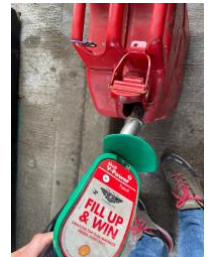
“Well, that went rather well!”

We were sitting in a good position going into the final 6 rounds, with only Matt Hillam in the works SBD Dallara able to outscore me and for him to win the British Sprint Championship. So, my focus was all about trying to maximise the relative score between us.

Anglesey Circuit, North Wales

After Blyton, we only had 5 days before we needed to be in the lovely circuit in North Wales, I spent about 10 hours getting the car out the trailer and thoroughly inspecting for any issues that may cause reliability at the critical weekend. Nothing was found, but some elements were stripped cleaned and rebuilt, particularly the troublesome rear left hub. So at least I felt better and set off early Friday morning to avoid traffic in the afternoon.

We had a ‘petrol panic buy’ situation in the UK and getting there was looking marginal for some competitors, especially down south. I didn’t want to potentially win the championship because my rivals couldn’t get to the event, and I managed to secure Matt and Steve’s race fuel after visiting 6 Shell garages!



Lovely weather at midday Friday and I spent an enjoyable few hours taking photos on the rocks at the beach next to the circuit. The weather however the following day was not looking anywhere near as good, and SBD let me park my car in their circuit garage overnight.



L to R Myself, Matt & Steve

I was pleased to hear the rain start in the early hours as I like driving in the wet and had a brand new set of wet racing tyres courtesy of Telsonics continued support for 2022.

Our British class was first out of the blocks, although the start was delayed 30 mins due to the torrential conditions.

For the practice run I put a little too much faith in the new wets, which struggled to get to working temperature in the cold October weather. After an initial lock up and minor off at the top of the hill at Rocket, I got back in the groove for the rest of the lap and with downforce, 123mph in the wet on the straight was fine, stopping however for the hairpin was not! I went deep into the grass outfield, which luckily was smooth, brought it round in a big arc, got back on track and made the finish line!

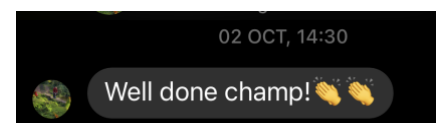


So, for first timed run I had to be sensible to qualify and put in a much safer run and came 4th, with the V8 500bhp of Terrys Lola, the 750bhp of Simon Bainbridge's Sports Libre class big Turbo V8 Audi and Pete Goulding's Turbo Ecoboost (400bhp) ahead of me. So all that was needed was a sensible repeat of the next run and similar placings and not throw it off the track.

The rain continued, I made some pressure adjustments and checked the car again and we all went to the paddock holding bay ready for the launch early afternoon.

Steady as she goes, no heroics, but I still tried reasonably hard. Simon took his first ever run off win, I managed a safe 5th, but with Matt in 10th, my closest challenger couldn't now catch me, and that was it!

The very first text came in from Alan, of Triple M, who has engineered both the car and coached me this season. You know where to find him.





In anticipation of securing the national title this weekend, I had bought 30 bottles of beer and 30 individual cheese portions (I'm know for this healthy dietary combination!) and proceeded to give these to all my fellow competitors. I declined the rest of the days competition even though it was early afternoon and started on the beers! It may have been pouring with rain, but we all had a great time.



We took a group pic of fellow competitors, which I must say was a great way to round of the afternoon.

2021 Motorsport UK SBD British Sprint Champion, that has a nice ring to it!



The following morning broke much brighter, and I confess to finding 6 empty beer cans in the trailer so took it a little delicately on the first run bearing in mind it is 141mph! Results didn't matter too much for me now, but for the record, for the Sunday run offs the 1st podium was Matt, Terry and Pete, and then the same again with me in 3rd spot for the 2nd. However, in one of the qualifying runs, I set Fastest Time of Day and a new PB! Who needs 500bhp?

Castle Combe $\frac{3}{4}$ lap

In anticipation of the championship coming down to the wire at the final round, for practice, I had entered this club event the week before – as anyone could have done, but I kept this quiet. When the entry list was published, there were cries of 'that's cheating' - I call it 'initiative'!

A nice, relaxed day, but there was a Ralt with a 600bhp Judd V8 to battle with. But I'm pleased to say I took FTD by 1 second at the end of the meeting and was in good shape for the following week.



Photo by Jack Flash Photography



Photo by Jack Flash Photography

Castle Combe 1¾ lap

As a thank you, I paid for his entry and shared the car with Alan. I was pleased to only be beaten by him by 0.8 seconds on a 116 second run. This despite him being at a disadvantage of cold tyres driving first and warming them up for me!

I had changed the gears for the 148mph we achieve on this great track, and at that speed we had some bottoming out in the braking zones and high-speed sections. Alan advised lifting the car by 2.5mm, which made it a lot more comfortable. Thanks to Martin Pickles for support this season and running the car all day. Overall, Terry took both run off wins and Alan was second, although not registered for the run off and I took 3rd.



I didn't need much encouragement!



Alan, Martin and me still with a smile I still cannot get rid of!

So that ends my best ever season. With special thanks for the tyres and support to **Telsonic**, **LAC** and **RoundWorks**, plus superb reliability and support from **SBD**, and being pointed in the right direction by **Triple M**. Not forgetting my wife **Giulia** for letting me out to play every weekend.



2021 season trophy haul – apart from the 'big one' in January



Never forget end of season flowers

British Sprint Championship 2021 – final scores		
Steve Miles	2.0 Van Diemen RF96mm2020	446
Pete Goulding	1.6T Mygale FF200	432
Matt Hillam	2.0 SBD Dallara F3 RB01	423
Graham Blackwell	1.6T Mygale VVTi	421
Simon Bainbridge	4.2 Chrono V8 TT	384
Robert Tonge	1.4 Force TA	375
Steve Broughton	2.0 SBD Dallara F3 RB01	374
John Louden	1.1 Force HC	368
Terry Holmes	3.5 Lola TeGra T 90 Judd	352
Simon Wallis	1.0 OMS 3000M	352
Mark Anson	1.0 Jedi Mk 6	348
Graham Porrett	3.5 Lola TeGra T 90 Judd	317
Grahame Harden	1.3 Radical	283
Tony Beesley	1.0 Jedi Mk 4	264
Carole Torkington	1.5 OMS CF08	261
Stephen Mallet	1.3 Radical PR6	220
John Graham	3.5 Gould55B Nicholson McLaren	197
Richard Mallett	1.3 Radical PR6	182
Chris Fulke-Greville	1.5 TBA Turner	80
Steve Brown	1.3T JKS Superbusa	56
Zoe Kingham	1.6 T SBD Westfield SeiW	45
Nick Houston	1.1 Jedi/OMS TBA	40
Chris Bennett	1.0 Force TA	23
Chris Jones	1.0 Force TA	19
Nick Algar,	1.3T DJ Firehawk	
Dave Cutcliff	1.3T Van Diemen DC93M	
Nicholas Scott	1.6 Force TA	
Paul Tinsley	2.0 Dallara F397	
Christopher Price	1.0 Force	
Stewart Robb	5.0 Pilbeam MP88-GV5-1	

Events 2021 – Results			Top 12 Run
Date	Venue	Overall	Offs
11 April	Curborough	1 st / 85	-
17 April	Goodwood	1 st / 90**	-
15 May	Blyton Eastern	1 st / 120**	1 st & 1 st
15 May	Blyton Outer	1 st / 120**	1 st & 1 st
5 June	Pembrey	2 nd / 100	2 nd & 1 st
6 June	Pembrey	1 st / 100^**	1 st & 1 st
26 June	Snetterton	2 nd / 100**	2 nd & 2 nd
27 June	Snetterton	2 nd / 100**	2 nd & 2 nd
10 July	Llandow	1 st / 105**	-
17 July	Lydden	1 st / 90**	7 th & 3 rd
24 July	Knockhill, Scot.	2 nd / 20	DNF & 2 nd
25 July	Knockhill, Scot.	1 st / 20**^	1 st & 1 st
25 Sept	Blyton Park	2 nd / 95^	1 st & 2 nd
26 Sept	Blyton Park	3 rd / 95	1 st & 3 rd
2 Oct	Anglesey	5 th / 100	5 th - DNS
3 Oct	Anglesey	1 st / 100	5 th & 3 rd
16 Oct	Castle Combe	1 st / 115	-
23 Oct	Castle Combe	3 rd / 100	2 nd & 4 th

^Denotes new 2 litre racing car national record set
** Denotes new personal best

Telsonic – www.telsonic.com
LAC – www.lacconveyors.co.uk
RoundWorks IT - www.roundworks-it.co.uk/
SBD - www.sbdmotorsport.co.uk
Alan – www.triplemmotorsport.co.uk



See you in 2022!