



Supported by

**TELSONIC**  
ULTRASONICS



**SBD** Motorsport

## Successful moleracing 2023 season concludes on the 'podium'

A couple of weeks break and then it was into the last 4 consecutive weekends of competition in 3 countries!

### Blyton Park

This local Lincolnshire venue had potential for a 2<sup>nd</sup> or win, and also I had chosen this time to deploy my new rear tyres that I purchased at the start of the season.



A generally dry day, and very close competition. Chains snapping on some cars, and Pete Goulding came across the line with smoke coming off the dash due to a small fire when a sensor shorted out – but nothing worse. A 4<sup>th</sup> place on the morning run off was disappointing and Graham Blackwell closed to gap to Pete with a win. My new rear tyres proved to be an initial disadvantage as I had so much grip on the line it bogged down on the launch. The clutch still not releasing fully either. In the afternoon John Loudon pulled a blinder for the second run off and won his first ever in an 1100cc car.

Sunday saw a switch to the traditional outer layout. It rained heavily overnight and whilst almost everyone was on wets on the damp track, I elected to run slicks to get a feel of the grip. Come the timed runs everyone went in my direction, but they then had the learning run to do. I was perhaps too cautious and held back as I only managed 4<sup>th</sup> and Blackwell took a win again.



Caption contest! ....

Come the afternoon, we had the rare situation of leader Pete Goulding spinning on qualifying – when he didn't need to push that hard - and not making it to the run off. This opened the door to another Blackwell win, but I was pleased with a 2<sup>nd</sup> place.

I had a brake pad disintegrate and some suspect use of half a pad kept me going until the end of the day and luckily during the week I found the only set of pads in the country in my shape and compound, and then ordered some spares!

The gap at the top of the championship was closing fast and the hunter was catching his prey....

## Anglesey

I was very surprised to see no fellow competitors when I turned up on Thursday for the Friday track day for a practice and tuition session. It was fantastic having the track to myself for 2-3 laps every hour or two and I learnt a lot from the local instruction on reviewing my videos.

We were joined by Alex Summers, a star of the British Hillclimb Championship – Same discipline as ours but up very fast, narrow, uphill tarmac roads in a country side setting. You may have seen him driving the McMurtry electric fan car and breaking the Goodwood Festival of Speed hill record last year! He brought a new racing car he has spent 7 years building from scratch and was testing on the wide open tarmac of Anglesey. It is fair to say he is a good driver and has built a phenomenal car. He dominated the weekend and won all 4 run offs – in whatever the weather could throw at us.



Wets all day Saturday on the National course – and I was in a 'win it or bin it' mentality to try and bump up my scores as I was only scoring if I was 2<sup>nd</sup> or higher due to dropping 3<sup>rd</sup> places. Unfortunately, I spun both run offs at different places and it was a zero points gain sort of day!



The following day it was sunny and I was hoping the practice I had put in would pay dividends but even in the dry the rear of the car came round on me at the first corner but in a way this was good as I dropped the rear of the car by 3mm, changed the rear anti roll bar settings and the car felt excellent again – this would also explain the spins the previous days wet conditions.

Simon Bainbridge snapped a diff output flange and Blackwell blew a core plug and couldn't get the engine running properly for the rest of the day. I was 3<sup>rd</sup> in the morning run off, just 2 tenths behind Robert Tonge. In the afternoon I was pleased with

one better coming 2<sup>nd</sup> behind Alex, and the clutch lasted! So, all in all a good weekend

## Knockhill

In the 6 days between Anglesey and Knockhill Blackwell had removed his engine, had it rebuilt and re installed and made it after a 8 hour drive – albeit rather exhausted.



*Marshals sheltering*

The sweeps of this undulating and testing circuit always make it worth the 14 hour round trip. But a month's worth of rain in the previous 24 hours tested the circuit maintenance crew to the maximum. After cancelling practice, they managed to use industrial pumps to clear a small lake that had formed and we recommenced with a back-to-back practice and qualifying run.



*Aquaplaning at Knockhill – John Stewart images*





With nothing to be gained as 2<sup>nd</sup> place was now out of reach in the championship, I played on the cautious side and whilst still pushing, bought the car home in one piece as it is only a few days until the finale at Castle Combe. With SBD analysing the run data logs as it was wet all day, we made good improvements in the traction and launch control settings and the car handled very well and I took a 4<sup>th</sup> and 5<sup>th</sup> place from the day. Simon took a win in the wet and local Stewart Robb came out in his 800bhp V10 Pilbeam Judd to take the second win. At the top it didn't change between Pete and Graham and the championship winner will be decided at the final event.

### Castle Combe

My final position couldn't change heading to the final day of the season, but I wanted to go to be part of the big title showdown and enjoy the day. I'd enlisted Weeksie in case my clutch wasn't working well and I needed pushing everywhere, in the end the clutch lasted but help, spannering & bacon butties were most appreciated.

After a lot of rain on Friday a dry sunny start was welcome on Saturday. Practice went well, and I was 3<sup>rd</sup> fastest, but the handling of the car over the bumps was strange. Timed run 1 was a qualifying run and the first half of the British runners got a dry track, and then it rained heavily on the latter 6 cars, but we all managed to qualify, apart from a driver who broke his chain on the startline, then did the same with a spare.

Timed run 2 and it was championship decider time. Both drivers have Ecoboost racing cars – some 400bhp compared to my 300, although 20-30 kgs heavier than mine. Pete Goulding had a slim 1 point lead over Graham Blackwell. Both drivers were dropping 2<sup>nd</sup> place scores, meaning if they won, they would increase their total by just 1 point. A total of 3 points were available for the day for each driver that is two wins and breaking the class record. A tie on points would mean Pete would win on the tiebreak rules, so Graham had to score at least 2 to win.

The event was also being streamed live on YouTube and had commentary all day which was a great innovation.



It was all dry and fair conditions for all, and Pete put a stormer of a run, that was nearly 2 minutes long over the 3.3 miles to post a time just 18 hundredths faster than Graham, even though he admitted to fuel being marginal towards the end of the run. But, Steve Broughton from SBD was still on track in the DJ Firehawk and was flying, but the 1.4 engine was no match for Pete 1.6 turbo and Steve came 3<sup>rd</sup>, meaning Pete had won the championship. Such a close battle and you have to feel sorry for Graham who fought all season long and was very close.

My handling felt so strange I decided not to take the final run and play safe as I had secured 3<sup>rd</sup> overall and am happy with the season as I was so close to the top two on many occasions and had 5 wins myself.

The final run of the day was fascinating as everyone apart from Graham and me went to the holding paddock on slicks as it was blue skies and sunny. However, a surprise heavy shower soaked the track and the first 3-4 runners all spun or abandoned after lap 1. Then 1 by 1 cars turned round and came back deciding not to run and play safe. However, others sensed the opportunity for a higher than usual placing and went for it very cautiously in the wet, on slicks. It led to the bizarre situation of some very slow times and only 4 made the final placings. But Castle Combe specialist, Steve Broughton, eager to test the traction control developments went for it spectacularly and was doing 130mph, throwing rooster tails of water high into the Wiltshire sky and won the run off by over a minute from 2<sup>nd</sup> place Simon Wallis.

Meanwhile in the paddock it was party time music from the trailer in the sunshine again, Stella and Krispy Krème doughnuts all round courtesy of Pete and wife Debbie celebrating their first British win.

So, another season ends and there are many plans over the winter to make the car better and faster and to come back for a 2024 campaign against a great bunch of drivers and friends.

Thanks as always to **Telsonic Ultrasonics**, a great bunch of guys based in Poole, Matt and Luke the owners of **Roundworks IT** in Nottinghamshire and Steve at **SBD Motorsport** – and my wife **Giulia** for letting me out almost every weekend to play!

Cheers  
Steve/Smiles



*2023 Champion Pete Goulding (holding steering wheel) and Simon Bainbridge at Combe first thing in the morning*





British Sprint Championship 2023 – Final Positions		
Pete Goulding	1.6T Mygale FF200 Ecoboost	445
Graham Blackwell	1.6T Mygale Ecoboost	443
Steve Miles	2.0 Van Diemen RF96mm2020	432
John Loudon	1.1 Force TA	414
Simon Bainbridge	4.2 Chrono V8 TT	404
Steve Broughton	1.4 DJ Firehawk CT004	398
Grahame Harden	1.3 Radical PR6	371
Simon Wallis	1.1 OMS 3000M	365
Carole Torkington	1.5 OMS CF08	339
Nicholas Scott	1.6 Force TA	328
Matt Hillam	1.4 DJ Firehawk CT004	227
Chris Jones	1.0 Force TA	195
Robert Tonge	1.4 Force TA	168
Nick Houston	1.0 OMS Hornet	152
Zoe Kingham	Westfield/1.4 DJ Firehawk CT004	130
Graham Porrett	1.6T Mygale Ecoboost	126
Alex Summers	2.5 AFS P4t	100
Martin Pickles	1.0 Jedi Mk 1	79
Steve Brown	1.3S Empire Evo2	74
John Munro	1.4 OMS CF07	54
Stewart Robb	5.0 Pilbeam MP88-1GV5	25
Mark Anson	1.1 Jedi Mk6	

Schedule & Results 23		Overall	Run Offs
26 March	Cadwell	2 <sup>nd</sup> / 100	2 <sup>nd</sup> & 2 <sup>nd</sup> ☺
2 April	Anglesey Nat	1 <sup>st</sup> / 120	12 <sup>th</sup> & 1 <sup>st</sup> ☺
30 April	Anglesey Int	4 <sup>th</sup> / 120	3 <sup>rd</sup> & 4 <sup>th</sup> ☺
14 May	Blyton Eastern	2 <sup>nd</sup> / 110	3 <sup>rd</sup> & 2 <sup>nd</sup> ☺
15 May	Blyton Outer	3 <sup>rd</sup> / 110	13 <sup>th</sup> & 2 <sup>nd</sup> ☺
20 May	Lydden	4 <sup>th</sup> / 120	2 <sup>nd</sup> & 1 <sup>st</sup> ☺
3 June	Pembrey	5 <sup>th</sup> / 80	6 <sup>th</sup> & 2 <sup>nd</sup> ☺
4 June	Pembrey	4 <sup>th</sup> / 80	4 <sup>th</sup> & 1 <sup>st</sup> ☺
15 July	Lydden	4 <sup>th</sup> / 85	4 <sup>th</sup> & 5 <sup>th</sup> ☺
5 August	Kirkistown	6 <sup>th</sup> / 100	2 <sup>nd</sup> & 3 <sup>rd</sup> ☺
6 August	Kirkistown	5 <sup>th</sup> / 50	DNF & 3 <sup>rd</sup> ☺
26 Aug	Snetterton	4 <sup>th</sup> / 100	4 <sup>th</sup> & 4 <sup>th</sup> ☺
27 Aug	Snetterton	4 <sup>th</sup> / 80	4 <sup>th</sup> & 4 <sup>th</sup> ☺
9 Sept	Pembrey	3 <sup>rd</sup> / 55	2 <sup>nd</sup> & 3 <sup>rd</sup> ☺
10 Sept	Pembrey	3 <sup>rd</sup> / 46	1 <sup>st</sup> & 3 <sup>rd</sup> ☺
23 Sept	Blyton Park	4 <sup>th</sup> / 98	4 <sup>th</sup> & 3 <sup>rd</sup> ☺
24 Sept	Blyton Park	2 <sup>nd</sup> / 98	4 <sup>th</sup> & 2 <sup>nd</sup> ☺
30 Sept	Anglesey	8 <sup>th</sup> / 110	10 <sup>th</sup> & 8 <sup>th</sup> ☺
1 Oct	Anglesey	2 <sup>nd</sup> / 110	3 <sup>rd</sup> & 2 <sup>nd</sup> ☺
8 Sept	Knockhill	4 <sup>th</sup> / 12	4 <sup>th</sup> & 5 <sup>th</sup> ☺
14 Oct	Castle Combe	5 <sup>th</sup> / 100	5 <sup>th</sup> & DNS ☺



Making the front cover of the national magazine for sprinting and hillclimbing!