



moleracing

Supported by

**TELSONIC**  
ULTRASONICS



**SBD** Motorsport

## moleracing 2024 season

### Winter developments & upgrades

Despite all the time offered in retired life, this winter off season seemed the busiest ever, with a major engine refit program and several upgrades. Holidays in Dorset, Budapest, Hampshire, Paris, the Lake District and local activities took time out of the garage, so I made a full Gantt chart with all the jobs/nice things down the left and the time available between October and March to fit it in! With planning it all came together nicely, but no idea how I managed to fit a job in over these years as well!

Firstly, the old engine came out as it had had 50 hours of life and was split, the bottom end sold and the reused head, intake and sump delivered to SBD, now in the capable hands of Steve Broughton's original employee Craig Sampson and now based in Somerset. Same fantastic support, fully developed products, advice and service. I went for the maximum spec 1998cc Duratec engine, 307BHP, 200 lb-ft, revving to 9200rpm.



The chassis had a full strip, with repaint of most parts and welded repairs as required. The steering rack was refurbished at Universal Racing and TTV provided new clutch fingers and bearings. New wet tyres purchased and local gearbox guru Tony Wilson sorted my diff preload out – don't retire yet Tony, you have lots of skills to share despite being in your 80's.



All the carbon fibre body work was meticulously rubbed down, polished and filled ready for the new look vinyl wrap as the final job after the rebuild. After getting a quote for £3k to wrap it, I thought I'd buy twice as much material as I need and have a go myself!

Flat panels such as the wings were relatively easy to wrap in a carbon fibre 'looky likey' and came up very well, but the main body was a 3dimensional challenge much more than a normal car. Not a single person job and without Martin's help it would have been impossible. I think 20man-days was the final tally – so I can see where the £3k quote came from.



All was completed with graphics from Sign It in Beeston providing their usual excellent service.

Telsonic manufactured some superb set up jigs to replace my old bars, and then the car had its best ever set up – again taking about 3 days. Shakedown, engine bedding in and testing here we come....



## Llandow

The South Wales circuit was my exclusive venue for the day and SBD's Steve Broughton provided on site support to ensure everything went well and the engine was progressively bedded in, mapped, remapped and the launch and traction control settings fine tuned to suit the car characteristics. I confess to being slightly nervous for the initial laps after a long break and all this investment, but everything went well, and during the day I managed around 40 laps – with the help of car sickness medication and 4 laps stints with a 30 minute break! How useless am I as a racing driver!



Bedding in oil was removed, race oil installed and then we were given access to full revs, Wow, what a beast the "Van Diemen RF96mm 2024" is. Now only 4 days to wait until the first round of the season!

## Cadwell Park

Rounds 1 & 2 of the British Sprint Championship at this Lincolnshire venue were held in blustery, cold, showery conditions. Car was strangely reluctant to start after such a good test, but on track it was ok.



Coming off and driving slowly back in however was almost impossible. Despite a dodgy internet hotspot through the phone, Steve from SBD was able to change some fuelling parameter to help the idle, I really didn't know if I was going to get the run in and it was a testing day that resulted in two 5<sup>th</sup> place finishes and current champion Pete Goulding (1.6 Ecoboost) taking two wins.

After the event, I had a brand new spare throttle pot that I installed and Steve helped late into the evening as this was mapped and previous mods in the day removed and all was well as I set off for the 2.5 hour drive to Mallory. The rest of the BSC group were already there!



## Mallory Park

We hadn't driven at this Leics circuit for over 10 years and was nice to be back. The car was running for practice OK, but again after the run it was tricky to drive slowly. Again, Steve dialled in and made some changes. This happened several times during the day, and the car made it to the line each time, but the results were better with two 3<sup>rd</sup> places from the day. Pete and Graham Blackwell (1.6 EcoBoost) were sharing the wins and benefiting from an extra 100bhp on this power circuit.

Pete leaving the weekend in the championship lead.



It turned out my mechanical fitting of the new throttle pot the previous night was out as the butterfly in the intake wasn't 100% datumed when I adjusted the voltage reading. This mismatch was the source of the trouble. The following day I drove a 9 hour round trip with the car to Surrey where Steve of SBD got everything set up 100% and balanced all the intake. Car now runs like a dream! Thanks SBD.

## Anglesey

Two weeks later, it was time for the next 4 rounds. Anglesey is a great venue whatever the weather, but this time we had Storm Kathleen hit it all weekend with constant 30-40mph winds and a peak gust of 54mph. Sleep was interesting despite shutting the roof, all windows and jacking the camper van solid on both sides with two jacks!

The national circuit run on Saturday is a short intense run, and we had mostly dry but some damp conditions. I chose to run on slicks all day, a choice I was happy with, but in the first run off we had a short sharp shower that favoured the latter runners as the track dried so quick and the first three cars, Pete, Graham and me were all placed mid field in the results, with a great win from Chris Jones in the 1000cc force. Pete took the second win and I placed 2<sup>nd</sup> just 0.6s behind. Getting better time for a beer or two!

Unfortunately Steve Brown's awesomely powerful new engine had terminal issues at lunchtime and had to withdraw. Most of my fellow contenders in the championship this year



L-R John Loudon, Grahame Harden, Graham Blackwell, Steve Miles, Robert Tonge, Simon Wallis, Graham Porrett, Carole Torkington, Ant Brown, Pete Goulding, Lloyd Bettinson, Chris Jones and Nick Scott.

The Sunday running on the fast international layout should have played into the hands of the powerful EcoBoost cars but the weather and grip of my car in the corners came into play. I stayed on slicks for the practice, qualifying and set fastest time of the meeting so far, but for the run off it was on wets. The new wet tyres were really grippy, but I needed to change the front ride height requiring the nose to come off, the push rods adjusted and then load a new ECU map in as well as remove and fit 4 wheels – so not a 5-minute job! Traction control was working great and I was pleased to take my first run off win of the season. Still damp for the final run off but track was dry in places, so I went to the line on slicks while everyone else was on wets. Pete spun and caused a 'red flag', causing me to slow and acknowledge the potential danger and so I was given a rerun. So, a jog back to the pits for fuel and back, to turn the car round and go again. The tyres had cooled so no advantage to be had, but at least I knew how dry and grippy the track was now and posted the fastest time of the day and won the second run off!



‘Party playlist happy time’ as we packed up and all headed home after the awards and although it’s a small quirk as Pete spun getting a low score, with 8 rounds complete I somehow moved into the lead of the championship. Still best 33 scores to count from 44 rounds, of which I am only able to attend 40 due to being invited to perform at Carfest this year again. At least I’m in the mix against the bigger cars again and it’s a marathon, not a sprint – well it is, but you see what I mean!

Its now a 5 week wait until we are out again at Blyton Park, near Gainsborough in Lincolnshire on the 18<sup>th</sup> and 19<sup>th</sup> May – why not come along and see the action, free entry!

British Sprint Championship 2024 after round 8		
Steve Miles	2.0 Van Diemen RF96mm2024	184
Pete Goulding	1.6T Mygale FF200 Ecoboost	182
Graham Blackwell	1.6T Mygale Ecoboost	181
John Loudon	1.1 Force TA	164
Simon Wallis	1.1 OMS 3000M	132
Ant Brown	1.8 Audi TT	126
Grahame Harden	1.3 Radical PR6	125
Graham Porrett	1.6T Mygale FF200 EcoBoost	113
Chris Jones	1.0 Force TA	95
Robert Tonge	1.4 Force TA	82
John Graham	2.8 Gould GR55b	74
Steve Brown	1.3S RLM Empire Evo2	73
Carole Torkington	1.5 OMS CF08	73
Nicholas Scott	1.6 Force TA	72
Marcus Lindsay	1.0 Jedi Mk4	41
Lloyd Bettinson	1.0 STM Phoenix	37
Steve Broughton	1.4 DJ Firehawk CT004	
Simon Bainbridge	4.2 Chrono V8 TT	
Nick Houston	1.0 OMS Hornet	
In 2024 there are 44 rounds with the best 33 scores to count		

Schedule 2024			Run off
23 March	Cadwell Park	Louth	5 <sup>th</sup> & 5 <sup>th</sup> ☹️
24 March	Mallory Park	Leicester	3 <sup>rd</sup> & 3 <sup>rd</sup> 🙄
6 April	Anglesey Nat	North Wales	5 <sup>th</sup> & 2 <sup>nd</sup> 😊
7 April	Anglesey Int	North Wales	1 <sup>st</sup> & 1 <sup>st</sup> 🙄 😊
18 May	Blyton Eastern	Gainsborough	
19 May	Blyton Outer	Gainsborough	
1 June	Pembrey	South Wales	
2 June	Pembrey	South Wales	
23 June	Mallory Park	Leicester	
13 July	Lydden	Dover	
3 August	Kirkistown	Northern Ireland	
4 August	Kirkistown	Northern Ireland	
17 August	Llandow	South Wales	
23-25 Aug	Car Fest	Hampshire	
7 Sept	Knockhill	Dunfermline	
8 Sept	Knockhill	Dunfermline	
14 Sept	Pembrey	South Wales	
15 Sept	Pembrey	South Wales	
5 Oct	Anglesey	North Wales	
6 Oct	Anglesey	North Wales	
12 Oct	Castle Combe	Wiltshire	