

Supported by

TELSONIC
ULTRASONICS



SBD Motorsport

moleracing 2024 season – report 2 of 4

Blyton Park x 3!

Despite the car handling great at Anglesey resulting in two wins, I decided to spend a few days doing a more meticulous set up, thinking of ways errors could be introduced into the measuring and get a new precise baseline to try before the next British round at Blyton Park 18th May.

The set-up gauges fabricated by Telsonic for me really help the accuracy and the car does indeed feel really good in terms of its understeer and oversteer balance, and takes some pushing to make one end break or move. And the speed at which that happens is usually rather scary!



I noticed that there was a 'club' level sprint at Blyton Eastern circuit just 6 days before the British round, so ideal for practice and getting my eye in. As always with extra practice events you must trade the risk of a crash and tyre usage with the reward of practice. As it turned out I had a technical issue with the new cross clips on the throttle body snapping that meant I lost practice and timed run 1, but all sorted and remedied on the day with online support from SBD and was so good to get this issue out of the way rather than on the morning of the important event 6 days later.

The javelin meeting had a great mix of specialist cars and not much competition, but this was all about practice. However I didn't get a score on the board until well into the afternoon due to the above issue and then I set the noise meter off twice on launch and had my times disallowed. So, it was run 4 before I posted a time and went 5 seconds into the overall lead. It was a well-run meeting, friendly crowd, but safety wise was a lower standard than Motorsport UK events in areas such as helmets, overalls and marshalling. They do have an excellent photographer on hand though who took some good images.



Feeling confident after my sneaky practice, everyone arrived at Blyton a week later. But Pete Goulding is not the current British Sprint champion for nothing and smashed a practice time well faster than me! In fact, the Ecoboosts of Pete and Graham took all the run off wins all weekend. We all weigh about the same, but I have a deficit of a good 70bhp and 160lbft of torque.

Graham Blackwell, took his 6th FTD at the eastern layout, but we were all very close, with the top 5 covered by a smidge over a second. Unfortunately, I was in 5th both times, and the two 1000cc bike engine cars driven by John Loudon and Chris Jones in the mix. These being about 60bhp less than me but 100kgs lighter.



The layout has some exciting elements, particularly the Curva Grande in the centre of the track, a 120mph entry bend that has a decreasing radius and bumps mid corner. My first run off went rather well – but I didn't scrub off enough speed on the exit and put 2 wheels in the gravel trap – which is where I lost the time. But at least I was trying hard! Graham Stamper from my local camera club took some great pics – here capturing the sparks from the

titanium undertray as I braked for the final corner.

Pete's car shed the mechanical contents of the turbo dump valve on his qualifying 2 run and frantic action saw some great cobbling of a repair involving an M5 nut, a penny washer and some bits of aluminium. He still beat me by a couple of tenths! Overnight a fellow noncompeting sprinter turned up a new part on his lathe, delivered to the circuit and he was in fine form again.



The following day I had some new engine maps to upload giving launch and traction control benefits. SBD's Steve Broughton was requesting logs and analysing the data to fine tune the settings for my car. This process continued during the day – how good is that for customer support!

We ran the outer circuit, a more flowing layout. The weather was roasting all day and there was a lot of swapping between best and practice tyres. There were Pirelli, Avon and Michelin tyres in evidence as Pirelli have stopped production of racing slicks for the UK market and concentrating on F1 supply. Avon – now owned by Nova, are excellent for the first weekend, but then following weekend are 2-3 secs off the pace. As none of us can afford new tyres every weekend we tend to all be stringing out our 2021/22 Pirellis as long as possible.



A 4th place was the best I managed on the Sunday following up with a 5th. This dropped me to 3rd in the BSC and Pete was reinstated on top again, closely followed by Graham.

Pembrey

Always worth the 5 hour journey to South Wales for this fantastic circuit. BARC Wales doing a great job in putting on the event, and giving over 26 miles of running over the weekend. *Photo credit: Pembrey Circuit Facebook page.*



Nick Scott's motorhome trailer point was dodgy and didn't make the start. The first excitement of the day was Steve Broughton's "rapid unscheduled disassembly" at 120mph when his new brake callipers made the front disc explode, smashing through the wheel and spun him off.



This was all repaired in time for the afternoon runs when he went on to come third. Chris Jones in his 1 litre Force smashed all the more powerful cars to take both run off wins.

Simon Wallis had some front wing element failure and an off and Ant Brown didn't help his qualifying attempt when he forgot the bonnet pins! John Loudon and Lloyd Bettinson both withdrew with engine oil and blow up issues.



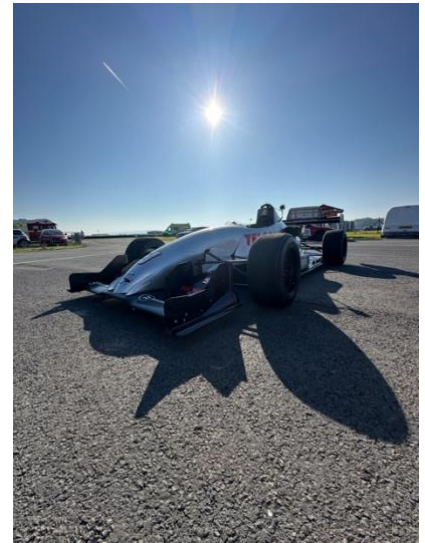
I had experimented with some toe out to help with bump steer, but this caused a few high speed understeer moments so went back to usual settings. A 4th and 5th was the best I could manage that day.

For the Sunday the weather was event hotter and we ran a circuit variation of an infield chicane. I was pleased with a 4th in the first run off and Chris Jones added his 3rd win of the weekend. Qualifying for the final run off however took a step backwards when the engine shut down after launch, I had to post a time to get to the run off however and I crawled round with a couple of restarts to set 'slowest time of day' but as there were only 12 contenders for the top 12 I was in. Getting the car fixed quickly was the next challenge and it turned out to be a TPS sensor, that was throwing up a rogue value. I had a new spare and with the help of Chris Price from MBE, I replaced it, recalibrated the ECU values and got to the line to take the start. Later SBD kindly sent an FOC replacement as the sensor had only done a few events. In the haste though I hadn't time to put my better tyres on and the run was done on the now past their best practice/qualifying set and I could only manage 6th.

After a tough weekend, Steve Broughton had a fantastic final run and pipped Chis to take his first win of the season.

Llandow

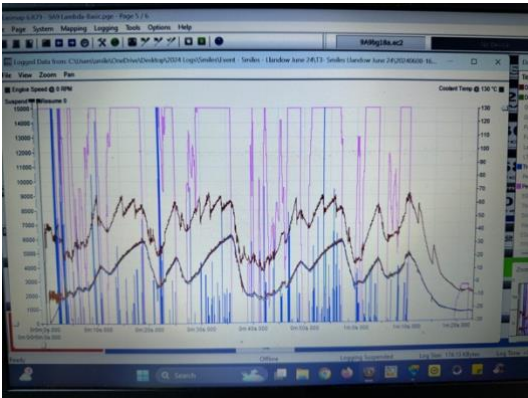
One week later and it was back to Wales again, for another club level meeting at this track outside Cardiff. The BSC will be here in August so it was a good opportunity for some practice.



During the week, more bump steer analysis saw a fairly significant modification to the steering track rod pick up arms, putting them in a neutral position so that the steering didn't change when going over bumps. This was a success and made the car feel good.

An over ambitious braking event on practice saw the front tyre locked up and I went straight on at the 'bus stop'! By the end of the three timed runs, I had got the braking right and could leave it until the 50m board to brake from 131mph and more importantly get round the corner!

Steve Broughton – consultant to SBD, helped with traction control tuning even if he was remote in Malta! and the car is feeling really stable, so much so that on the last run off the day with a comfortable position at the top of the timesheets, I decided to try to provoke a spin and drove the corners very aggressively and it didn't budge! You can see the traction control events shown here in blue keeping the power under control. The SBD system is very clever and in simple terms works on the rate of progress towards a front to back axle speed difference occurring, as opposed to simply analysing front and rear speeds and doing something about when a threshold is met. So basically, it knows when you are going to spin before you even do and reacts accordingly. How clever is that!



A win and a bottle were a nice little boost!

Off on holiday now before heading to Mallory next time out. PS puncture on the way home!



British Sprint Championship 2024 after round 16		
Graham Blackwell	1.6T Mygale Ecoboost	371
Pete Goulding	1.6T Mygale FF200 Ecoboost	359
Steve Miles	2.0 Van Diemen RF96mm2024	354
Chris Jones	1.0 Force TA	290
John Loudon	1.1 Force TA	290
Grahame Harden	1.3 Radical PR6	270
Robert Tonge	1.4 Force TA	241
Graham Porrett	1.6T Mygale FF200 EcoBoost	231
Simon Wallis	1.1 OMS 3000M	213
Ant Brown	1.8 Audi TT	209
Carole Torkington	1.5 OMS CF08	197
John Graham	2.8 Gould GR55b	145
Nicholas Scott	1.6 Force TA	118
Lloyd Bettinson	1.0 STM Phoenix	118
Nicholas Scott	1.6 Force TA	118
Steve Brown	1.3S RLM Empire Evo2	73
Simon Bainbridge	4.2 Chrono V8 TT	71
Marcus Lindsay	1.0 Jedi Mk4	41
In 2024 there are 44 rounds with the best 33 scores to count		

Schedule 2024			Run off
23 March	Cadwell Park	Louth	5 th & 5 th 😊
24 March	Mallory Park	Leicester	3 rd & 3 rd 😊
6 April	Anglesey Nat	North Wales	5 th & 2 nd 😊
7 April	Anglesey Int	North Wales	1 st & 1 st 😊😊😊
18 May	Blyton Eastern	Gainsborough	5 th & 5 th 😊
19 May	Blyton Outer	Gainsborough	4 th & 5 th 😊
1 June	Pembrey	South Wales	5 th & 4 th 😊
2 June	Pembrey	South Wales	4 th & 6 th 😊
8 June	Llandow	South Wales	1 st 😊
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	