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**SBD** Motorsport

## moleracing 2024 season – report 3 of 4

### Mallory Park

It was good to return to this circuit again after the troubles I had in March, albeit nothing that held me back on track, just starting, idling and getting round the paddock. The car was in a good place, with freshly cleaned tyres, well set up and checked over, even had time for deploying the Shag Shine special vinyl wrap polish!

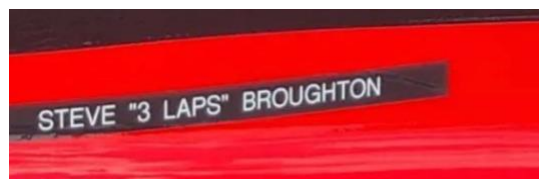
Dry hot and sunny day, so no weather issues and Martin came to help out make sure everything was done up tightly and correct! We had a good turnout in the British class and as usual Pete and Graham in the Ecoboosts the pace in practice.



and  
set

Both John Loudon and Steve Brown had been forced to have new engines after the last outings but were back in business. After his Pembrey accident, Steve Broughton had new brake discs and bells designed and machined, but only arriving the day before it was an extremely busy day building then setting up the car before heading from Surrey to Leicestershire at 4.30am on race day! He didn't feature in practice as he was bedding the brakes in that run.

Steve did have an impact on the qualifying run however, as he forgot how many laps he should have done and instead of pulling off after the 2<sup>nd</sup>, went round for a third and this mucked up the timing sequence for the next 4 cars or so. They were given times from practice to determine the qualification for run off positions. *"Three Laps Broughton"* was looking a little sheepish and blamed it on the early start!



I made a committed run, working on a couple of specific points and was pleased to take nearly 2 secs off my PB to set a 2 litre record time for a bonus point. My 'up to 2 litre' class opposition Steve Brown had a fuel pump issue and retired – still at least he left the meeting with his engine OK this meeting.

It was a slow day due to the 125 car field taking 2.5 hours to run and we didn't think there would be anything more than a single run off due to this, which proved the case. So, with best tyres on we took to the startline mid afternoon. Pete was first away and set a stormer to take the win and 25 points, although not inside the 'Ecoboost' class record. Fastest qualifier Graham Blackwell was next away and looking at his videos after the event was really flying around Gerrards bend and the back straight. Perhaps this was his undoing as he couldn't shrug enough

speed off to turn into the Edwina's chicane and ran deep and went off into the tyre wall. I arrived at the same corner circa 130mph and was greeted with red flags and slowed to a comfortable speed and turned left to find Graham in the wall. Due to the nearest manned marshal posts being quite a way away, I made the decision to quickly get out and see if there was anything I could do. He was out of the car and clearly in a lot of pain, but some reassurance and attempts to not make him move and switch off the car was all I could do until medical assistance arrived so I drove back to the paddock to a nice round of applause from all the officials and support teams by the incident. Graham is having a few events off and sustained a lot of pain and bruising but will live for another day and £5k or so should sort the front wing out we are told.

I made my way to the back of the British queue to take my run some 30 mins later. I thought I pushed harder, but if I'm honest my head wasn't quite in it having seen the crash and impact of it on Graham up close and I was 1.5 secs slower than my qualifying time. Steve '3 laps' and John Loudon moved ahead of me and I was 4<sup>th</sup>.

## Lydden Hill

Based on past results I had high hopes of a decent result at this Kent Circuit without Graham being present, but I struggled all day and couldn't get within 3 seconds of my PB and only managed two 6<sup>th</sup> places which will be dropped scores. Others found it similar, but this didn't stop Chris Jones who took both run off wins and FTD in his 1 litre Force.

The next few weeks were eventful – a short holiday in the French alps for high level walking, then our red Fiat 500 was stolen from outside our house and another stolen red Fiat 500 left in its place, then photography for the England touch rugby team at the world cup followed by a week's photography at Silverstone for Formula student and then I got covid for the first time! So I had a rest.

## Kirkistown, Northern Ireland

A quick turnaround and then off on the 22hour round trip to Northern Ireland for the usual warm welcome for the Irish and Northern Irish drivers – they do make us feel very welcome. The crossing was a little rougher than I would have liked after the gale warning that was issued the previous day – at least I wasn't on an earlier crossing!

Practice was OK, and I improved by 5 seconds on the qualifying run and switched to the best tyres for a committed run to try and secure at least 2<sup>nd</sup> place. The first lap was good and based on the splits I was a few tenths behind Pete – the eventual



*Photo by Jimmy Graham showing the moment of failure and near impact with the tyre wall*

winner, the next half a lap went well and I accelerated towards the chicane and lightly touched the brakes and turned right to the apex kerb at around 80mph. For some reason the car turned in further right than I expected and I found myself on the top of the kerb, but then it carried turning right and I was frantically trying to scrub off speed, whilst travelling at 90 degrees to the track on the grass with the tyre wall flashing past the nose of the car. I did manage to stop without impacting the wall and was very relieved to step out of the car in one piece and without significant damage.

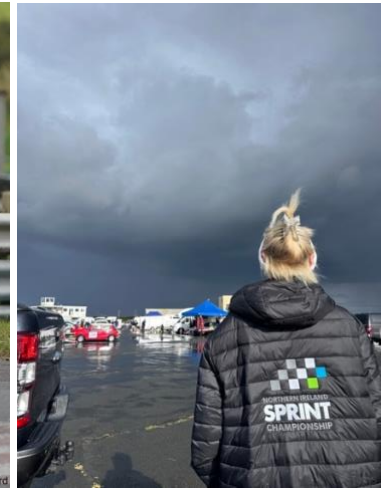




Kirkcubbin 3rd August

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*Photo by Wesley Crawford*



*Rain approaching*



*Three wheels on my wagon...*



*Honestly I didn't hit the Marshal!*

What happened? It turns out from photos taken before and after the corner that the lower right rear suspension swivel pin had sheared and dropped. This was then machining a groove in the wheel rim and at the corner the tyre rapidly deflated as the rim gave way. Hence no rear grip.



The marshals couldn't push or tow the car as it was beached on the floor. A lift was needed to get the car off the circuit. It led to a delay as the telehandler was in a barn, the keys to the barn had to be found and then it wouldn't start, but eventually I was recovered and the meeting continued, but albeit in slight drizzle now. Pete took both wins that day – I cracked open a beer and thanked my lucky stars it wasn't worse.



Graham Porrett kindly offered me a drive in his Mygale Ecoboost for the following day, and after finding two cushions I got comfortable and enjoyed gently driving round to come last and 7<sup>th</sup> in the first run off that Pete won again, but in the wet second run I was pleased to be 4<sup>th</sup> – after Pete withdrew due to a suspension bracket failure before the run and Graham Harden came off in his radical lightly brushing the armco. John Loudon won the run off and seasons best finishes from Simon Wallis in 2<sup>nd</sup> and Graham Porrett in 3<sup>rd</sup> meant a lot of happy faces as we packed away in the rain and made the dash to the ferry.

On the way home the following day I managed to obtain the only spare suspension bolt in the country at Medina spares in Clitheroe – so sort of enroute and then on to Force racing wheels in Bradford to purchase a new inner rim. On the Wednesday more frantic action to strip the hub and get it to Thunder Engineering in Leics for them to extract the broken stud and put in the new one. David Drew garages removed the tyre off the rim and then I rebuilt the rim for them to refit the following day. So as of 3 days after arriving home the car is almost rebuilt in time for Llandow next weekend and I had time for a relaxing holiday weekend with friends.



I'm hoping the failed component and covid was part of the lack of performance at Lydden and Kirkistown and things can only get better. I think the championship is out of reach, but 2<sup>nd</sup> would be a great result, but never say never!

## Llandow



I chose to do a morning test session the Friday before the event to make sure everything was ointing in the right direction and this was very useful. To cries of 'cheating' when my fellow competitors found out as they arrived, I replied with 'anyone could do it, I call it initiative'!

As it turned out, I think the 6 or so laps in practice were instrumental in a new PB set in the following days competition, but I confess I was hoping to be higher than two 3<sup>rd</sup> places behind Chris Jones in his 1 litre Force and Pete Goulding in the 1.6 turbo Mygale.



These two will be fighting for the championship title until the end of the season and either of them will be a worthy winner, dominating the championship everytime they turn up.

Some brake balance issues – ie rears locking up before the fronts caused some problems during the day and with advice from SBD's consultant Steve Broughton saw the fitment during the week of a new master cylinder and this was set up and installed in only a few days before packing again and heading to Carfest!

## Carfest

I was very pleased to be invited back again to perform for the 100,000 festival goers over three days at this great event, held on the F1 driver Jody Scheckter's farm in Hampshire. There was a wild mix of cars on static and moving demonstrations and we were treated really well, with guest lounge access to the music in the evening and excellent close camping to the festival site. Sponsors Luke and Matt plus a partner came along for a few days and enjoyed the fun also along with some friends and martin looked after the car technically all weekend and Giulia catered for the team – all resplendent in new caps and T shirts for the event.



*Luke and Matt from Roundworks and me and Giulia with new team gear on the first day*

We met and 'selfied' with a few celebrities and Chris Evans even dropped into the garage to thank us at one point. Many excited kids had a sit in the car while parent took pics, and even I sat in a £3M Aston Martin Valkyrie and Martin Brundle/Michael Schumacher's 1991 Benetton F1 car!



*Schumacher's 1991 Benetton tried out for size and a classic Chris Evans selfie*



An exhausting weekend, but great fun and worth missing the championship weekend at Snetterton for.

Missing Snetterton I drop a few places but I have scores to add in towards the end of the season while others are dropping scores.

Cheers  
Steve/Smiles

British Sprint Championship 2024 after round 34		
Pete Goulding	1.6T Mygale FF200 Ecoboost	654
John Loudon	1.1 Force TA	580
Steve Miles	2.0 Van Diemen RF96mm2024	516
Grahame Harden	1.3 Radical PR6	495
Chris Jones	1.0 Force TA	492
Graham Porrett	1.6T Mygale FF200 EcoBoost	468
Simon Wallis	1.1 OMS 3000M	461
Graham Blackwell	1.6T Mygale Ecoboost	384
Ant Brown	1.8 Audi TT	353
Carole Torkington	1.5 OMS CF08	300
Nicholas Scott	1.6 Force TA	300
Steve Broughton	1.4 DJ Firehawk	242
Robert Tonge	1.4 Force TA	241
Steve Brown	1.3S RLM Empire Evo2	288
Nick Houston	1.0 OMS Hornet	194
Steve Broughton	1.4 DJ Firehawk	242
John Graham	2.8 Gould GR55b	145
Lloyd Bettinson	1.0 STM Phoenix	118
Simon Bainbridge	4.2 Chrono V8 TT	71
Marcus Lindsay	1.0 Jedi Mk4	41

In 2024 there are 41 rounds with the best 30 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	5 <sup>th</sup> & 5 <sup>th</sup> 😊
19 May	Blyton Outer	Gainsborough	4 <sup>th</sup> & 5 <sup>th</sup> 😊
1 June	Pembrey	South Wales	5 <sup>th</sup> & 4 <sup>th</sup> 😊
2 June	Pembrey	South Wales	4 <sup>th</sup> & 6 <sup>th</sup> 😊
8 June	Llandow	South Wales	1 <sup>st</sup> 😊
23 June	Mallory Park	Leicester	4 <sup>th</sup> 😊
13 July	Lydden	Dover	6 <sup>th</sup> & 6 <sup>th</sup> 😊
3 August	Kirkistown	Northern Ireland	DNF 😊
4 August	Kirkistown	Northern Ireland	6 <sup>th</sup> & 4 <sup>th</sup> 😊
17 August	Llandow	South Wales	3 <sup>rd</sup> & 3 <sup>rd</sup> 😊
23-25 Aug	Car Fest	Hampshire	Fastest but doesn't count!
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	