



**moleracing**

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## moleracing 2024 season – report 4 of 4

### Knockhill

Another epic tow north for a weekends competition that I can now afford to spread over 5 days – retirees perk! I arrived early on Friday and got set up in the pit lane garage over the lunchtime track break.

A new rear brake master cylinder was fitting of equal size to the front master cylinder in an attempt to get a decent brake balance. 'SBD Steve' had suggested new bump settings, ride height and other changes which certainly improved the handling.



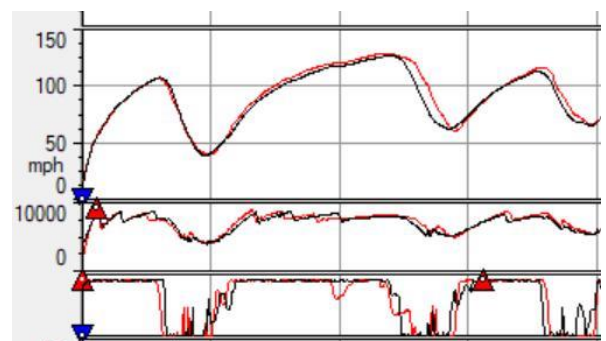
Beautiful weather on Friday gave way to thick fog on Saturday, and as visibility was down to less than 80m, the circuit couldn't function safely until it lifted. We went out for a 'single car on track' practice and all was ok on this basis as you knew there wasn't a 'spun' car parked around the next corner. Chris Jones – the emerging 24 British Champion had never been here before and posted the second quickest time of practice behind me – and I'd been coming for 20 years! If Chris wins, he will be a worthy champion indeed.



Knockhill garages after fog lifted

I used the sustainable Biofuel that I had been given at CarFest by Sustain over the weekend and found it really good and noticeably more powerful. Good to be a little greener and it is made from agricultural products that were not intended for human consumption and it does not release carbon to the atmosphere like fossil fuels do.

Anti clockwise running on Saturday was followed by the opposite direction on the Sunday, a great combination for the weekend as it feels like a different circuit altogether. The day dried and got sunnier and in the first run off – Chris took it and Pete was just 0.17 behind and I was a few tenths back – so close on a 93 second run. Story of my season really – so close, but no cigar!



Another 3<sup>rd</sup> ahead of John – who was struggling with bedding brakes in meant I moved a few positions closer to trying to secure 3<sup>rd</sup> overall.

The Sunday runs saw another repeat of morning fog that cleared, and two 3<sup>rd</sup> places for me and Pete fought back with 2 run off wins. John had found a faulty injector that was fixed the following day on his trip home. I had a small clutch stop adjustment to make that I did, and all was well, but this was a sign of a significant problem starting that would halt my progress in the final few events.

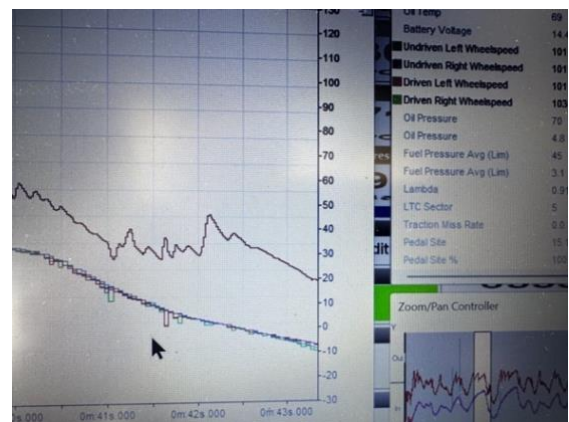
## Pembrey

Only 3 days after getting home from Scotland I set off for Wales. The car had been removed from the trailer, brake bias mechanism stripped, measured and rebuilt, checked over and set up again – a rear wheel toeing out surprisingly and rectified and the correct working range of the brake bias bar established.

All went well in preparation and getting away but compared to the usual braking point into the first corner, the track did not have the same level of grip, and many of us went very deep or even off the circuit before coming back in first practice. I also confess to not reading which circuit layout we were running on the Saturday and there is a slight variation – original exit of paddock bend or new infield section. Luckily, they placed cones over the section not to use but was an interesting 110mph instant decision made at the spur of the moment!

John had fixed his Knockhill below performance issues with new injectors and we were right on each other's tails all weekend. We both accept that pending complete disasters from both Chris and Pete we are not going to win the championship and are both fighting for 3<sup>rd</sup> place – and a nice Motorsport UK trophy. I managed to scrape just ahead of John by 0.1 seconds on a 92 second, 2.4 mile run. How close is that!! On the afternoon second run off, he beat me by a few tenths.

I continually refined the brake balance, looking closely at the wheel speed traces to see what wheel locked first.



The following day repeated the scoring with a 3<sup>rd</sup> and 4<sup>th</sup> place again between me and John. I did have a slight accident when reversing in the paddock and I hit a trailer when I misjudged my position, but luckily no damage to the trailer or my carbon fibre, but the exhaust, as crumple zone took a little straightening out!







*Cracking panning shot by Rowan Flynn at Pembrey*

## Anglesey

I arrived early for the meeting on Thursday evening to undertake some testing on the Friday track day, and had an organised program of chassis and brake development, including some experimental directions of set up that were clearly wrong but at least I know not where to go in future. By mid afternoon 'SBD Steve' had my chassis giving me so much confidence I stopped for the day and declared it very worthwhile.



*Snowdon in background – photo by Neil Lambert*

The clutch had worked fine at Pembrey but went rapidly downhill for some reason at Anglesey when I wanted to do a launch and this seriously thwarted my attempt to finish 3<sup>rd</sup> overall.

In the 4 run offs where I had to finish above John, I was consistently beaten by the same amount I lost in the launch as they measure the first 64ft with a timing beam. Although just a few tenths of a second each time I lost at the start as the clutch would not allow me to perform a launch – and I confess I hadn't

had to do a manual one for a long time as it is 'automated' nowadays, I found myself either bogging down or sitting with the rear wheels at 9000rpm spinning away!

The first run off went well with a third place, but John was second and Chris first. For the 2<sup>nd</sup> run off of the day on the national layout, the top four were covered by 0.45 tenths! Chris secured the championship with that win. Well done Chris – seen here helping modify the brake balance and in the centre of the group with his winning car!



*Excess wheelspin on launch*





*Chris Jones helping adjustments*



*John Loudon at Knockhill*

The Sunday international layout was fun, but with a 5<sup>th</sup> and a 4<sup>th</sup> – John beating me on the 82 second run by 0.06secs, my push for 3<sup>rd</sup> overall was over. Well done John, shown here top right.!



*The main British Sprint Championship contenders at Anglesey for the winner's photo*

## Castle Combe

Nothing to play for at this meeting as the top 9 positions were now fixed but a fun day out was had at this 147mph circuit in Wiltshire. Its over 3 miles for the run and my PB is under two minutes, but I couldn't get that close this day. It was supposed to be dry in the forecast all week, but overnight rain and a heavy shower at 9am saw everyone switch to wets. A safe practice run saw me third and the car felt great. The previous year I had such massive bump steer up Avon rise that I aborted the rest of the meeting, but during the season SBD consultant Steve Broughton helped be eliminate this from the car set up and this time the car was smooth over all the bumps. I'd like to make big public thanks to SBD Steve – shown right - for all the advice and practical help on set up and handling, plus engine management and launch/traction control changes this year. The car is handling great compared to the start of the year and with the planned changes over the winter, 2025 looks a promising season.



*Steve setting up the new engine at Llandow*

The rest of the day saw me suffering clutch launch issues (losing 8 seconds on the start line when I tripped the start beam and didn't realise) and a time a few seconds off my PB. Pete took FTD and Chris Jones, the 2024 champion, both run offs, despite a backwards 100mph spin moment in qualifying!

Some excellent news to announce that has been under discussion for a while is that I have an additional support for 2025 and am being supplied with Sustain C50 Racing Fuel, which is Motorsport UK legal pump fuel, faster than Shell V Power and environmentally sustainable, being made from unused agricultural waste and transformed by the chemist's magic to 102 octane unleaded race fuel! The Sustain approach utilises carbon captured from the atmosphere and not released back into the atmosphere as conventional fossil fuel manufacturing techniques do. More details on this link [sustain-fuels.com](https://sustain-fuels.com)

Thanks also to Telsonic Ultrasonics and RoundworksIT, who have provided the bulk of the new engine over the last two years of support, it has been a pleasure to feature you on the car and in posts and thanks for sharing on the global Telsonic accounts.

So 4<sup>th</sup> place in 2024 for me, I hope you have enjoyed my 4 news updates during the year, congratulations to the top 3 on the podium, Chris Jones, Pete Goulding and John Loudon. I'll do my best to get on it next year!

Cheers  
Steve/Smiles



British Sprint Championship Top 12 2024 final positions		
Chris Jones	1.0 Force TA	750
Pete Goulding	1.6T Mygale FF200 Ecoboost	734
John Loudon	1.1 Force TA	687
Steve Miles	2.0 Van Diemen RF96mm2024	674
Grahame Harden	1.3 Radical PR6	613
Graham Porrett	1.6T Mygale FF200 EcoBoost	540
Ant Brown	1.8 Audi TT	493
Simon Wallis	1.1 OMS 3000M	461
Nicholas Scott	1.6 Force TA	457
Carole Torkington	1.5 OMS CF08	300
Graham Blackwell	1.6T Mygale Ecoboost	384
Lloyd Bettinson	1.0 STM Phoenix	347

Schedule and results summary 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	5 <sup>th</sup> & 4 <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> 😊 but not BSC
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 & DNS 😊
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	3 <sup>rd</sup> & 3 <sup>rd</sup> 😊
8 Sept	Knockhill	Dunfermline	3 <sup>rd</sup> & 3 <sup>rd</sup> 😊
14 Sept	Pembrey	South Wales	3 <sup>rd</sup> & 3 <sup>rd</sup> 😊
15 Sept	Pembrey	South Wales	3 <sup>rd</sup> & 4 <sup>th</sup> 😊
5 Oct	Anglesey	North Wales	3 <sup>rd</sup> & 4 <sup>th</sup> 😊
6 Oct	Anglesey	North Wales	5 <sup>th</sup> & 4 <sup>th</sup> 😊
12 Oct	Castle Combe	Wiltshire	6 <sup>th</sup> & DNS 😊

