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## moleracing 2025 British Sprint Championship Season (report 2 of 5)

### Anglesey National

Just a few days after Cadwell we were in North Wales at this fabulous circuit. But I first went back to Raceshocks in South Wales where some valving tweaking was done to the dampers. I didn't have time to send them via a courier and get them back in time, so I drove down Monday in the camper van and again stayed overnight in the car park while they worked their magic and returned late Tuesday. Set the car up Wednesday and drove to the circuit Thursday for testing Friday!

The testing on both circuits went well, and the ride quality was much better. A failed wheel speed sensor was also found that caused the engine to cut on bumps, and this was certainly part of the problems so far. So, with that taken out of the system we could start working on the springs, packers and damper settings. What wasn't in doubt was the downforce and power increase of the winter mods.

Glorious spring weather made for a relaxing weekend, although I had definitely had my money's worth from my oldest set of tyres with repeated flat spots and one was deemed scrap only



The practice however didn't seem to help much – or perhaps the standard has gone up this year – as with 18 contenders, the places 4 to 8 in the first run off were covered by 4 tenths of a second and I was 8<sup>th</sup>! However, these 4 were the same four in the next run and I improved to put myself at the head of the chasing group for 4<sup>th</sup>, this is going to be a tough season to make the podium come October! Last year's Champ, Chris Jones stated his intentions by winning both rounds.





## Anglesey International

The international layout is 3 times the distance of the National and so everything to play for the following day. Glorious weather for April at this wonderful circuit, and a photo taken made the cover of the national magazine a few months later – what a backdrop and a great capture from Neil Lambert.



I was pleased with the speed achieved on the back straight relative to the cars with more power than me, but two hard fought close 5<sup>th</sup> places were the best I could achieve on the Sunday. Steve Broughton, shown below, pushed Jones into second place each time to also stake his intentions on the '25 title!



Woodford Trailers Motorsport UK HSA British Sprint Championship		
A quality turnout at Anglesey for rounds 3-6 of the Woodford Trailers HSA British Sprint Championship saw current champion Chris Jones lay down his title defence with two run off wins in glorious sunshine at the Longton DMU run event. The following day on the international circuit Steve Broughton in a DI Firehawk took both run off wins to push Jones into second place.		
Latest Championship Positions		
1st	Steve Brown	139 points
2nd	Peter Goulding	135 points
3rd	Steve Miles	125 points



## Mallory Park – club event

A useful club event to get some practice in before the British heads there in the summer. It was a slightly different layout – but track time is track time and especially useful as I am refining the springs/dampers and handling.

There were some wonderful old cars at this meeting, and it was nice to come up fastest of all 160 cars there but this was to be expected as there were only 2 other single seaters. We established some understeer characteristics plus the car running too low on maximum downforce settings and under braking. This caused the bottom of the car to wear away and needed sorting.

It also turned out that the 29-year front antiroll bar finally snapped, and Alan at AHP Precision Fabs in Banbury did an excellent repair first



thing in the morning – yet another night in the camper van outside a factory!

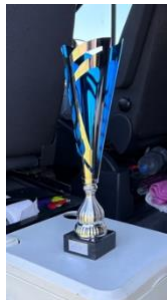


Under excellent advice from SBD before the next event, the car was set up without springs so that at the required ride height it contacts the bump rubbers and should not scrape on the ground in future. Last year's front springs were reintroduced, and I programmed in two set ups for experimenting with 2 rates of rear spring at the next test event.

## Blyton Eastern – club event

A practice event to get my eye in for the BSC round in 6 days' time was very useful and it paid off as you can see later. 7 runs on the old tyres and I got to within 0.07 of the outright win to come 2<sup>nd</sup> overall.

The ride height changes in the garage worked well and were tested with balsa wood ride height indicators that cross referenced the linear potentiometers on the dampers and the car is now just touching or maybe a millimetre clear so next the low and high speed (mechanical and aero respectively) handling balance can be worked on. With extra air being sent to the floor, there is less going in the radiators and cooling is an issue. Tuft testing highlighted this and tweaks to air flow have been made.



## Blyton Eastern

It felt as though the BSC competitors hadn't got together for ages, and 15 of us were fighting for top 12 honours in the 80-car meeting. Many of us were now in proud possession of brand-new Pirelli tyres after a 2 year wait. Bargain at £1700 odd for a set!

I was on the pace in practice after my recent visit last weekend, and my qualifying run was 0.7secs off a PB in 2<sup>nd</sup> place and the new tyres felt fantastic. For the first run off, I tried perhaps too hard and dropped a few tenths to come 5<sup>th</sup> such was the competition – with Chris Jones taking the win.

However the highlight of the weekend was the next qualifying run despite going back to old tyres, which, without the pressure was over a second faster, a new PB, 2<sup>nd</sup> overall and a new class record for a bonus point!



It was great to be joined by an old school friend that I hadn't seen for almost 50 years over from America where he lives and we spent a few hours catching up while working on the car.





In the final run off dropped a few tenths but I was pleased with a 3<sup>rd</sup>. Steve Broughton took the win, despite swapping to a spare engine after the last one had a bolt coming loose and causing some engine damage at Goodwood.

## Blyton Outer

The sunshine of yesterday disappeared and a cold easterly wind set the tone of the day. No dramas for me, although Steve Brown retired with a broken exhaust needing the engine out and repairs before Pembrey.



Pete Goulding won both run offs, and I managed a 5<sup>th</sup> in the first and was pipped into a 6<sup>th</sup> by just 0.02seconds by new contender this year from Northern Ireland, 22 year old Ethan Faulker. So close!! The 450bhp Norma driven by another new entrant, Duncan Barnes was a few tenths quicker than both of us – so BSC competition is hotting up in '25.

## Pembrey National

I treated the car some of the good stuff from sponsor ROWE OILS and after a long wait we gathered at the south Wales venue of Pembrey for some serious running on this wonderful track – big sweeping high corners with power straights. Weather was promised heavy rain and high winds all week and I was excited as I love the wet – I even paid extra and booked a garage! It was a damp start and 3<sup>rd</sup> fastest was promising – especially as there were 15 BSC runners chasing the top 12 spots. Slicks for practice run and then best slicks for the rest of the day. However, it started raining just before my run and I played too cautious and had a disappointing result. The next run was better with a 4<sup>th</sup>, just 5 hundredths behind John Loudon.



## Pembrey Clubmans

A variation to the layout on Sunday and the times were amazingly close. After 105 seconds of running the positions 2 to 6 were covered by just 1 second. The car is handling so well, I am finding hard to push it into oversteer or understeer and it's just delivering the goods/grip! Must scare myself more. Anyway, I was very pleased to come 2<sup>nd</sup> behind Chris and ahead of the normal front runners.



Steve Brown had a lucky escape when a wishbone failed at high speed, and he avoided totalling his race car in the pit wall.

As we left, for reasons more of consistent performance during the first 14 rounds I am lying 2<sup>nd</sup> overall, but there is a chasing pack closing fast – watch this space.....

Cheers  
Steve/Smiles





Photo by Rowan Flynn Media

British Sprint Championship 2025 after round 14 of 38. Best 29 to count		
Pete Goulding	1.6T Mygale FF200 Ecoboost	321
<b>Steve Miles</b>	<b>2.0 Van Diemen RF96mm2025</b>	<b>298</b>
Steve Broughton	1.4 DJ Firehawk CT004	292
Chris Jones	1.0 Force TA	280
John Loudon	1.1 Force TA	269
Grahame Harden	1.6 Radical PR6	249
Ethan Faulkner	1.4 Force PT	246
Steve Brown	1.3S RLM Empire Evo2	197
Cathy Sewart	1.6T Mygale Ecoboost	189
Mike Taylor	1.6T Mygale Ecoboost	183
Nicholas Scott	1.6 Force TA	167
Carole Torkington	1.5 OMS CF08	157
Duncan Barnes	2.1T Norma M20FC	151
Terry Holmes	3.5 Lola T90	145
Graham Porrett	1.6T Mygale FF200 EcoBoost	113
Martin Pickles	1.0 Jedi MP	113
Simon Bainbridge	4.2T SBR Crono	102

Schedule 2025			Run off Result
29 March	Cadwell Park	Louth	4 <sup>th</sup> & 4 <sup>th</sup> 😊
5 April	Anglesey Nat	North Wales	8 <sup>th</sup> & 4 <sup>th</sup> 😊
6 April	Anglesey Int	North Wales	6 <sup>th</sup> & 5 <sup>th</sup> 😊
17 May	Blyton Eastern	Gainsborough	5 <sup>th</sup> & 3 <sup>rd</sup> 😊
18 May	Blyton Outer	Gainsborough	5 <sup>th</sup> & 6 <sup>th</sup> 😊
7 June	Pembrey	South Wales	7 <sup>th</sup> & 4 <sup>th</sup> 😊
8 June	Pembrey	South Wales	2 <sup>nd</sup> & 5 <sup>th</sup> 😊
21 June	Mallory Park	Leicester	
22 June	Mallory Park	Leicester	
12 July	Lydden	Dover	
2 August	Kirkistown	Northern Ireland	
3 August	Kirkistown	Northern Ireland	
16 August	Llandow	South Wales	
22-24 Aug	Car Fest	Hampshire	
6 Sept	Pembrey	South Wales	
7 Sept	Pembrey	South Wales	
4 Oct	Anglesey	North Wales	
5 Oct	Anglesey	North Wales	
18 Oct	Castle Combe	Wiltshire	