



moleracing

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## moleracing 2025 British Sprint Championship Mid Season Update (report 3 of 4)

### Mallory Park

The weekend at Mallory Park was overshadowed by a serious accident. It felt particularly unnecessary, as it was caused by cones placed too tightly after the finish line to slow cars down. Our thoughts are with the kind and spirited Welsh competitor involved, and we all wish her a full recovery and hope to see her back next season.

Because of the incident, Saturday was cut short after just one run, with the ambulance leaving the circuit. The missed runs were squeezed into Sunday's schedule, which made for a busy day. On a personal note, I was pleased with my performance, improving by three seconds compared with my time here last year. The car felt superb, holding an incredible 3G of lateral grip around Gerrards with no hint of sliding. That effort earned me a 4th place, two 3rds, and a 2nd.



Track walk at Mallory

Rising star Steve Broughton had mechanical trouble when his transfer gear broke, but he bounced back strongly on Sunday to take victories and keep the championship fight alive with Pete. Meanwhile, fellow contender Chris Jones was absent after being sidelined with covid.

Unfortunately, the crashes didn't stop there. My friend Martin had a heavy impact at the hairpin on Sunday, spinning into the barriers and suffering broken ribs. Thankfully, he and his car are

already on the road to recovery and hopes to return in September.



Ethan, Pete and Steve reminding me that I had been beaten by them!



Before Martins accident

A full lap with onboard and offboard external footage in sync can be found at the 6:00 mins point here on youtube <https://youtu.be/6FQnLxHfMbw?si=mMJXdHhPQz2fEBqh>

Seeing these incidents, along with another spinal injury in a separate hillclimb event that same weekend, made me reflect on safety. I decided to invest in a much safer seat to reduce risk in case of an accident. ProSeat in Taunton created a custom-fitted seat for me — an impressive two-day process involving careful moulding, resin setting, and adjustments. I'll continue fine-tuning it for comfort before it's finished with suede later in the season.



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## Lydden Hill



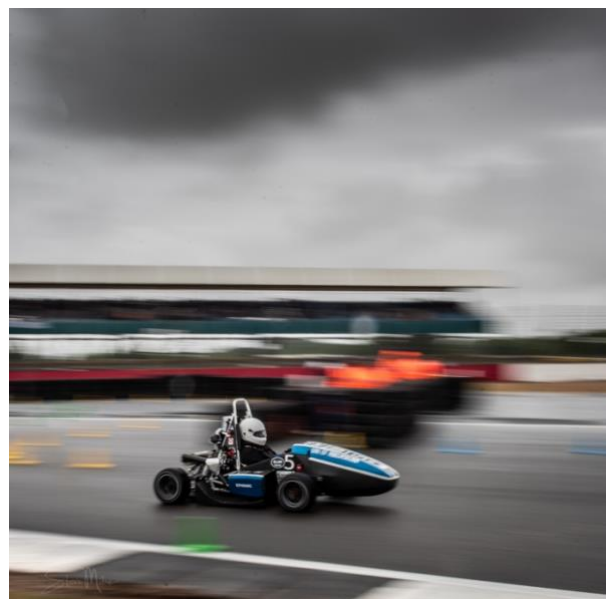
The extra downforce mods I had created to feed more air to the floor had a knock on effect of diverting air from cooling. An attempt to improve this saw me opening up the rear exit ducts as above. This helps for events up to 80 seconds but is still an issue for longer runs such as Kirkistown.

At Lydden Hill, Steve Broughton was unstoppable, taking two wins. Pete Goulding's rare trip into the gravel didn't help his championship hopes. For me, it was a frustrating outing — I managed a 3rd and a 6th, but I just couldn't find the pace I wanted.

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## Away from the Circuits

The following week, I switched gears from racing to photography. I spent six days covering the IMechE's global Formula Student competition at Williams F1 and Silverstone. As always, it was inspiring to capture and witness the determination, teamwork, and creativity of the next generation of engineers.







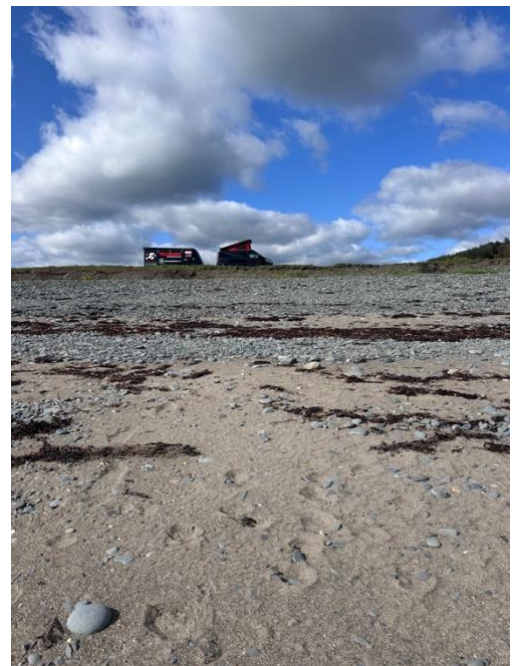
## Kirkistown

The trip to Northern Ireland is always a highlight for me, and I made time to visit two elderly friends in their late 80s along the way — a reminder of how active and inspiring life can be at any age.



On track, local driver Ethan Faulkner took a maiden run off win in his Force on Saturday, with Pete claiming the other. The same result was repeated on Sunday. My weekend, however, unraveled. After making adjustments to stabilize the car, I set

the fastest time in practice and was right on Ethan's heels in qualifying. But just as I was preparing for the run-off with fresh tyres, disaster struck — my fuel pump failed after four faultless years. By the time we identified the problem, it was too late to fit the spare. No run-off, no points — just a long journey home with nothing to show for it.

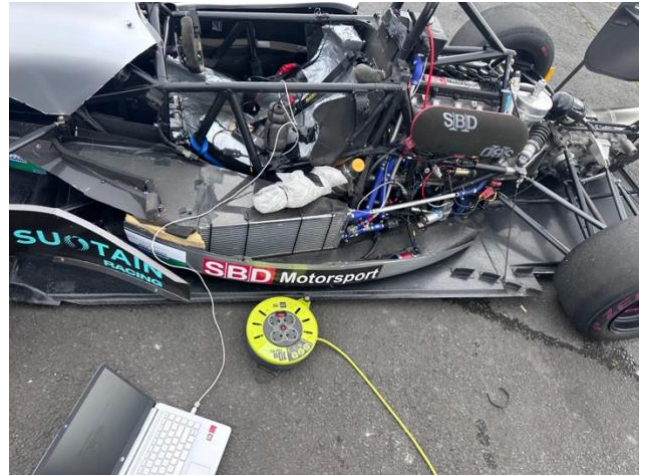




To add to the fun, Storm Floris was closing in with winds of 100mph forecast for Scotland. Four of us travelled back in convoy, even squeezing in a calm evening on the beach before the storm arrived. By the early hours, the winds were battering us, and I found myself outside at 2 a.m. removing my windscreen cover before it tore off. By 5 a.m., the buffeting was fierce, and we hit the road to beat the storm back to England. Quite exciting really



*Ethan and Pete getting the winners traditional spray – from a bottle!*



*Diagnosing the failed fuel pump!*



A new fuel pump was fitted, but pressure issues pointed to a faulty regulator. Thanks to support from SBD, we diagnosed the problem and rebuilt everything and the loom was tidied up locally by Level Motorsport enroute in South Wales in time for a club meeting/test at Llandow.

## Llandow

While the rest of the country was shivering under cloud, we enjoyed 29°C heat and blue skies all day.

It turned into a valuable development session. After each run, I sent data logs back to SBD, who made adjustments to the engine mapping and gearbox control. By the final run, we'd even trialled an improved system for managing launch and traction phases — a success that should benefit other drivers in future. I drove solidly but carefully, finishing 2nd overall behind a great performance from Phil Montgomery-Smith in his supercharged OMS.





With that done, the car has been quickly prepped for Carfest, where I'll be driving in front of 90,000 people across three days. Sharing the stage with historic F1 cars, modern supercars, and classics at Jody Scheckter's private track promises to be another great weekend – let alone the music and celeb spotting. After that, we are off to the French Alps for walking/relaxing, gearing up for a trek later this year in the Patagonian Andes.



Because of these commitments, I'll miss four championship rounds at Snetterton, so this will be the last time I can say I'm sitting in 2nd place!

Cheers,  
Steve / Smiles

British Sprint Championship 2025 after round 24 of 38. Best 29 to count		
Pete Goulding	1.6T Mygale FF200 Ecoboost	554
<b>Steve Miles</b>	<b>2.0 Van Diemen RF96mm2025</b>	<b>493</b>
John Loudon	1.1 Force TA	465
Grahame Harden	1.6 Radical PR6	461
Ethan Faulkner	1.4 Force PT	428
Steve Broughton	1.4 DJ Firehawk CT004	416
Chris Jones	1.0 Force TA	328
Graham Porrett	1.6T Mygale FF200 EcoBoost	299
Steve Brown	1.3S RLM Empire Evo2	294
Mike Taylor	1.6T Mygale Ecoboost	254
Cathy Sewart	1.6T Mygale Ecoboost	240
Duncan Barnes	2.1T Norma M20FC	196
Carole Torkington	1.5 OMS CF08	191
Nicholas Scott	1.6 Force TA	167
Terry Holmes	3.5 Lola T90	145
Martin Pickles	1.0 Jedi MP	131
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	2 <sup>nd</sup> & 3 <sup>rd</sup> 😊
22 June	Mallory Park	Leicester	3 <sup>rd</sup> & 4 <sup>th</sup> 😊
12 July	Lydden	Dover	6 <sup>th</sup> & 3 <sup>rd</sup> 😊
2 August	Kirkistown	Northern Ireland	3 <sup>rd</sup> & 4 <sup>th</sup> 😊
3 August	Kirkistown	Northern Ireland	7 <sup>th</sup> & DNS 😊
16 August	Llandow	South Wales	2 <sup>nd</sup> 😊
22-24 Aug	Car Fest	Hampshire	
6 Sept	Pembrey	South Wales	
7 Sept	Pembrey	South Wales	
27/28 Sept	Blyton Park	Gainsborough	
4 Oct	Anglesey	North Wales	
5 Oct	Anglesey	North Wales	
18 Oct	Castle Combe	Wiltshire	