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**Motorsport UK 2025 British Sprint Championship**

**Final Update** (report 4 of 4)

## Back on Song at CarFest

After fixing the failed fuel pump and regulator in Northern Ireland, the car was back on song at Llandow for a club meeting mentioned in the last report. This was just in time for five days of flat-out driving, partying, and festival mayhem at CarFest!

I was thrilled to be invited back by Chris Evans, especially for the final year at Laverstoke Farm before the event moves to Silverstone next year. Giving up a bank holiday to thrash the car and entertain 90,000 festival-goers has its perks: great food, prime camping, full festival access, and even a VIP lounge.

In the “Motorsport Trackstars” class, I lined up alongside three F1 cars and two outrageous prototypes — think modern Red Bull and McLaren lookalikes. The Red Bull replica didn’t last long before clipping the bales on cold tyres, while my soft Pirellis were spot-on for a few flying laps — quick enough for the fastest times (not that it was officially timed!). All around us were millions’ worth of hypercars: McLarens, Aston Martin Valkyries & Valiants, and all the latest exotica.

The car never missed a beat, and every evening I let 40–50 kids carefully in the cockpit — huge smiles all round and hopefully some lifelong memories made. To mark the end of CarFest at Laverstoke, 100 cars joined in a deafening “minute of noise” instead of silence, with EV drivers waving their arms to join in. Chaotic, hilarious, and oddly emotional. Sharing the weekend with friends — and with Giulia keeping me organised — made it even more special.

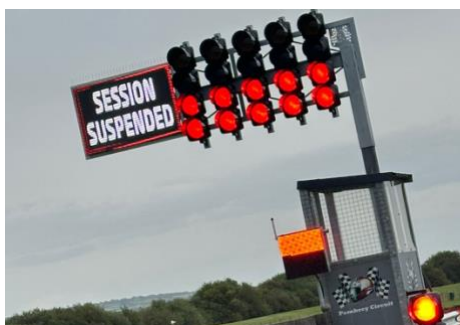




## Pembrey – Wet and Wild

After skipping Snetterton for CarFest, I'd slipped from 3rd to 6th in the championship, so Pembrey was about clawing back ground. Fresh software from SBD, refined using CarFest data sent live all weekend, had sharpened things up nicely. With a dry Saturday and a soaking Sunday forecast, it promised a weekend of extremes.

Qualifying brought plenty of drama. Pete Goulding slid off Paddock Bend but escaped the barriers; Ethan Faulkner's spin at Brooklands destroyed his floor and radiator — weekend over. He's already lined up a new car and looks set for a serious title tilt next year. My own Saturday was steady but too cautious — two 6th-place finishes but enough to nudge me back to 5th overall. The car was fettled overnight with wet setup and software ready for the storm.



Sure enough, Sunday dawned damp and soon turned biblical. Mike Froggett was the first casualty, spinning at Brooklands. Most of us stayed on wets for quali, but when the heavens properly opened, it became survival mode. Chris Jones somehow spun a full 360 yet still took 2nd; Pete won, John

Loudon was 3rd. My run was like wrestling an aquaplaning animal — the steering barely did anything, and on a straight usually good for 140mph, I was down to 85 through the puddles!





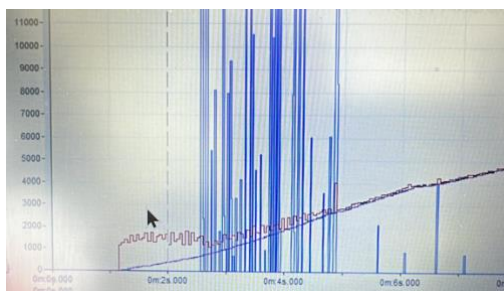
By lunchtime we'd dried what we could, and conditions slowly improved. I managed to edge ahead of Loudon, though Duncan Barnes (pictured here in the pit lane) nicked past, leaving me 5th again. Steve Broughton, after a rerun due to Carole's electrical gremlins, nailed the best conditions to win — keeping his title hopes alive. I moved up to 4th overall, but Steve and Chris are the ones charging hardest up the table.



## Blyton Park – Data & Development

Having been competition secretary for the Nottingham Sports Car Club for years, a relaxed weekend at Blyton felt like the perfect no-pressure event — and another chance to help SBD refine traction control mapping.

I was up against Steve Brown and Glyn Sketchley for overall honours. Saturday's Eastern layout was close — Steve just edging it by a few tenths. Overnight rain greeted us Sunday, but as the track dried I stuck with slicks, partly for data gathering and partly out of stubbornness! SBD had asked for "hooligan" driving to stress-test traction control, so after each run I sent logs and waited for updated maps to try next time out.



Glyn skipped the first two wet runs, and I led comfortably after run three. But on run four he pulled a blinder — 1.2 seconds faster. That lit the fire, and on the final run I pushed deep into three braking zones to claw back half a second and take Fastest Time of Day — or FTD, for those in the know!

## Anglesey – Storms and Standouts

Arriving Thursday gave me a few laps in the wet on Friday morning before **Storm Amy** rolled in, cancelling the afternoon session with 60mph gusts and sheets of rain. Visibility was awful, but at least we got some shakedown laps in — and it was entertaining watching everyone else get blown around unpacking!

Saturday's first practice was wet and I was second fastest overall, but as the track dried I slipped down the order. Results-wise it wasn't my weekend — a pair of 6ths and 7ths in the run-offs — but I did climb above John to take 4th overall with two rounds to go.



Star of the weekend was 22-year-old **Ethan Faulkner** — a SIM racing prodigy from Northern Ireland now proving just as fast in the real world. With his new paddle-shift, traction control, and left-foot braking setup, he dominated three of the four run-offs. On this form, he's a genuine contender for the 2026 British title.

With just Castle Combe left, only **Steve Broughton** and **Pete Goulding** can still win the championship. Steve has the lower score to drop, so if form holds, after run-off one they'll be neck and neck — setting up a one-run shootout for the season finale!

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## Castle Combe – championship decider

And that's exactly how it played out. After timed run one, Pete held a single-point lead, setting up a showdown in the final runoff. Steve went out about ten cars earlier and delivered an absolute blinder to take the lead. One by one the others tried — even the 550bhp Norma hitting 175mph couldn't top it. When Pete launched, all eyes were on the live timing. At the three-quarter mark he was half a second up on his best, with the power section — where his 400bhp Ecoboost really sings — still to come. But as he charged up Avon Rise for the final run of the season, the outside rear pushrod collapsed under the strain. Pete's challenge was over. Steve clinched the British Sprint Championship by just two points — a brilliant effort from both drivers.





I couldn't add to my points on the first runoff, but the second looked promising after a good talking-to and a deeper push. With just one point needed to jump from sixth to fifth overall, I was 2.4 seconds up at the three-quarter mark. I nearly lost it through the fast Camp corner and clocked 148mph over Avon Rise before the dashboard lit up with low fuel pressure warnings. I backed off rather than risk running lean and blowing the engine. My mistake — I'd forgotten to refuel amid the chaos. Still, I'll take the positives into winter: the speed and potential are there, and I was within a few tenths of Steve and Pete at that point.

So that ends a season where there have been several significant new cars mounting full championship campaigns and the standard at the sharp end of Sprinting in the UK is always going up. I'm pleased with my final position, and many plans/upgrades are under consideration for a full on 2026 season. Thanks to support from **Telsonic Ultrasonics**, **Roundworks IT**, **Steve Broughton** and **SBD Motorsport**, **Sustain Fuels**, **ROWE Motor Oil** and **Raceshocks UK**. I hope you have enjoyed the journey, trials, tribulations and successes together!

Cheers,  
Steve / Smiles



Photo by **Adrian Leirvik Larsen**

British Sprint Championship 2025		
Final top 12		
Steve Broughton	1.4 DJ Firehawk CT004	704
Pete Goulding	1.6T Mygale FF200 Ecoboost	702
Chris Jones	1.0 Force TA	653
Ethan Faulkner	1.4 Force PT	626
John Loudon	1.1 Force TA	622
Steve Miles	2.0 Van Diemen RF96mm2025	621
Grahame Harden	1.6 Radical PR6	576
Steve Brown	1.3S RLM Empire Evo2	567
Graham Porrett	1.6T Mygale FF200 EcoBoost	486
Duncan Barnes	2.1T Norma M20FC	454
Mike Taylor	1.6T Mygale Ecoboost	428
Cathy Sewart	1.6T Mygale Ecoboost	421

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	Just fun – although quicker than the F1 cars! 😊
6 Sept	Pembrey	South Wales	6 <sup>th</sup> & 6 <sup>th</sup> 😊
7 Sept	Pembrey	South Wales	5 <sup>th</sup> & 5 <sup>th</sup> 😊
27/28 Sept	Blyton Park	Gainsborough	2 <sup>nd</sup> & 1 <sup>st</sup> 😊
4 Oct	Anglesey	North Wales	6 <sup>th</sup> & 7 <sup>th</sup> 😊
5 Oct	Anglesey	North Wales	6 <sup>th</sup> & 6 <sup>th</sup> 😊
18 Oct	Castle Combe	Wiltshire	7 <sup>th</sup> & DNF 😊