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## moleracing 2026 British Championship Season (report 1 of 4)

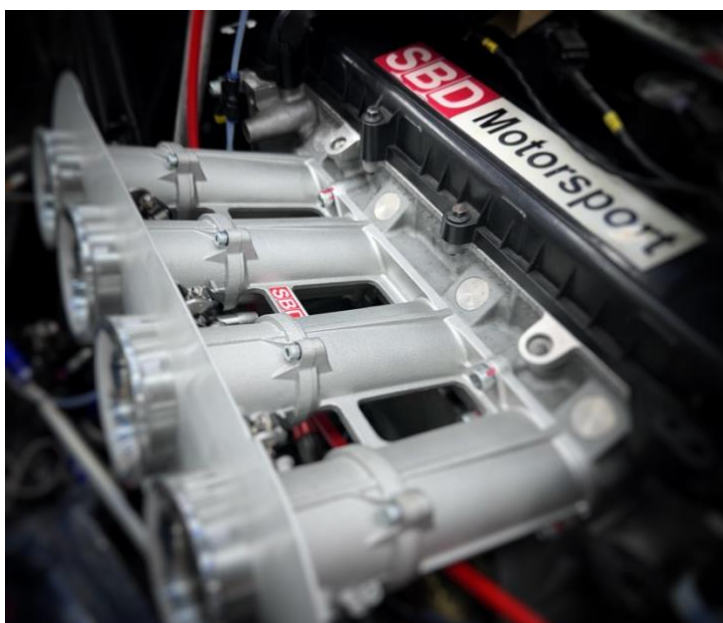
### Winter developments & upgrades

New year, new season and the familiar feeling of anticipation returns once again. I'll keep doing this until either the excitement fades or my body finally complains loudly enough.

A huge thank you again to all my fantastic sponsors for their continued support this season. Please click the logos and visit their websites.

Work in the garage didn't begin until January after extensive travels in Patagonia and Scotland over Christmas and the UK and Alps in the spring. Preparation included a replacement front wing frame, covering of the new seat from last year, new throttle bodies to improve drivability, updated traction control, linear potentiometers on the suspension and a detailed maintenance and replacement programme — including the challenging task of sourcing new brake discs.

Everything came together in relatively relaxed fashion ahead of a shakedown test at Llandow the week before the opening event. The car immediately felt strong, balanced and confidence-inspiring at the sort of speeds — and lateral G-forces — that remind you exactly why driving a racing car on the limit is so addictive.



## Cadwell Park

Never a big fan of this narrow undulating venue, as if it goes wrong and to quote the Clerk of the course at the briefing, you don't "keep your machinery, off the greenery", the "scenery" is a hard impact and not far away! Unfortunately, our elder statesman, Graham Porrett experienced that later in the day.

This meeting for me was a 'bring it home in one piece' event. Practice went ok, and I was very pleased with my qualifying run, 1 second faster than last year and 3<sup>rd</sup> overall behind Ethan Faulkner and Steve Brown.

Ethan traveling from Northern Ireland for the event had a disastrous start when on unlocking the trailer they found their car had broken loose smashing around inside the trailer causing significant damage. A detour to the manufacturer and £2,500 later they had a new rear wing to attached to the patched-up car. It was worth the effort as Ethan won the second runoff the following day with Pete Goulding, limping but awaiting a knee replacement taking the first win of the season.

Simon Bainbridge didn't score as the diff lunched itself with all the horsepower of the 3500cc Turbo charged Audi and Graham will have to repair a rear wing and the rear left corner after his off but was OK.



*Helping Graham get back into the trailer on 3 wheels*

When it mattered most, I couldn't repeat my qualifying pace and ended with a couple of 5<sup>th</sup> places. But is a long season and with a few upgrades planned we hope to move towards an elusive run off win and some PBs.



Photo by "Adrenaline and Aperture"

## Anglesey National & International

With the car fully checked over following Cadwell — including resetting the chassis and changing rear springs from 800lb/in to 900lb/in — I uncovered a few mechanical issues that had likely affected performance at the opening round. Heading to North Wales, confidence was high.

Early runs in cold but sunny conditions were encouraging and I finally decided to use a set of ultra-soft Pirellis that had cost £1,740 and been sitting in storage for a year after a very limited batch arrived in the UK in 2025. It was also good to see Graham Blackwell return after time away following his heavy Mallory Park accident in 2024.

Saturday's National layout produced a fourth place in the first runoff before a very pleasing second place later in the day behind Faulkner, finishing ahead of all the regular front runners. Ethan also broke the outright lap record in his remarkable 1600cc Force TA.



Photo by Neil Lambert

The longer international circuit on Sunday should have suite



The full Faulkner team

highlighted just how quick the package now was — the car sat on the rev limiter for nearly three seconds at 143 mph. Maximum rear downforce was added to improve the slower corners, although even then the limiter was still engaged for around two seconds down the straights.

Another second-place finish behind Ethan moved me into equal third in the championship standings and set the season off to a great start.

Development work continued between events. SBD consultant Steve Broughton (Instagram: Steve.sbc.racing) has been heavily involved in

helping refine the setup and every change seems to deliver another small but valuable step forward. Rear spring rates have now increased again from 900lb/in to 1050lb/in giving better support the floor and preventing excessive wear.

## Mallory Park Bentley Owners Club meeting

Great local circuit and useful practice for the British round later in the summer – I wasn't sure why others didn't have the same plan. It is also useful to 'keep your hand in' and push the development. Like last year I took the overall win, but I should have as there no serious competition but more importantly on just one time run I was almost 2 seconds faster than last year. Car felt great, it inspired confidence and was all in one piece, so I put it back on the trailer for another day!



*Great to see these 100 year old cars competing and the trailer and van had a wash and polish!*

## Blyton Eastern and Outer

Before Blyton, my 30 year old car! returned to the scales for another complete setup check alongside further rear wing modifications designed to increase downforce. With more engine performance now available, we could afford to run additional aerodynamic load.

The work was completed just in time for the mid May meeting following a physically demanding but relaxing week in the Lake District.

Current British Sprint Champion Steve Broughton returned for his first championship appearance of the season and quickly demonstrated that he had lost none of his speed, winning Sunday's Outer Circuit 2<sup>nd</sup> runoff ahead of Ethan Faulkner.



I was still pleased with a podium finish on Saturday in run off 1, taking third behind Ethan and Steve Brown. Pete Goulding was absent while recovering from knee replacement surgery, while the paddock itself remained relatively drama-free with only a handful of spins and excursions.

Meanwhile Cathy Sewart enjoyed the satisfaction of beating partner Mike Taylor in identical machinery and moved ahead of him in the championship standings. Grahame Harden also continued adapting to his new Force TA, gradually developing the car which is now running in sports Libre specification.



*SBD cars and mine at Blyton – note the fancy new control tower in the background*



*Motorsport doesn't exist without marshals!*

Away from the circuit, young Ethan Faulkner also appeared on BBC local news in an excellent feature documenting how he has managed autism and used sim racing to help develop his real-world driving ability. Based on current form, he already looks destined to become this year's British Sprint Champion.

At the time of writing, yet another suspension upgrade is underway and I'm preparing for further testing at Llandow before the upcoming Pembrey rounds at the end of May.

Currently sitting second overall in the championship, the obvious question remains:

Is that elusive runoff win finally getting closer?  
Watch this space.

Cheers  
Steve/Smiles

British Sprint Championship top 12 2026 after round 10 of 42. Best 29 of 42 to count		
Ethan Faulkner	1.6 Force PT	261
Steve Miles	2.0 Van Diemen RF96mm2025	222
John Loudon	1.1 Force TA	216
Steve Brown	1.3S RLM Empire Evo2	185
Graham Blackwell	1.6T Mygale FF200 Ecoboost	166
Grahame Harden	1.4 Force TA-SL	161
Cathy Sewart	1.6T Mygale Ecoboost	160
Mike Taylor	1.6T Mygale Ecoboost	151
Pete Goulding	1.6T Mygale FF200 Ecoboost	137
Graham Porrett	1.6T Mygale FF200 EcoBoost	110
Simon Wallis	1.1 OMS 3000M	101
Steve Broughton	1.4 DJ Firehawk CT004	95

Schedule 2026			Run off Result
28 March	Cadwell Park	Louth	5 <sup>th</sup> & 5 <sup>th</sup> 😞
18 April	Anglesey Nat	North Wales	4 <sup>th</sup> & 2 <sup>nd</sup> 😞
19 April	Anglesey Int	North Wales	3 <sup>rd</sup> & 2 <sup>nd</sup> 😞
26 April	<i>Mallory Park</i>	<i>Leicestershire</i>	1 <sup>st</sup> 😄 😄
16 May	Blyton Eastern	Gainsborough	3 <sup>rd</sup> & 4 <sup>th</sup> 😊
17 May	Blyton Outer	Gainsborough	5 <sup>th</sup> & 5 <sup>th</sup> 😞
28 May	<i>Llandow Test</i>	<i>South Wales</i>	-
30 May	Pembrey	South Wales	
31 May	Pembrey	South Wales	
20 June	Mallory Park	Leicester	
21 June	Mallory Park	Leicester	
11 July	Lydden	Dover	
1 August	Kirkistown	Northern Ireland	
2 August	Kirkistown	Northern Ireland	
22 August	Snetterton	Norfolk	
23 August	Snetterton	Norfolk	
28-30 Aug	Car Fest	<b>Silverstone</b>	
6 Sept	Pembrey	South Wales	
7 Sept	Pembrey	South Wales	
12 Sept	Knockhill	Scotland	
13 Sept	Knockhill	Scotland	
3 Oct	Anglesey	North Wales	
4 Oct	Anglesey	North Wales	
10 Oct	Castle Combe	Wiltshire	



Photo by Neil Lambert