



moleracing – with K2 Consultancy

2010 Event reports from British Sprint Championship rounds at Castle Combe, Croft & Silverstone

Winter Modifications

Following the success of 5th place last season, the car was put away for several months while I introduced myself to my wife again!

I managed to purchase some lightweight, double adjustable shock absorbers – that were of good pedigree from the 2008 F1 Honda car – so were previously used by either Jenson buttons or Rubens Barrichello! These are only 800gms, and with smaller springs, a lighter smaller fuel tank, a 2.4kg battery and some other lightening jobs I managed to get a further 13.5kgs



off over the winter, to bring the overall weight down to 413kgs, still with 240bhp. In the technical department, the old datalogger and dashboard has been replaced with a modern system and fully programmable LCD dash. This is capable of giving real time display updates of sector times during the actual run to give instant feedback on how you are doing. Finally a new DVD Broadcast quality camera gives fantastic onboard video.



K2 Consultancy is going from strength to strength, with major construction projects home and abroad in Durban, London and elsewhere in the UK and have also expanded with new key staff. 'K2' and moleracing are pleased to continue the sponsorship into 2010 and you will see the new graphics on the car and a general red/white/silver look in the paddock all round!

Castle Combe 2010

A previous weeks shakedown at Cadwell Park was useful for sorting out a series of problems, including oil breather issues, wheel studs, datalogging and camera setup. It was raining most of the day and despite an 80mph 'off' there was no significant damage when I nudged the bank.

So car, cleaned, repaired and ready for the first round of the SBD 2010 British Sprint Championship at the Wiltshire circuit.

A single practice run was available of 3 laps. However, the new 3 litre fuel tank, couldn't hold enough fuel to do more than 2 laps, so I cut that run short.



Qualifying for the top 12 run off was going to be far from certain, as there were 9 V8 400-700bhp cars on the entry, plus 4 others that are always quicker than me. 6th fastest in this practice was a promising start.

After lunch a torrential downpour saw the whole racing car pitline swapping to wets. I love driving in the wet and the uncertainty of where the grip is and what is going to happen next whilst pushing hard. A further reason is my power disadvantage with only 240bhp is minimised as the larger cars struggle to apply their full power. A few cars fell off the track, two did not even start and one didn't have any wets, but I was pleased with 4th fastest time at this stage of the meeting.

However the strong wind and sun soon forced a switch back to slicks and the full team was called into action again as we swapped back, to a brand new set of slicks, seen here with K2 managing director, John Setra in a formal sponsorship handover – Thanks K2!



My pb time at this circuit is 129.33seconds, so a 133 in the damp was acceptable, but importantly enough to qualify for the top12 runoff in 8th position.

Graham Porrett took an ambitious amount of speed into Quarry – approaching around 150mph and lost it in the gravel trap and wall. This unfortunately put him and shared driver Terry Holmes out of the running. Mark Smith in the 2 litre Reynard had battery problems on both runs and failed to post a time. The run off was won by Stewart Robb who reset the course record in 113.03, from last years Championship winner in second place, Nick Algar 2 seconds behind.

I was very satisfied with a pb time of 128.11 and a 5th place, a good start to the season.

Croft, Yorkshire

The traditional Easter Monday meeting delivered its traditional weather with a 4°C start to the day. Rain threatened, which we tracked on the laptop to try to predict the incoming showers, but held off in the end and slicks were the order of the day.

58 cars in total, 6 in my 2 litre class, and 9 in the 'big capacity' class. All went technically well, and I was excellently run by the team crew of Chris & John, and later on with help from Andy. A new wheel stud had a loose moment, but this was spotted by the team and we worked an engineering solution out to get to the end of the day. A new 2 litre car joined us, Colin having purchased a state of the art Dallara with an engine running on methanol giving I would estimate well over 300bhp. I qualified, but the cold weather took the edge of the times and no one broke any significant class record times. 4th in class and qualification to the top12 run off was all I could manage.



Another Beeston local, Gary Thomas was pleased to make his first top12 and pushed me hard all day and ended 11th.

I was disappointed to 'only' end up 9th in the final run off, as I made a few mistakes when it counted and ended up with a time just under a second off my best set in the sunshine of last year. Still, moving on there is always the next event to look forward to!

Silverstone

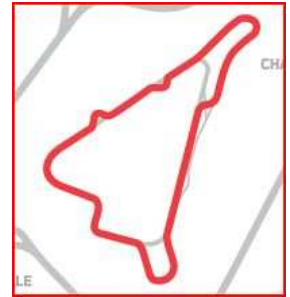
Inside the main grand prix circuit there is a smaller circuit called Stowe. In the last 9 months this has been transformed into a fantastic venue, with reprofiled corners, new sections, chicanes and bends.

I arrived the night before and offloaded to the new pitlane garages. The recent Iceland volcano had two consequences for this event. Firstly the superb sunset over the start finish straight and secondly, poor Nick Algar, last years champion was stuck in Spain and eventually had to hire a car to drive back, but too late for the event. As Nick was bound to push me down a place, there might be an extra point for grabs!



The second chicane was used and we ran for 1.75 laps – 2.2miles, giving a time of around 100 seconds, but not more than 120mph, so it was a really busy lap and very challenging, in a low speed sort of way!

The first practice run nearly ended in disaster, but as I approached the hairpin in excess of 100mph, I spotted the marshals flags before I hit Mark Smith, who was parked across the track after spinning.



This section was all captured on the high quality video, now posted on youtube, just search 'moleracing & new silverstone stowe' or click [here](#). The camera has great definition although not at its highest resolution on youtube, but it is worth looking.

This lap, even with the stoppage to avoid the accident was 105 seconds. Second practice was a 98.6. First timed run, still with the practice tyres dropped the time further, but only by a few tenths and it left me in a vulnerable 10th place. So pulling all the stops out we took the fire extinguisher out to save weight and put on the best tyres.

I thought I'd done a pretty good run, and Ian who was doing a great job helping run me that day hand timed it at 94 seconds, however, when I got into the garage, I was informed there had been a timing problem and I had to have a rerun. I'd have preferred not to, but needed to qualify, so presented myself to the start line marshals with an engine temperature of 105 degs C and tyre temperatures that were getting on that way too!



These super grippy hot tyres gave a fantastic launch, so much so I felt physically sick with 1.4G horizontal acceleration (new data logger is full of fascinating facts). That grip came in all round the many bends and I was stunned to post a mid 93 second time that qualified my 7th fastest.

My concerns as to if this could be repeated on cold tyres were not founded as a high 93 second time left me 8th after the first of the 2 top 12 runs. However, an all out, 'on the limit' final run – with the 2.4kg 'run off' battery for another last ditch 3kg weight reduction, was rewarded with a 92.83 and 7th overall!

This lap is also on youtube, so search or click [here to view](#). Stewart Robb (snr) completed a hat trick of wins to lead the championship, but the star drive of the day was Tom Potter, who in a 998cc turbocharged bike engine Jed, was only 2 seconds behind Stewart with all his 700bhp!

Scotland in a fortnight gives another new circuit to try at Ingliston next to Edinburgh airport. Watch this space!.....

British Sprint Championship 2010 after round 3 of 16		
Stewart Robb (snr)	4.0 Pilbeam-Judd MP88	38
Steve Broughton	SBD/OMS CF08	25
Nick Algar	3.5 Gould GR55	23
Tom Potter	1.0T Jedi Mk4	22
Terry Holmes	3.5 Lola-Judd ERH	18
Stephen Miles	2.0 Van Diemen RF96mm09	17
Mark Smith	2.0 Reynard 903	17
Colin Birkbeck	2.0 Dallara 301	12
Stewart Robb (jnr)	4.0 Pilbeam-Judd MP88	10
Jonathan Toulmin	1.6 Force PT	10
Graham Porrett	3.5 Lola-Judd ERH	9
Ross Napier	4.0 Gould GR37S	8

2 Litre Class 2010 to date		
Mark Smith	Reynard 903	140
Steve Broughton	SBD/OMS CF08	136
Stephen Miles	Van Diemen RF96mm09	127
Tony Ellis	Megapin 31-07	111
Colin Birkbeck	Dallara 301	88
Phil Lynch	Dallara 301	41
Tony Jarvis	Reynard FVL	39
Martin Webb	Reynard FVL	38
Michael Musson	Force	30
Bill Gouldthorpe	Van Diemen RF96	
John Payne	Dallara 301	
Dave Robertson	Ralt	
Kevin Lealan	Pilbeam MP62	
George Harris	Dallara	