



moleracing

2014 event report, (2nd of 3) British Sprint Championship rounds at Pembrey, Anglesey, almost Blyton Park and Knockhill

Pembrey

Nothing dramatic to report for a change! Good weather, good company, challenging circuit, new PB by 3 secs and finished 6th in the run off behind Craig and Mark in 4th – with V8s Terry and Heather and then Colin in top spot.

The Sunday at Pembrey is a repeat layout and direction of the Saturday, so you've completed 24 laps by the end of the weekend which gets you in the groove. The fine weather continued and in the run off I pushed outside of my comfort zone and the last run of the weekend recorded a new PB some 2 secs quicker than Saturday – which left me think, why couldn't I do that earlier! Craig had a great weekend beating mark by a few hundreds and Simon Keen and Mike Musson got on top of their steeds to push me to 8th despite this better time.

In the week between events, I called on the support of the ever useful David Hunter International Rescue Onsite Welding Services, to manufacture a plate and weld this to the chassis where it had cracked the upper roll hoop bracing!, fettling and painting in the paddock on Friday night meant it passed scrutineering fine in the morning!



Anglesey

The international circuit – one year on from the big engine 'let go' last season, and things are running beautifully with the SBD 2 litre 300bhp Duratec. I treated it an oil change at the end of the day to thank it. Wet start, bode well, but it unfortunately dried out during the day. A PB by some 2 seconds left me a few hundredths behind Terry in the V8 – but I think he was having an off day! John Graham is getting the new Gould to fly and had a best ever 3rd place.



Photo by Neil Lambert

Martin Pickles was back sprinting after a longish break and had a baptism of fire run when the suspension broke at maximum speed on first practice run! He rebuilt and cobbled together with help from the paddock and had a good day in the end! Great sunny evening, lots of beers and Craig joined us in the paddock for a cider or two and experiencing the 'camp out' rather than the SBD hotel! I hope he'll be back for more.

For Sunday, we ran 2 laps of the National – this is an exciting layout, if not the same top speed. This helped as the two big gun V8s, John Graham and Mike Musson who were pulling 170mph yesterday did not have the big straight to let 720 bhp loose on and I moved ahead of them to record a new PB and finish 6th, just 0.14 behind Craig.

Aborted Blyton!

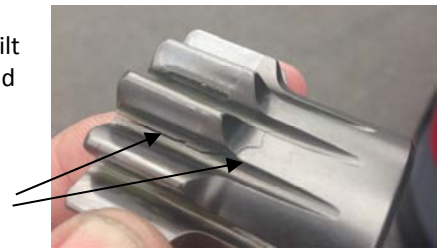


I had a weekend planned at this club event just for fun, but strange noises on the way to the start and returning from the practice run, led to much head scratching and investigation. After consulting wise sages from the paddock, we concluded something was amiss in the gearbox and/or crown wheel and pinion and differential, so I retired and went home. Mark Bailey is a gearbox specialist who is sorting out an upgrade for next season (full details next report!) and luckily he was at Donnington the following day saving me a trip to Wiltshire and back, so back home I removed the gearbox and diff in 90 mins flat and operation I'd never done before. The following morning, he and Karen kindly striped and repaired, reshimmed and rebuilt the box in the paddock at Donnington – and



then donated his fee to my charity run in Knockhill. So all rebuilt and repaired for Knockhill in 5 days time.

The first gear had cracked and I was one run away from a full multi thousand pound repair bill with a gear box explosion if it had let go. His advice was to go and buy a lottery ticket as I was the luckiest person in the paddock!



Knockhill



While the UK basked in a 30 degree heatwave, I headed north of the border to be greeted by 16 degrees and howling gales – but at least it was dry whilst unpacking

On awakening the wind had dropped, temperature fallen further and it was raining and with low cloud affect visibility. Due to this there were large periods of inactivity as it simply wasn't safe to run as each marshal post could not see the track or next post. My first practice run in the rain lasted precisely 1 corner, as I got red flagged coming up on the stranded OMS of John Munro – having detonated his engine. I wasn't allowed a rerun due to time issues – then 2nd practice and first timed run were cancelled. So my first lap of the track was the only time I had to qualify for the top 12 run off, with some 30 odd people vying for this. 5th was a good qualification, but with only 1 run off on offer I slipped to 6th.

A very short video clip of the 130mph run past the pitwall in the monsoon wet can be found by clicking [here](#) and a full onboard dry lap [here](#)

Another lap of Knockhill – but for Alzheimer's !

A few weeks earlier, Bill Gouldthorpe, whose computer knowledge doesn't extend beyond turning it on, had a picture SBD posted on Facebook. I made the comment that *"if Bill ever replied to this (knowing it was a sure safe bet) I'd run a lap of Knockhill in my pants"*. 4 days later, Bill had a face book account and 8 friends and replied! So if I was going to make a fool of myself, I thought I'd try and raise £100 for Alzheimer's Society. I must say I have been overwhelmed by the response from friends and companies and sponsors, raising a total (with Gift Aid) of **£1,645!** So after the run off and a quick beer, I set off to the amusement of the paddock, spectators and the circuit commentators who played music over the tannoy and commented on my lap.



So apologies for the photos, but for the money raised you will have to put up with it and thanks again to everyone.
www.justgiving.com/smilespantsknockhill/



The Sunday Knockhill ran in the opposite direction and was bone dry, a new PB but a little disappointed to come 8th overall – despite what I thought was a good run, but then sometimes smoother is faster. Mark also survived a corner entry speed so fast over a blind brow he went airborne and ended up in the gravel – nothing broken, but you can't say he wasn't trying!

4 rounds to go in this years championship - bring on Northern Ireland this weekend – and the rain I hope!

Steve

2 Litre Class 2014 after round 11 of 15		
Mark Smith,	SBD Reynard	433
Craig Sampson,	SBD Reynard FVL	413
Steve Miles,	Van Diemen RF96mm13	408
Steve Broughton,	SBD Dallara F3 RB01	384
Matt Hillam,	Reynard FVL	368
Martin Webb,	Dallara F399	125
Tony Jarvis,	Dallara F397	275
Chris Bennett,	Van Diemen	236
Simon Keen	Dallara F399	134
Grahame Harden,	Dallara F399	84
Scott Pillinger,	DSP SBD	45
Nick Algar,	Force	0

British Sprint Championship 2014 Top 12 after round 11 of 15		
Colin Calder	3.5 Gould NME GR55	110
Heather Calder	3.5 Gould NME GR55	101
Mark Smith	2.0 SBD Reynard	89
Craig Sampson	SBD Reynard	82
Terry Holmes	3.5 Lola-Judd ERH	80
Steve Miles	2.0 Van Diemen RF96mm13	66
John Graham	2.8 Gould GR55	48
Steve Broughton	2.0 SBD Dallara F3 RB01	40
Graham Porrett	3.5 Lola-Judd ERH	36
Matt Hillam	2.0 SBD Dallara F3 RB01	32
Mike Musson	4.0 Pilbeam Judd	30
Matt Carter	1.3 Radical PR6	22
& 20 other competitors		

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Remaining Events 2014		
9 th Aug	Kirkistown	N Ireland
10 th Aug	Kirkistown	N Ireland
6 th Sept	Aintree (Not BSC)	Liverpool
6 October	Anglesey	N Wales
7 October	Anglesey	N Wales