



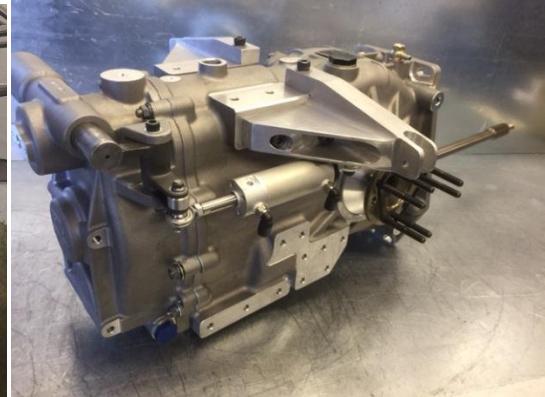
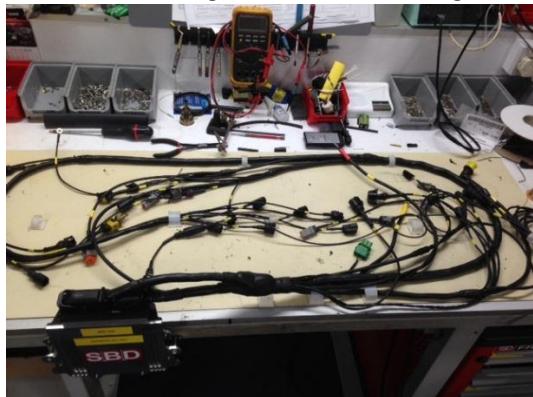
2015 British Sprint Championship moleracing update

Winter Developments

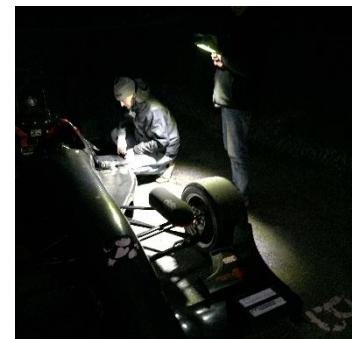
It's started as a conversation with Mark Bailey – a racing gearbox specialist at Castle Combe April 14, and come Christmas time, the pension fund was some £10k lighter and I had a lot of new toys in the garage.

I'm have been the only car in the top 12 that was still running a gear box with manual stick shift. Hewland had brought out a new gearbox, the JL that is a 5 speed sequential and is almost a direct replacement for my old LD200. Only 20 have been sold to a team in the USA who had it commissioned specially and paid all the development costs. I had the first JL box outside of America.

New brakes and pads, new front wing support (I'm not a proper welder) and seatbelt. A new loom and wheel from Si-Leck was made and SBD supplied the software, the gas tanks, actuators, ECU mods, more power with new intake, fly by wire throttle, servo motor driving the throttles, steering wheel paddles and a fantastic amount of set up support.



I managed to hit every key deadline of set up at SBD, that ended with a first drive of the car in the dark on an industrial estate, testing for a day at Curborough – which also ended with Steve Broughton programming the car in the dark and then the first event, but it did seem a very long winter of work.



Castle Combe

The opening sprint event in the UK was also the first round of the British Sprint championship – so there was no chance to blow the cobwebs away. I had some clutch and release bearings troubles – which was very annoying as it had been perfect last year and somehow the winter of inactivity caused its demise. The new SBD dash had not hit the production line at MBE in time so I was also driving blind, with just warning beeps in the crash helmet to alert me to anything major.

I was off my PB by a few seconds and should have finished higher than my eventual 5th – as the number 1 & 2 car driven by father and Daughter, Colin and Heather Calder were out of the running due to suspension failure at 140mph (well held Heather!), but also not helped when Colin filled up the F1 spec very expensive engine with Diesel! Several of the V8's were not present due to engine rebuilds or work not completed in time.

Mark Smith took the win, with Craig sharing the Reynard second and Steve Broughton and Matt Hillam were going very well in the reworked SBD Dallara until they went out without a wheel nut done up and it came off at speed! I did get beaten by a local star Bradley Hobday in a 1 litre Jedi – but have not suffered any more embarrassing defeats in the next 6 events!

Rockingham



Having had such a good time last year, Martin Pickles – another 1 litre Jedi & Matt Carter – 1.4 Radical, went from Combe straight to Rockingham just for the fun of driving the circuit. Here I continued to have clutch and slave release bearing trouble, plus drivability issues causing the car to kangaroo. Despite a new PB, I missed out on the win by 0.01 seconds to Gary Thomas – and yes for the records I hereby state that Martin had a higher speed than me in the banked apex of turn 1 after we both ran his data logger on our cars!

Poor old Matt Carter, after 2 great days of motorsport, had a massive smash on his bike the following day and is likely to be out of action all season – wishing him a good full recovery.

Croft

So more expensive and another £1k or so and a lot of effort in the intervening fortnight sorted the kangarooring (unsupported cable between throttle pedal and potentiometer was whipping like a washing line up and down! The repair however with an SBD throttle kit was not helped when I welded thought the brake cable the day before Croft! And then a new clutch and slave cylinder and release bearing and assistance from 76 year old racer David Hunter got me to the circuit in good shape.

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A fine day and great competition saw the Calder's take the 1 & 2 slots, Mark 3rd, and then Steve Broughton with a best result for several years and myself. Craig had not been to Croft before so I had an advantage, but he was only .6 behind me. Then the V8 of John Graham, so all in all a good day!

Lydden

Two more weeks and nothing major to work on before one of my favourite tracks of the season. Here the morning sprint was part of a multi thousand crowd camping over for the VW Apex festival so the place had a good atmosphere. It rained overnight and after the event finished but we had a dry session and a new PB was set, but more important, I managed 2nd overall – only 0.44 behind Mark and a ‘gnats cock’ ahead of Craig and Steve. This link <http://youtubedoubler.com/fpGK> shows the two cars side by side (just pause Mark on the left, then release as I start on the right about 20 seconds in). After the event, we had another upgrade of stability control added to the traction control which takes the yaw of the car into account with an additional accelerometer on board!



Snetterton

The Calder's returned repaired – as did Richard Arrowsmith after his Lydden crash. And on the Saturday, it all came right on the final run off and I finished 2nd litre behind Mark for a 4th overall. Very tight as always though and 10ths of a second were separating the field. I had an off on the Sunday, pushing too hard but avoided the concrete barriers, to scrape a 7th. Nick Algar was fastest 2 litre in his comeback with the supercharged DJ chassis.



Pembrey



Great dry, sunny weekend, but the track was slower than last year due to truck racing the previous weekend and strange rubber/diesel deposits, but again it was all down to 10ths of a second. Whilst Mike Musson is getting his V8 rebuilt, he joined us at Snetterton the previous week and pointed out the strange, upward pointing attitude my car when in excess of 110mph, after lots of calculations of wheel frequencies, I was advised to move from soft 425lbs/in spring with lots of solid packers, to no packers and 700lbs springs. Nervous of making changes as the car had felt good, I did this and was very pleased with the effect. The car became progressive and very driveable. More new 2 litre cars and John Graham in the V8 back again this weekend, so a 7th was the best I could manage on the Saturday. Sunday got some decent points on the same course as the Calder's retired with gearbox bearing failure, John Graham in the V8 took his maiden win, and I followed Craig & Mark to take a 4th.

Martin Pickles kept his right foot in on paddock bend and understeered off the circuit. Data logging reveals he was doing 105mph at the point he took off and 75 when he landed. There wasn't anything left of the front wing as you can see! Richard also crashed again, but should be back for Anglesey this weekend.

Another spring change for next week to improve the braking, going 1050lbs/in rear 900 lbs front. Bizarrely this year's performance so far leaves me 3rd overall at the halfway stage of the British Championship, but when the big V8's all get going and start putting scores in we will be dropping scores, and moving down the table – but currently SBD 2 litres rule!



Steve

British Sprint Championship		2015
Top 12 after round 7 of 16 – best 10 to count		
Mark Smith	2.0 SBD Reynard	73
Craig Sampson	2.0 SBD Reynard	65
Steve Miles	2.0 Van Diemen RF96mm15	57
Colin Calder	3.5 Gould NME GR55	52
Bradley Hobday	1.0 Jedi	48
Heather Calder	3.5 Gould NME GR55	45
Matt Hillam	2.0 SBD Dallara F3 RB01	37
Steve Broughton	2.0 SBD Dallara F3 RB01	31
Tony Jarvis	2.0 Dallara 399/00	29
John Graham	2.8 Gould	27
Martin Webb	2.0 Dallara 399/00	19
Jim Belt	3.0 Juno	12

2 Litre Class 2015 after round 7 of 16		
Mark Smith,	SBD Reynard	337
Craig Sampson,	SBD Reynard FVL	328
Steve Broughton,	SBD Dallara F3 RB01	317
Steve Miles,	Van Diemen RF96mm15	316
Matt Hillam,	Reynard FVL	305
Tony Jarvis,	Dallara F397	298
Martin Webb,	Dallara F399	276
Nick Algar,	DJ	84
Dave Cutliff	Van Diemen	43
Grahame Harden,	Dallara F399	0
Scott Pillinger,	DSP SBD	0
Duncan Barnes		0

Remaining Events 2015		
13 June	Anglesey	North Wales
14 June	Anglesey	North Wales
11 July	Blyton (Not BSC)	Gainsborough
12 July	Blyton (Not BSC)	Gainsborough
25 July	Knockhill	Scotland
26 July	Knockhill	Scotland
2 Aug	Hethel	Norfolk
8 Aug	Kirkistown	N Ireland
9 Aug	Kirkistown	N Ireland
5 Sept	Aintree (Not BSC)	Liverpool
13 Sept	Blyton	Gainsborough
3 October	Anglesey	N Wales
4 October	Anglesey	N Wales



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Photo by Scott Boulton – taken at Castle Combe

