

LB Foster



TELSONIC

ULTRASONICS

SBD Motorsport

moleracing

moleracing 2015 British Sprint Championship update – September

Northern Ireland

The annual overseas leg always arrives with anticipation, and the queues of drivers and racing cars boarding the ferry at Cairnryan were further hyped by the 100's of motorbikes crossing for the road racing north of Belfast.



You have to arrive at the port with no fuel in the car or trailer and searches are often made. This then results in a frantic search for decent petrol in Belfast after the crossing, but just good old Tesco unleaded is about best you can get. You purchase what you need for the weekend plus some reserve - then donate this to willing locals at the end of the weekend for the return journey empty.

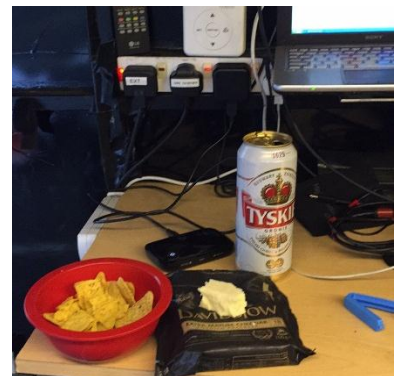
The Northern Irish motorsport crew are the friendliest we come across in the season and it makes the weekend worthwhile. They remember the people, the cars and always are keen to talk about such things and what you have been doing.

Saturday, we did 2 laps of the top half of the course, so a mix of 135mph straights and 40mph infield nadjery bits! Graham, aided? by brother Stephen had towed the car all the way from Chichester while the star driver Terry flew in to Belfast airport early Saturday morning - arrive and drive in style! I was up against 2 other 2 litres and 5 V8's, so decent points were going to have to be earned against the power boys.

Practice looked good and timed runs put me in a position to qualify 5th fastest. So with best tyres on and trying to learn from the best bits of the days runs, overlaid on last years data trace on the logger I put plan into action I put everything into it and secured 5th place with a new PB. I got close to the existing 2 litre record - but some tenths eluded me. Martin Pickles had a good day scoring run off points in 10th place in the 1100cc Jedi - rebuilt after the Anglesey crash with extra suspension pick up points and Colin Calder took the win from John Graham and Irishman new to the championship, Michael Connelly, all with V8 power.

You know the routine now! drive hard, scare yourself, drink beer, eat cheese. So we did.

The car ran perfect again all day Sunday on the double lap of the full course with chicanes, some 2 solid minutes of hard driving and this day turned out to be better than the Saturday!



After 1st timed run, I decided I had done enough to qualify, and didn't risk the car or a crash with taking my second run. There was much drama in the TEGRA pit just before the run offs as they had finally got the SBD launch control running, it gave them their best ever launch and put some much strain with the power of the newly rebuilt 3500cc

Judd V8 that it stripped 2nd gear and this exploded inside the gear box. Frantic rebuild did not allow completion into for Terry and Graham to make the run off. Then more drama, John Graham snapped a drive shaft joint and also couldn't make the run off.

So with good points, a freshly cleaned set of slicks, I gave it full beans and commitment to end up 3rd in the run off AND set a new 2 litre record to boot, getting 0.5 secs inside the old time pleased to beat the longstanding 2 litre record set by a local driver for a bonus point. I pushed really hard to get an extra point by repeating this on the second run and after 2 minutes of sheer terror/excitement/exhilaration I was just 0.1seconds the wrong side of the old time!



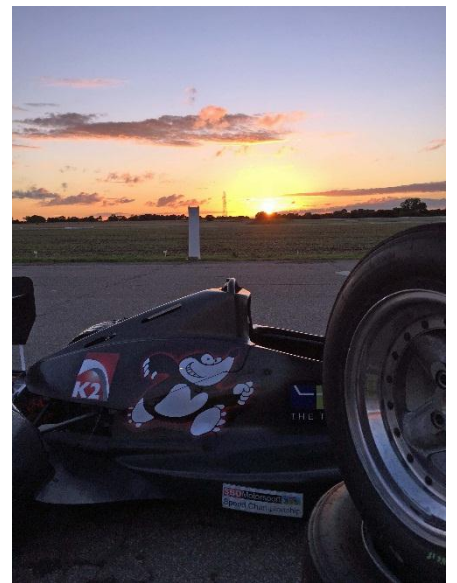
A nice Belfast hotel was a welcome end to an exhausting weekend followed by a 5:30am start for the 11 hour journey home on Monday!

Aintree

I hadn't competed at Aintree since 2008, and wanted to do this event as it was a round of another national Club level championship I have entered - the HSA - Hillclimb and Sprint Association, plus I wanted to have a crack at the 2 litre record. This was a fun event and points counted for nothing in the British championship.

An awful night in a Premier Inn (drunken revellers at 4am) at least resulted in a full refund, so this saw me in the paddock and walking the track at 6:30 for sunrise! 2 practice runs and 5 timed runs were on offer during the day, despite there being over 100 entries.

The record according to the entry list was 40.33, and my best time from '08 was 42.20. The track only has 3 bends, and some fast straights so it is a power circuit, and it was no surprise that John Graham took FTD (fastest time of day) with his V8 and doing some 160mph+ over the finish line, I could only manage 135mph to come 2nd overall.



During the practice I got down to 41.24 so inside my PB, then with good tyres on for timed run 2, I posted a 40.20, however it turned out the record I was chasing was incorrect and earlier this year Nick Algar had lowered it to 38.89! that seemed impossible, the only way was serious commitment in the bends - where an off, is often a comprehensive total accident due to no run off, high speeds and solid barriers!

Had a new paddock pit crew arrive courtesy of the Blundell's, the powers of batman Rob and super tyre cleaner older sister Natasha might help!



The conditions were perfect, and perhaps I shouldn't have given it everything, but I had a go on the final run. I studied the data and even been communicating/sending onboard video files with Nick on holiday abroad about lines and bumps and things. So 7th run of the day and up for it, I gave it a full 8000 rpm launch control start and set off, 100mph before first corner. Warning beeps immediately in the helmet, ignore, first corner dispatched well, 60 mph min apex speed, full throttle, more warnings beeps, look at dash on straight, no issues, next corner, beeps very distracting. Abort, Abort! Beeps are there for a reason. Slowed and then realised it was a low fuel pressure warning. Got a tow back to paddock. Note to self "Put fuel in tank before a run" !

Hey ho, car in one piece, new PB, good day out! head home!

Blyton Park

I was really looking forward to this British round, as I have driven here 3 times previously, even holding the outright record for a few years. My fellow 2 litre drivers, had not driven a lap, so I hoped to have an advantage at last. The

only fly in the ointment was Nick, who currently has the record and comprehensively beat me twice at the club meeting in July.

This turned out to be the case as I qualified 4th fastest, behind Colin, John Graham and Nick - who set a new 2 litre record in the process! First run off wasn't bad, but below my PB and I was lying 4th behind Craig in the 2litre and John and Colin. Annoyingly - but part of sub conscious self preservation mechanism I had braked when my head said not to, as though I had no control of my right foot, on the first run off. There were 2 other points where I had opportunity for improvement and a plan for the next run off.



This onboard run is viewed by clicking on the link [here](#). It was going really well, with each point executed as planned and the data logger showed I was 1.48 seconds up on the first run, at the point when I braked heavily into the final corner and the front left brake disc exploded into 4 parts at 124mph. worth a watch If I say so myself!



So the 3 place finish to be was not to be, but at least I stopped short 0.5m from the solid barrier and there was no other damage on the car.

So now lying 5th overall, we head into the final weekend of the British Championship at Anglesey this weekend 3rd and 4th October. Why not make a weekend of it and come on over and see us in action for the title decider weekend!

Steve

2 Litre Class 2015 after round 14 of 16		
Mark Smith,	SBD Reynard	487
Craig Sampson,	SBD Reynard FVL	477
Steve Miles,	Van Diemen RF96mm15	466
Matt Hillam,	SBD Dallara F3 RB01	440
Tony Jarvis,	Dallara F397	438
Steve Broughton,	SBD Dallara F3 RB01	412
Martin Webb,	Dallara F399	402
Nick Algar,	DJ	177
Dave Cutliff	Van Diemen	43
Grahame Harden,	Dallara F399	0
Scott Pillinger,	DSP SBD	0
Duncan Barnes		0

British Sprint Championship 2015 Top 12 after round 14 of 16 – best 10 to count		
Mark Smith	2.0 SBD Reynard	110
Colin Calder	3.5 Gould NME GR55	104
Craig Sampson	2.0 SBD Reynard	101
John Graham	2.8 Gould	96
Steve Miles	2.0 Van Diemen RF96mm15	91
Bradley Hobday	1.0 Jedi	64
Tony Jarvis	2.0 Dallara 399/00	60
Matt Hillam	2.0 SBD Dallara F3 RB01	57
Steve Broughton	2.0 SBD Dallara F3 RB01	45
Heather Calder	3.5 Gould NME GR55	45
Martin Webb	2.0 Dallara 399/00	41
Terry Holmes	3.5 Lola Judd	38

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Remaining Events 2015		
3 October	Anglesey	N Wales
4 October	Anglesey	N Wales