



moleracing

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moleracing 2017 pre season update

Winter Developments

After collecting the awards last November – seen here with Naser who worked his aero magic on the car last season - the SBD 2 litre normally aspirated engine that had taken me to the British Sprint 2 litre championship title last year had given 4 years excellent service but was overdue its 40 hour rebuild. Yes, you did read that correctly, the engine needs a full rebuild after just 40 hours, but you don't get 300bhp from an normally aspirated engine without a downside.

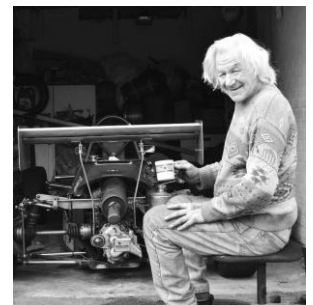


So shortly after the last event at Anglesey, ah..... great memories....., we took it out and got it down to SBD in Surbiton one weekend and left Craig to strip it and reveal any damage and find out the bill! Most was as predicted, but a hairline crack in the crankshaft – to be fair I couldn't even see it with the naked eye meant that with my engine revving to 9200rpm it would be prudent to put a new one in as well as all the scheduled changes. While I was at it, I had new cams and a small power upgrade to 307bhp spec for this year.



So with engine duly collected and paid for, it was time to prepare the steed for the 2017 campaign. Unfortunately I lost 2 months of garage time over the winter as I wasn't well, so the usual stressful pre season build schedule happened again despite my early plans

All talk is that the governing body are going to be enforcing a 20 year old rule regarding the roll over protection system (ROPS) on all cars this season and everyone must comply. My chassis had a valid certificate from 1996, but unfortunately the chassis had been modified and chopped before I bought it so didn't match the paperwork! So, to make it legal, it had to be fabricated to the original dimensions again. I was assisted in this by David Hunter, who at 80 this year still drives a single seater racing car and is my role model for when I'm his age! Click "[here](#)" for a video of us condensing 4 hours engine removal to 60 seconds!



Tubes were purchased, measured and many hours spent fettling and then tack welding in place, prior to taking to a local contact of David's for brazing. Sound simple but was perhaps 80 hours work but all good and legal now.

John Hansell at carbon-fibre.com made me some new barge boards to seal the floor off better with a carefully place high energy vortex and an engine cover that creates less drag. I also have some F1 carbon parts to fit before the start of the season and then a mid season upgrade to come in again.....

The car was put back together, the clutch tested and it failed, so all came apart, SBD rushed me new parts and second time of assembly all is well, with some minor modifications to suit the new chassis structure. A new lithium battery was needed also, the new cams were run in the night before the first test event and all was well.



As well as a test to shakedown the car and driver to blow the cobwebs away and get used to speed again, I decided to invest in some driver coaching. This was well worth it and I learnt a lot, not just knowledge local to the test circuit of Blyton Park, but the general approach and analysis and why certain things were happening and where to

gain time. I did learn one thing however – I'll never go circuit racing as after 3 laps I had to come in otherwise I would have been car sick – every time it was a good 40 mins before I was well enough to go back out again!

A new website is being rewritten from scratch and this will be launched in April.

Saturday 25th March it all kicks off at Castle combe circuit in Wiltshire followed by Sunday 26th at Rockingham in Corby. Both free entry and would love to see any of you if you fancied a day out!

Steve



The car is shown here in testing livery – new graphics out next weekend – watch this space

Full Schedule of Events 2017		
25 March	Castle Combe	Wiltshire
26 March	Rockingham	Northamptonshire
9 April	Abingdon	Oxfordshire
17 April	Croft	Darlington
13 May	Snetterton	Norfolk
14 May	Snetterton	Norfolk
28 May	Crystal Palace	London
29 May	Crystal Palace	London
3 June	Pembrey	South Wales
4 June	Pembrey	South Wales
8 July	Blyton	Gainsborough
9 July	Blyton	Gainsborough
6 August	Hethel	Norfolk
26 August	Knockhill	Scotland
27 August	Knockhill	Scotland
6 August	Kirkistown	N Ireland
7 August	Kirkistown	N Ireland
2 September	Blyton	Gainsborough
3 September	Blyton	Gainsborough
9 September	MIRA	Leicestershire
14 October	Anglesey	N Wales
15 October	Anglesey	N Wales



Telsonic – www.telsonic.com
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