



## moleracing – with K2 Consultancy

### 2010 Event reports from British Sprint Championship rounds at Anglesey and Club Sprints at Goodwood and MIRA

#### Anglesey Weekend

Having left south Wales with a good result in the bag, we gathered again in north Wales just 5 days later. Anglesey is a great circuit and weather was kind for a change most of the weekend.

Martin Pickles had a nightmare week having had an accident in his road car and no means to get his Formula Ford to the event. His employers came to the rescue with a company van. The only difficulty was loading and loading the car, which was achieved with manpower and planning – as shown right!



The full international course is 2.1 miles, and is stunning to drive, with fast flowing corners, banked hairpins, massive straights and a view over the Menai Straights to Snowdon!

A full turnout of British contenders meant that automatic qualification for the top 12 run was far from certain – I put myself mentally at 15<sup>th</sup> if all were going to form, so I really pushed hard from first practice and made 8<sup>th</sup> fastest. In second practice, newcomers to the circuit learnt their way. On practice 2 I didn't improve as an electrical connection left me with no volts and I stopped on track, but then bump started to coast home! This was traced to the Anderson connector in the battery and quickly solved. I was now 10<sup>th</sup>



Best tyres on then for the first timed run, fire extinguisher removed to save 3kgs and we went into attack mode. I found 2 seconds compared to practice but an 85.5 left me in but in 11<sup>th</sup> place. Everyone was improving and so the tiny run off battery was put in saving another 5kg and I took my watch off for good measure! I found another 3/10<sup>th</sup> to get to 85.16, but the 12th fastest car, John Payne in the modern Dallara had a posted a time of 85.15. So that was it, I missed the cut by 0.01seconds – best open a beer and watch the rest have the final two runs.

An exciting run off was won by Nick Algar – posting over 180mph on the back straight and bringing the title fight back to Stewart Robb.

Overnight I repaired the temporary bracket we had to make as the rear wing upright had developed a crack at a key mounting point. The following day we ran two laps of the National layout, which you can see below from the datalogging trace. While not as fast, it is a very busy couple of laps with lots of gear changing and plenty of testing corners to keep you busy.

I woke early, went for a 4mile run around the beautiful coastal headland to get fully alert and awake for the days action ahead. I was determined not to leave Anglesey without any points.

I was 9<sup>th</sup> after practice on a mid 107 second run, however that all changed when the heavens opened as we were on the start line on slick tyres for the first timed run. It was a case of getting round without crashing. It was great fun, just gently squeezing the throttle, the back sliding, the front sliding, trying

to get a fast time but not come off which would have been so easy. A 148sec left me 9<sup>th</sup>, helped by the fact that Gary Thomas decided to go to Curborough to defend his Graham Hill trophy rather than stay at Anglesey.

Conditions were drying and according the online radar weather tracking system I have in the trailer we could see that there were no more showers coming across from Ireland and the rest of the afternoon was going to be dry.



*Photo by Neil Lambert of Lambosport.co.uk*

The next run was spooky! The hot track and the rain meant that there was a mist coming off the ground that was quite thick but only about a foot high! Very eerie as you drove at 125mph in a low level fog!

I qualified 7<sup>th</sup> and was further helped up the rankings when Stewart Robb decided to pack up and not take his run off, rather than risk a potentially very expensive gearbox issue.

More improvements on the drying track left me in 6<sup>th</sup> with a 105.79, but there were 4 drivers within a second behind me. I had my banker in the bag, so went out with a 'do or die' banzai 2<sup>nd</sup> run.

On the line, positioned, data logging, camera running, revs to 6000, drop clutch and feed throttle, full traction at 60 mph about 3 seconds after leaving the line, snatch 2<sup>nd</sup> then 3<sup>rd</sup> and hurtle into School bend and head upwards into rocket. The speed and G force 2.2 are throwing you off the track at the same time as you are trying to keep your throttle down and make the double apex. It all went wrong however at Rocket. In braking from 110 to 45, blipping the throttle, selecting 2<sup>nd</sup> from 4<sup>th</sup> and turning in, I spun on the spot and threw the lap away. Oh well, it was a 'do or die' at least. I waited out the rest of the runs and all was not lost as I still ended up 6<sup>th</sup> due to 3 different cars snapping driveshafts or blowing up clutches! High definition short video seen by clicking [here](#).

The next 4 rounds of the British Championship I elected to give a miss this year. I have been to Northern Ireland for 5 years now and decided to go the Goodwood Festival of Speed which always clashes with Ireland. Giulia had a great time with all the cars, action and stars and I got a few famous autographs. We both thoroughly recommend the weekend.



## Goodwood Double Lap Sprint

The following round at Kames I missed as I concluded the chance of damage was high and the circuit is tiny. I did however enter a double lap sprint at Goodwood which at 4.8 miles was a marathon outing! Max and William, the sons of K2 MD John helped run the car that did and did a great job getting up at 5am and running around with batteries and helping in all sorts of ways.

There is a very strict noise limit at Goodwood and I scraped through the static noise next, but on track, there are about 10 noise meters with live connections to the Chichester council offices. I managed to set a warning on one of them and official exceed the limit on another. Video can be viewed by clicking [here](#) or searching "moleracing" on youtube.



The organisers gave me a warning and I had to do something before I could take the next practice run. We took the exhaust off, drilled out the rivets and took it apart to find it 1/3 full of silencer wadding and 2/3<sup>rd</sup> air! Great – we had something to work on as I had spare wadding in the trailer. Max gallantly run off to the trailer that was about ½ miles away in the scorching heat of the day, had a minor incident when the metal door fell on him and we set about working the exhaust. This was repacked, but they still weren't happy. A little use of the laptop and the rev counter on the dash gave a more 'friendly' display and we passed the test. But it wasn't possible to completely seal the exhaust, and the aluminium tape did let go on the second lap and we triggered the meters again. This time the officials excluded me from the meeting and I was out without posting a time! Congratulations to Bill Gouldthorpe – aged 73 and ¾ who set a stunning time to take FTD – and earn an official 'mole kill' sticker!

The final preparation for this coming weekends rounds at Lydden was a local shakedown event at MIRA. Everything went well, took second fastest time of day behind the very quick Andy Platt in the methanol powered Dallara. I cannot bring you any photos of this event as there is a strict camera ban due to the secret testing that goes on. All day a heavily disguised Range Rover was lapping at around 150mph.....

The next report will be the last of the season and there are only 3 British rounds to go, Lydden, near Dover this coming weekend and then Colerne near Bristol on August 30 bank holiday Monday. Final championship positions will all be decided on that meeting. I'm 12<sup>th</sup> at present. For an end of season 'play' I have entered the Brighton Speed Trials on 11 September. This is held on the seafront over a ¼ mile straight blast and 200 cars competing during the day, often in front of several thousands of onlookers – lets hope its sunny!

| British Sprint Championship 2010<br>Top 12 Contenders after round 13 of 16 |                         |     |
|--|-------------------------|-----|
| Stewart Robb (snr)   | 4.0 Pilbeam-Judd MP88   | 118 |
| Nick Algar   | 3.5 Gould GR55          | 97  |
| Mark Smith   | 2.0 Reynard 903         | 76  |
| Terry Holmes   | 3.5 Lola-Judd ERH       | 75  |
| Colin Birkbeck   | 2.0 Dallara 301         | 73  |
| Jonathan Toulmin   | 1.6 Force PT            | 60  |
| Ross Napier  | 4.0 Gould GR37S         | 59  |
| Steve Broughton  | SBD/OMS CF08            | 47  |
| Tom Potter   | 1.0T Jedi Mk4           | 41  |
| Gary Thomas  | 1.1 Force               | 40  |
| Graham Porrett   | 3.5 Lola-Judd ERH       | 37  |
| Steve Miles  | 2.0 Van Diemen RF96mm09 | 35  |

| 2 Litre Class 2010 to date |                     |     |
|----------------------------|---------------------|-----|
| Mark Smith                 | Reynard 903         | 421 |
| Colin Birkbeck             | Dallara 301         | 412 |
| Steve Miles                | Van Diemen RF96mm09 | 365 |
| Phil Lynch                 | Dallara 301         | 290 |
| Phil Lynch                 | Dallara 301         | 290 |
| Tony Ellis                 | Megapin 31-07       | 250 |
| Steve Broughton            | SBD/OMS CF08        | 228 |
| John Payne                 | Dallara 301         | 224 |
| Martin Webb                | Reynard FVL         | 193 |
| Tony Jarvis                | Reynard FVL         | 193 |
| Michael Musson             | Force               | 137 |
| Dave Robertson             | Ralt                | 82  |
| Andy Platt                 | Dallara             | 80  |
| Bill Gouldthorpe           | Van Diemen RF96     | 34  |