



**moleracing** – with **K2 Consultancy & TEW Engineering**

**2011 Final reports from British Sprint Championship at Kames, plus Odiham Chinook Sprint and Brighton National Speed Trials**

The calculations had been done as to how I could fare after this final weekend of the British Championship at **Kames**. Currently 6<sup>th</sup>, anywhere from 5<sup>th</sup> to 10<sup>th</sup> was a possible outcome, however as entries were confirmed this was more likely to be 7<sup>th</sup>, as Ross Napier in the V8 F1Cosworth Gould had two scores to add, and I was only going to increase my score if I made 7<sup>th</sup> or higher. I was relying on weather flukes or retirements to increase my position!

Kames is located about 20 miles south of Glasgow in Ayrshire. It is fairly easy to get to – unless the road is closed for 2 weeks for resurfacing! After a laborious inland trip we all arrived to be greeted by friendly competitors helping shift trailers but also welcomed by 10,000 hungry Scottish midges. Despite expedition strength “jungle fever repellent” these little ba\$t@rd\$ started slowly and built up to a crescendo of extreme biting at 10pm, at which point the trailer was bolted shut and mass cull started. With the aid of the head torch and a squashing cloth, 20 minutes later all was well with the world and a good nights sleep was had.



At signing on in the morning, the officials had provided a communal midge repellent for all officials and competitors, I think it was just us softy southerners taking them up on it!

The circuit is small, narrow and has no run off, but by the time you have done nearly three laps each run and 6 runs/day – anticlockwise Saturday and clockwise Sunday, you’d had plenty of track of track time. If you had no damage, that was a bonus.

There were only 14 British contenders, so qualifying wasn’t likely to be a problem, so I stayed on the practice tyres all day until the run off. Car management was 100% handed over to Chris Dickenson and Jonny Butler who joined me for the weekend for this first time since Ingliston in 2010. They did a superb job and it was so nice to come back from a run, concentrate on making notes and looking at the datalogger while the car was swiftly prepared for the next run.



*Chris and Jonny get stuck in*

The weekend played out as expected, no dramas or significant accidents for me (although I kept the team busy clearing up after this off!) and a 7<sup>th</sup> with an extra point for breaking the old 2 litre record and the same position again on Sunday, but for the first time this season, we finished ahead of the works SBD car driven by Mark Smith.



Ross did the business as expected and this meant I finished 7<sup>th</sup> overall in the 2011 British Sprint Championship. A great result considering the 10 V8’s in contention plus significantly more expensive 2 litre cars. Generally the new car combination with the SBD duratec has been 2-4 seconds faster everywhere this season!

Mike Musson had suspension failure but didn’t hit anything hard, and pushed his three wheeler back into the trailer for another day – but see below exciting news for next year from the MM camp!!

Stewart Robb jnr won both days but Snr took the British title for the first time and was warmly applauded as he drove back into the paddock.

**Chinook Sprint – RAF Odiham**



*Steve Broughton – the SB of SBD, smashes the front wing mount and rams a cone into one of his top customer’s cars.....*

An end of season ‘play’ at a new venue. Martin Pickles had sold his Formula Ford since Kames and was ‘debuting’ a new bike engine lightweight, powerful Jedi. Also have a first run in a new car was Mike Musson, but further north at Aintree. For some £50k or so, he had purchased an extremely powerful V8 Judd 4000cc Pilbeam – how does 1,440bhp/tonne grab you as a power to weight ratio!

Pre event I had done my best to remember exactly what way the course went, so I didn’t waste valuable track time thinking right or left at each bend. This appeared to pay off, as after first practice I had posted the fastest time of anyone at 1:28.58, Steve Broughton, driving Bill Gouldthorpe’s new ex SBD works car was next behind on 1:30.09 and quite a few others were ‘up my chuff’. Second practice saw commitment at a few keys areas shave 3 further seconds off but the

others also similarly reduced the time. But this was only practice. Steve had an incident in Bills car, coming in with a cone buried in the sidepod and the front wings smashed off. All hands to the deck and we had it repaired in time for the next run.

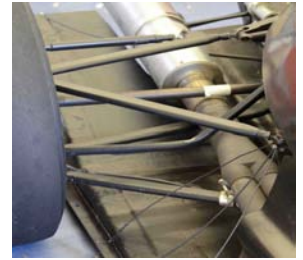
I was confident to leave my best tyres off for the first of 3 timed runs – mistake! It was a scary 1st timed run, - as you can see from the new 1080HD camera mounted out to the side with a great new camera angle. YouTube video found by clicking [here](#) or searching "moleracing Odiham". But I was pleased to be leading the field with a time of 1:20.67 with Steve B chasing just 2.5 secs behind and Piers Thynne, who mainly concentrates on the 'hills' with a 2 litre Dallara some 5 seconds back.



Lunch time we walked the 3km long course and had a few plans and theories to put into practice. On my second run, with best tyres on, this was going well, as from the onboard video I can see that I was 2 seconds faster at the point I had the accident..... I took a different, faster line into one corner and as a result I went over an aircraft landing light at around 120mph and caused the rear pushrod to collapse. At the next corner, braking with one front wheel some 6" in the air was problematic, as from my view point I couldn't see this and hadn't realised as it steered fine with just one wheel in a straight line. As I entered the corner, I tried steering and braking for the first time, my trouser airbag deployed and after some serious cadence braking, got it stopped and under control. But 'game over' for the day.

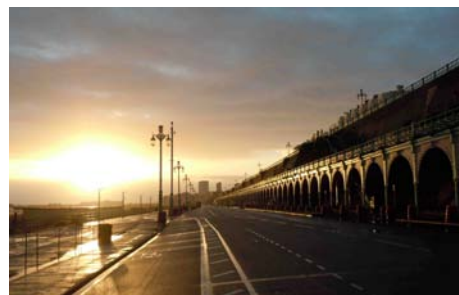
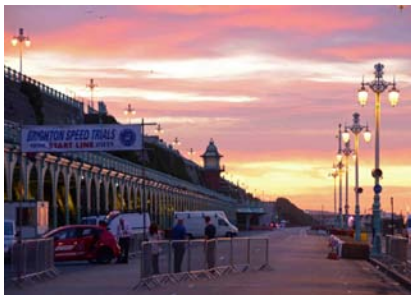
I was still leading Steve from Piers despite this after 2<sup>nd</sup> timed runs, but couldn't hold piers off on the 3<sup>rd</sup> final run and he went 4 tenths quicker for his first ever Fastest Time of Day. Top bloke!, but he felt embarrassed for watching my onboard video so many times, but hey, he got his car to the end of the meeting faster than me, and that's what its all about.

Martin had a great day enthusiastically extolling the virtues of the car and sheer acceleration to come 7<sup>th</sup> overall. Mike Musson, at Aintree however had the wrong gears in and despite torrential rain couldn't go faster than 156mph, but then crashed on his final run to give himself some winter repair work on his new toy!



*Can you spot the bent bit?*

### Brighton National Speed Trials



*Arrived early.... Left late at this years Brighton trials*

The finish to the season, at the world's oldest motorsport event, the Brighton National Speed Trials. First run in 1905 to celebrate the removal of the man that had to walk in front of the motor car waving a red flag and the 2mph public speed limit. Brighton council laid the first tarmac in the town for the purpose of running the event and can you imagine the amazement of the crowds as the winning car achieved 97mph over the finish line!

You do not get a lot of track time for your entry, but it is a great day, a superb range of machines in the 200 odd car and bike line up, good crowds and a nice historical end of season outing.

Bill was here again, and it was this event last year I bought his old car as he had decided to give up racing. Within 4 weeks of me driving his car away, he had bought another, then another and was in good form today after Steve Broughton had repaired it in the intervening few days since Odiham. John, Chief Mechanic of Bills "Motley Crew" can be seen here right. Apparently he had just been told what time Bill was going to beat me by!

There was no class competition today, but qualification for the top 6 run off was the target. The one and only practice run was quite acceptable at equal 3<sup>rd</sup> fastest car and 10.89 seconds for the ¼ mile and 131mph over the line. This run was recorded on the new full HD camera and is posted on youtube (search moleracing Brighton or click [here](#)).

It was tight however and only a few tenths separated me from the top spot. Aply assisted by Den Pickett, we stripped the second elements of the car to minimise drag and then took off the camera, taped all the panel seams, put even more pressure in the front tyres (35psi) and dropped the rears to 13psi. The car was already running without a diffuser to save 6kgs so that was the limit of preparation, it was now down to me!

The launch seemed acceptable but at 2.01secs took 2 hundredths longer to reach the 64ft point, all the gear changes were slick and swift and I managed 134mph over the line and took a few tenths off at 10.65 seconds. However, 0.05 quicker than me was Mike Lee running a 230bhp/330kg Force – with all wings stripped off and ahead of him by 0.01seconds was Rodney Thorne with a 5 litre V8 Pilbeam who took the win. Amazingly we were all measured at 134mph over the line.

As always, we like to have an excuse lined up, and although it was spitting with rain as I drew up to the line, I don't think I can blame the rain for those 6 hundredths!

The rest of the day got wetter and wetter and although I made the top 6 run off, I took the run but only came 3<sup>rd</sup> again, with the most scary moment of the whole season when the back of the car snaked violently at around 110mph, pointing me



*You're going to beat him by how much?....*

towards the steel arches only 10m away and the old 'trouser air bag' deployed again I can tell you! But we cruised safely over the line and lived to see another season!

An engine upgrade to 290bhp has been commissioned with SBD for 2012 and also a weight reduction programme to hopefully get me in the sub 400kg bracket.

Thanks to K2 Consultancy and TEW Engineering for the valuable support this season. I hope these reports have conveyed some of the fun and excitement we have had this year and look forward to writing and sharing with you again in 2012.

Steve



British Sprint Championship 2011 Final Results Top 12		
Stewart Robb	4.0 Pilbeam-Judd MP88	116
Colin Calder	4.0 Gould GR37	101
Terry Holmes	3.5 Lola-Judd ERH	91
Mark Smith	2.0 SBD Reynard	88
Colin Birkbeck	2.0 Dallara 301	81
Ross Napier	4.0 Gould GR37S	69
Steve Miles	2.0 Van Diemen RF96mm11	66
Graham Porrett	3.5 Lola-Judd ERH	55
Steve Broughton	2.0 SBD Reynard	55
Heather Calder	4.0 Gould GR37	52
Stewart Robb jnr	4.0 Pilbeam-Judd MP88	38
Phil Lynch	2.0 Dallara 301	34

Final Placings in British 2 Litre Class 2011		
Mark Smith	SBD Reynard	437
Colin Birkbeck	2.0 Dallara 301	421
Steve Broughton	SBD Reynard	420
Steve Miles	Van Diemen RF96mm09	397
Phil Lynch	Dallara 301	379
Tony Jarvis	Reynard FVL	252
Martin Webb	Reynard FVL	351
John Payne	Dallara 301	348
Mike Musson	Force	277
Simon Keen	Dallara F302	163
George Harris	Dallara F3	115
Kev Lealan	Pilbeam MP62	110
Stuart Ridge	March M792 F2	32

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