



moleracing 2015 British Sprint Championship update – July

Summary so far this year

Lots of money spent in the winter, car bloomin' fast and scary, some trials & tribulations with new developments, generally going very well, exciting, I'm marginally less tired than I was in March. 3rd overall in the British Championship!

Anglesey

Steve Broughton of SBD had figured out why the gear change system had not been responding that well over the Snetterton and Pembrey weekends on the down change. Flywheel inertia was the culprit as I don't run such a light flywheel as the works SBD car of Mark and Craig and Steve & Matt. So with a new engine map with different settings, the car ran faultlessly all day Saturday at this fabulous circuit.

Dry weather all weekend – despite the rest of the UK having virtually 48 hours of rain – we were just 3 miles the right side of the border all weekend! – see blue dot

Colin Calder – the current British Champion and no 2 daughter Heather (that's not second favourite daughter, it's her 2014 championship position) sharing the Gould V8 had blown a gearbox bearing at the last event, and had replaced the end that let go after the long trip home ready for this weekend. After first

practice, the other end went bang, so it was a long trip home again to Thurso for them. Still, more points for the rest of us but shame to miss the 185mph car on full song.

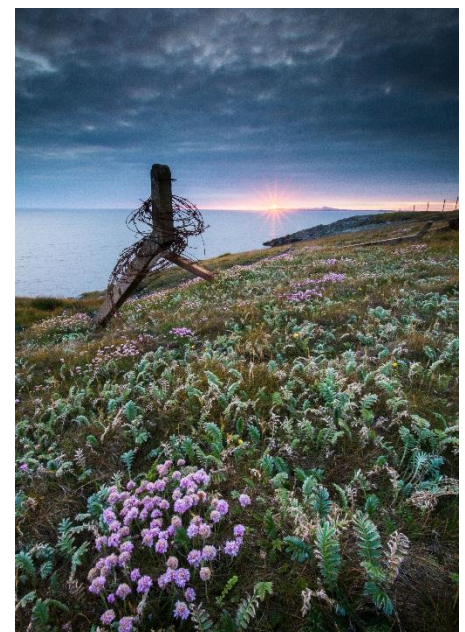


Despite setting a new PB, I only ended up 8th in the run off, John Graham in the V8 Gould took the win and Steve broughton was pleased with the newly improved handing of the SBD Dallara after some expensive chassis development work. Nick Algar upset the 2 litre class, squeezing his DJ Firehawk between Mark and Craig.

It was nice to see BSC stalwarts Jonathon and Pat toulmin back, and Pat for some 15 years has always brought a guinness cake along that gets tucked into after the run off!

An oil change and a beer or 4, then some photography led to an enjoyable evening with Criag and NSCC scorer Stephen Morrison – here's a pic of the sunset I took from the top the circuit, showing it's old airbase roots.

The car also ran perfectly on Sunday practice on the National Anglesey layout, and all was well. However come Timed run 1, I had gearchange issues and consequently slow, so we loaded a new alternative engine map checked everything over and tried to qualify for the top 12 on the 2nd and final timed run as I was lying 13th. Next run, no gear changes and I didn't make the cut for the top 12.



Annoyingly, everything worked at low speed in the paddock. What we did find however was the USB lead that connects to the ECU had worked its way down the side pod and was scrapping on the floor. This is live with 5V and earth and Can High and Can Low signals. Perhaps this caused the trouble? Mmm not sure but Steve reflashed the ECU code anyway.

During the next 4 weeks off, I checked the electrics, the pneumatics, the paddles on the wheel, stripped the gearbox – found nothing. So I entered the Blyton weekend with a little bit of worry!

Blyton

I do like Blyton as I set a lap record in 2013 at the second ever event there. John Graham took this from me in 2014, so I was on mission to take it back!

This was not a British Championship round, just a club event, but there were 120 odd cars and some top racing cars. I needn't have worried as the car ran perfect! Must have been the dangling, abrading USB lead!

Ultimately, despite getting inside John Grahams lap record, I was not to leave with my name on the new record, that was to go to Nick Algar, with his (I believe) 430bhp, 350kg Dj Firehawk, 1200bhp/tonne and driven really well!

On my final run, I'd been studying the data from the logger and was pulling 2 G laterally in the penultimate corner, but only 1.6 in the one before. So the plan was to not lift in that one and gain some time. I didn't lift, carried 12 mph more on the exit, entered the next one faster and in the heat of the moment as I turned in, I (subconsciously) aborted and went up an escape section of tarmac flat spotting the tyres in the process – but all in one piece!



Still second both days and the car ran perfectly and great practice for when we go to Blyton later in the year for the British, so it wasn't a bad weekend!

Telsonic Ultrasonics

Following the last event report, I'm pleased to be supported by a new sponsor, the multinational Ultrasonic welding specialist, Telsonic. They are based in Poole, but the global headquarters are in Switzerland. Thanks! The website hyperlink is below.

You may have also noticed that TEW have now been acquired by LB Foster, so expect more car changes soon!

Knockhill

So with new tyres and the car running perfectly I arrived in the Scottish paddock at 10pm last Friday, game on for a good weekend of competition. Chris and Jonny were there to help and made a substantial difference to the weekend for me – thanks again guys!



Great to have Terry and Graham back, their TEGRA Lola V8 has had a rebuild and they've also got the same tricks as me with SBD launch and traction control and gear shifting. With new tyres, and despite a 4am start for Terry flying up from Gatwick, he was up for it and had a trying, but ultimately rewarding day.



The Saturday event is run in the reverse direction and throws up some interesting challenges over the lap and ¾'s. Apart from the brief shower in practice it was a sunny dry day. The Calder's still hadn't managed to get the part to fix the gearbox, so it was a two place bonus upgrade for everyone else! Colin was hoping to minimise his losses by co driving with youngest daughter Louise – yet another Scottish karting champion – must be in the genes – in her 1100cc Jedi. Despite going airborne and trashing the front wing – called a 'pickles' in the trade – see last report, he broke the record by 6 seconds and bagged a good points finish to keep his championship hopes alive.



Terry stormed to a win in the run off – partially helped by John Graham's gear selection trouble, as John was fastest earlier in the day. Great SBD engine car points haul, as Mark (*centre below*) came second and broke the 2litre record twice, Craig (*left below*), sharing the car pipped me by 0.04sec and I broke the record for 2 bonus points. Beer time!

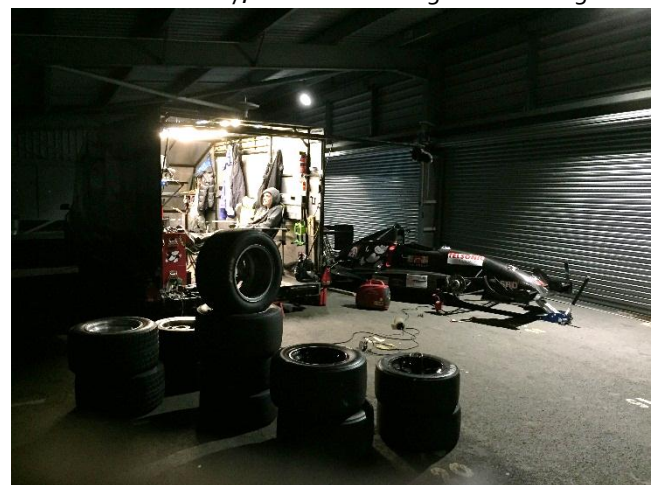


A midge free night was had by parking the trailer in the paddock garages, and all wheels were on standby for the mixed conditions forecast for the morning. I was hoping for rain for the run off, and every forecast pointed to a 4pm arrival, but in the end it was dry.

I had a good day and was very close, but not inside the 2 litre record, I comfortably qualified for the run offs. Earlier in the day, I'd been chatting with a racing team in the paddock who had run a Van Diemen RF96 back in 1996.

As well as technical suggestions, I got some great advice from a young racer, David Brown, who advised on my lines and technique whilst watching the

onboard video. After putting this into practice I found tenths on almost every corner and ended 3rd behind John Graham and Craig. Terry Holmes took 4th with Mark an unexpected position in 5th



This run can be viewed on board by clicking [here](#).

Surprised to still find myself 3rd overall in the British Sprint Championship at this late stage. Dropped scores will start to come into play over the final 5 rounds and a slide is inevitable I fear!

This weekend we have the overseas leg in Northern Ireland. Last years Sunday round was cancelled due to appalling weather, so lets hope we get a full weekend in this time!

Cheers
Steve



Photo credit John Stewart of FLATOUT Photography

2 Litre Class 2015 after round 11 of 16		
Mark Smith,	SBD Reynard	487
Craig Sampson,	SBD Reynard FVL	477
Steve Miles,	Van Diemen RF96mm15	452
Tony Jarvis,	Dallara F397	429
Steve Broughton,	SBD Dallara F3 RB01	412
Martin Webb,	Dallara F399	402
Matt Hillam,	SBD Dallara F3 RB01	394
Nick Algar,	DJ	129
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 11 of 16 – best 10 to count		
Mark Smith	2.0 SBD Reynard	110
Craig Sampson	2.0 SBD Reynard	100
Steve Miles	2.0 Van Diemen RF96mm15	83
John Graham	2.8 Gould	73
Colin Calder	3.5 Gould NME GR55	65
Bradley Hobday	1.0 Jedi	56
Matt Hillam	2.0 SBD Dallara F3 RB01	51
Tony Jarvis	2.0 Dallara 399/00	48
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
Jim Belt	3.0 Juno	24

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Remaining Events 2015		
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