



## moleracing – with K2 Consultancy & TEW Engineering

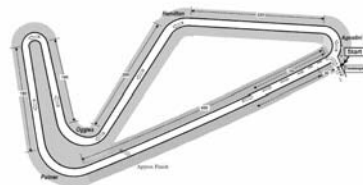
### 2011 Event reports from British Sprint Championship rounds at Snetterton, Pembrey & Anglesey

After an early start to the season there was a 6 week wait, due to opting out of 2 rounds in Scotland as having been last year I felt the track was dangerous - 120mph in a parkland with trees and buildings in very close proximity. This meant that I had dropped to 10th in the British Sprint Championship. But now we faced 6 events in 3 consecutive weekends.

#### Snetterton

The Norfolk circuit has had an extensive modification and we were playing on 1.75 laps of the 100 circuit.

A new venue is always a challenge to learn and I have a number of videos that I would love to share but the circuit owners threaten a £25,000 fine if any onboard footage ends up on the internet.



I pushed a bit too hard on one corner and had a high speed off on the Sunday meeting which caused floor and front wing damage, but at least I didn't stuff it in the barriers.



Jonathan Toulmin's main race car failed again with electrical issues, so went home and came back later in the day with the spare, but this failed the next day also! Mike Musson had more transmission trouble and went home early and the event was won by Stewart Robb by 0.04 seconds from Colin Calder, but the following day Colin took top honours by a tenth on 76.21

Over the course of the week the times came down from 92 first practice to 82.16 on the end of the Sunday and to 80.91 on the Monday - that's practice for you. A 10th and 6th was another good result.

But!, all weekend the car was ejecting large quantities of water from the header tank and clearly it had a problem, diagnostics at David Drew garages confirmed headgasket failure - due to running 2 laps of Castle Combe earlier in the season with no water in the engine after a pipe came off.

With very limited time to the next event, with some welcome help from Ross Drew, we split the car, removed the floor, removed the engine, took the head off, cleaned up, replaced the gasket and rebuilt the whole car in 3 evenings flat!



#### Pembrey

The annual visit to south Wales was going to be tough with 7 V8's and 10 2 litre cars. At the end of the weekend however it had gone very smoothly, much better than expected. I finished 3rd in class each day behind the shared SBD works car - so it was clean sweep of the podium for SBD engined cars.

Some excitement was caused in the paddock holding area when George Harris caught fire again, he hasn't done that since Lydden last year!

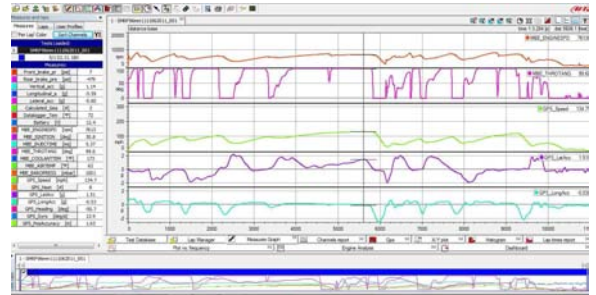
No problems, the headgasket repair and rebuilt went perfectly in the dry weekend and the PB of 101.12 was demolished on the Saturday with a 98.88 in the run offs to leave me 7th overall. I was extremely pleased with this time and a few beers during the evening were consumed. This didn't affect the performance on Sunday on the same course, as after first timed run I posted a 96.94 and sat out the 2nd qualify run, preserving tyres and car. The run offs netted a buttock clenching, 96.80 for 6th. Result!

## Anglesey International and National Circuit Sprints

Now if only the weather was like this every race weekend - a cracking hot Saturday and a soaking track on the Sunday I'd be happy!

The 2.1 international circuit is always a great challenge with some big speeds being reached on the back straight. Admittedly I was only doing 134mph compared to the top V8s at 186mph (300kph), but it is great fun to be 'flat to the floor' in corners/kinks at these speeds.

The new datalogger is still difficult to get to grips with as you can see from the vast wealth of information available to you, but it will prove to be useful in finding why one run was better than another.



The Saturday single lap of the full international circuit was notable last year for missing out on the run off by 0.01 seconds, but this year was slightly more comfortable (but only just) making the cut in 12th position but pushing out 3V8s in the progress, sorry Graham! Mike Musson retired again with more transmission problems after installing new driveshafts and Jonathon still hadn't fixed either car.

But improvements over the two runs dropped the time by 2.5 secs inside my PB to move me to 10th overall. Terry Holmes, in the 3500cc Judd managed a storming new outright lap record some 6 seconds faster than my time. A great first national round win for Tegra racing shown here.



Sundays forecast rain appeared at start of play and then eased as we packed up at the end of the day!

The wet made qualification slightly easier as I do enjoy driving in the slippery conditions and only having 272bhp is not such a disadvantage as the bigger cars struggle to lay down all 600+ bhp. On board videos from the wet run

off run can be found by clicking [here](#) or searching YouTube for "moleracing, Anglesey, wet, 2011"

Neil Lambert captured these great wet images and gives you an idea of the conditions.



The SBD works car shared by Steve Broughton and Mark Smith was having a troubled day after Mark tapped the armco heavily on the first of the 2 qualification runs. Heavy duty hammering put the suspension vaguely straight and a cautious 2nd run enabled Mark and Steve to scrape into the top 12

My first run ( see video above) was on the limit of coming off and being fast, and after the first 6 cars I was still leading, but after all 12 had run I was pushed back to 6th. On the second run, I made a bad start, understeered very deep at the right angled 'Rocket', had terminal understeer all round the hairpin and then to cap it all at the end of the first lap I couldn't stop and ran deep. At this point I thought it was such a bad lap I must be 5 seconds down at least and no chance of recovery, plus thought that a big crash was a high possibility on the second lap, so I decided to abort and coasted over the line and back into the holding area - to the amazement of my fellow sprinters. It turned out my lap split would have been better than the first run had I not coasted and came in!



Rule 1, "never give up" Anyway, I finished 8th overall and this time Colin Calder won the run off to keep it tight at the top of the championship.

The next round is in Northern Ireland this coming weekend, typically this is also wet, so lets see...

British Sprint Championship 2011 after round 10 of 16		
Stewart Robb	4.0 Pilbeam-Judd MP88	110
Mark Smith	2.0 SBD Reynard	79
Colin Calder	4.0 Gould GR37	79
Terry Holmes	3.5 Lola-Judd ERH	76
Steve Broughton	2.0 SBD Reynard	55
Colin Birkbeck	2.0 Dallara 301	51
Ross Napier	4.0 Gould GR37S	59
Steve Miles	2.0 Van Diemen RF96mm11	43
Graham Porrett	3.5 Lola-Judd ERH	34
Phil Lynch	Dallara 301	30
Heather Calder	4.0 Gould GR37	25
Mike Musson	2.0 Force	21

2 Litre Class 2011 after round 10 of 16		
Mark Smith	SBD Reynard	477
Steve Broughton	SBD Reynard	459
Steve Miles	Van Diemen RF96mm09	388
Phil Lynch	Dallara 301	388
Colin Birkbeck	2.0 Dallara 301	315
John Payne	Dallara 301	312
Martin Webb	Reynard FVL	296
Tony Jarvis	Reynard FVL	289
Mike Musson	Force	198
Simon Keen	Dallara F302	163
George Harris	Dallara F3	115
Kev Lealan	Pilbeam MP62	110
Stuart Ridge	March M792 F2	32

Remaining Events 2011		
2 July	Kirkistown	Northern Ireland
3 July	Kirkistown	Northern Ireland
10 July	Curborough Long	Staffordshire
30 July	Kames	Ayrshire
31 July	Kames	Ayrshire
13 August	Lydden Hill	Kent
14 August	Lydden Hill	Kent
10 September	Madeira Drive	Brighton

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