



moleracing



2013 event report, first of 3. Club meetings at Mallory & Goodwood, plus the first 2 rounds of the British Sprint Championship at Castle Combe and Lydden Hill

Curborough testing

Winter development? - nice and easy this year was the plan, with just a new ECU and loom to give me full launch and traction control and a few small aerodynamic upgrades and a general checkover. But no matter how simple your plans, and how early you start it always seems a manic rush in the few weeks before the start.



But we made it to Curborough for a bright, cold day with a few snowflakes in the air to shakedown and test the new ECU from SBD and a custom made complete new loom from Sileck. The normal problems were ironed out - water pump not working, then a day of analysis to cure a misfire at certain rpm. The alternator was to blame and all ran fine when disconnected and some parameters were adjusted. On connecting the alternator back in and turning my back to pack away the tools - I was horrified to turn round and find the loom going up in white smoke. After what I would like to think was a controlled panic, we surveyed the damage. The first meeting at Mallory in 4 days time no looked out of the question, and could it be sorted for Castle Combe a week later. However, loom out, a dash to the nearest post office, fantastic repair service from Sileck and I was up and running by Friday evening!

Mallory Park

Last year this meeting was held in sunshine and 17°C, this year it was snowing! Finally got to try the launch control and the traction - it worked great and caught a few significant slides and spins, up to a point.....



First practice saw a few crashes - notably Tony and Martins shared new F3 Dallara in the armco, a Sierra Cosworth ripped a wheel and suspension off and several other minor offs, such as Glyn Sketchly and John Payne in the Dallara shown here - probably white was not the best colour!

I had my major moment on the final bend, when I rapidly swapped ends and nearly wiped the front and rear wings off as I missed the armco by around 50mm in a full 360° spin before crossing the finish line. Phew - car in one piece, put it away in the trailer with only this sod of grass as evidence!



The new lithium ion battery wasn't enough to run the car, so a new alternator needed to go back on before Combe the following week, so what with repairs, looms, alternators and batteries - it had been an expensive, tiring but enjoyable week.

The following excellent photo is by Scott Boulton taken at Mallory - before the spin, but still over 100mph in the snow!



Castle Combe



5 days later, I was parked up in the cold paddock in Wiltshire for the opening round of the British Sprint championship. Inside the trailer when I woke in the morning the temperature was 0.2°C and outside the car looked pretty - covered in a light snowfall!

Some software and map setting upgrade were uploaded and the auxiliary fuel tank plumbed in to cover the 5.5 miles of practice. The noise scrutineer was not happy with my decibels, so after first practice this was drilled apart and repacked with sound deadening material and I was allowed to play.



I did not have a good day as the car didn't want to give me 4 cylinders to play with and only qualified 4th in class, behind 3 other SBD engined cars. Steve Broughton debuted his new OMS 25 and won the class, Mark Smith and Matt Hillam shared the Dallara and Scott Pillinger was setting giant killing times in his self built supercharged hyabusa. Star of wet timed runs though was Bill Gouldthorpe, who with brand new wets posted a time only a tenth behind the leading V8 - not bad for a 76 year old!

Despite software tweaks, and checking everything, we couldn't get

the engine to run on 4 all the time and current thinking at the time is that the alternator switching off and on under full load was causing an issue - ultimately this was not the case - see Lydden!



A stunningly sharp photo by Steve Kilvington, above and below

Still I was pleased with 5th overall in the top 12 run off - helped by a minor off from Steve, and Scott had a best ever 3rd, behind the V8s of Terry Holmes and Terry Graves.

Lydden Hill

3rd event in a row - and yet more snowflakes! The inside temperature in the trailer when I woke was 1.5 degrees! Lots of new entrants for this 2nd round, with Gary Thomas, Glyn Sketchly and Martin Pickles all out in bike engine machines. Almost 30 runners trying to make the top 12 was going to be fun.

The new software hadn't cured the misfire and a coil pack breaking down was thought to be the most likely cause. With an engine not running well, I was pleased to qualify 12th. I used to carry a spare coil pack - for my old Zetec engine, so I gave this away as I'm running a Duratec engine now. It turns out it uses a zetec coilpack! Doh! So with nothing to lose, the only thing we could change was the spark plugs and give it a go. Bingo, engine restored on full power.

With the car running properly for the first time all season, I enjoyed the 293 bhp and 9200 rpm it delivered, but could only manage 11th, but very pleased to have the power back again.

Simon Lambert of Sileck who has built the loom and carried out all the quick repairs this season was on hand to assist, and we hatched a plan for new coil over plugs and a few electrical mods to enhance the launch and traction control. If you ever need something automotive and electrical - 'Simons yer man'!



Goodwood

At last a sunny, dry event. John the MD from sponsor K2 Consultancy joined me for the early start at Goodwood and we ran a lap of the 4km circuit as part of his training for a triathlon in the coming fortnight.

Despite getting through the static noise test, I got a full and final warning as I set off a noise meter - there are 3 around the circuit linked directly to the town council offices, and if this happens, the meeting has to stop to bring the average sound levels down - so I wasn't popular!



Steve Broughton was there with more shakedown and testing and also Goodwood specialist Bill. So fastest time in practice was a promising start for me.

A repack was ordered by the scrutineer - been here before haven't we! Also they told me the exact location where the meters are and on what side of the circuit. The plan was to drive on the opposite side of the circuit, and change gear early so I was in low revs as I passed each of the 5 meters. With best tyres on, I launched and put in a committing run, employing the tactics.

Result? I set off all 5 noise meters and got excluded from the meeting!

I had fitted the same large exhaust that had been fine at the Goodwood meeting last August, and everything else was the same - so maybe it was the cold dry weather that made the car noisier. Anyway, we shall have

to think up some additional measures to ensure the 150mph thrill of the circuit can be enjoyed again in the future.

Still, not as bad as Steve - whose engine was wrecked as a consequence of water loss at Castle Combe, then a spark plug tip failure and will require a full rebuild before Snetterton!

Steve

Remaining Events 2013		
18 May	Snetterton - BSC	Norfolk
19 May	Snetterton - BSC	Norfolk
1 June	Pembrey - BSC	S Wales
2 June	Pembrey - BSC	S Wales
8 June	Anglesey - BSC	N Wales
9 June	Anglesey - BSC	N Wales
6 July	Kirkistown - BSC	N Ireland
7 July	Kirkistown - BSC	N Ireland
27 July	Knockhill - BSC	Scotland
28 July	Knockhill - BSC	Scotland
22 September	Brands Hatch	Kent
6 October	Anglesey	N Wales
7 October	Anglesey	N Wales
12 October	Curborough	Midlands

British Sprint Championship 2013 Top 12 after round 2 of 15		
Terry Holmes	3.5 Lola-Judd ERH	21
Terry Graves	3.5 Gould GR37	19
Mark Smith	2.0 SBD Reynard	19
Scott Pillinger	2.0 DSP SBD	17
Stewart Robb	4.0 Pilbeam-Judd MP88	12
Mike Musson	4.0 Pilbeam-Judd MP88	11
Steve Miles	2.0 Van Diemen RF96mm11	10
Graham Porrett	3.5 Lola-Judd ERH	8
Graham Harden	1.1 Jedi Yamaha	8
Bill Gouldthorpe	1.6 SBD Hyabusa	6
Glyn Sketchly	1.6 Force Hyabusa	5
Phil Lynch	2.0 Dallara F399	5

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2 Litre Class 2013		
Mark Smith	SBD Reynard	95
Scott Pillinger	DSP SBD	91
Steve Miles	Van Diemen RF96mm11	83
Steve Broughton	SBD OMS25	48
Craig Sampson	SBD Reynard	47
Phil Lynch	Dallara F399	39
John Payne	Dallara F399	35
John Graham	Dallara F397	
Colin Birkbeck	Dallara F301	
Tony Jarvis	Reynard FVL	
Martin Webb	Reynard FVL	
Dave Pillinger	DSP SBD	
Matt Hillam	SBD Reynard	