



moleracing – with K2 Consultancy

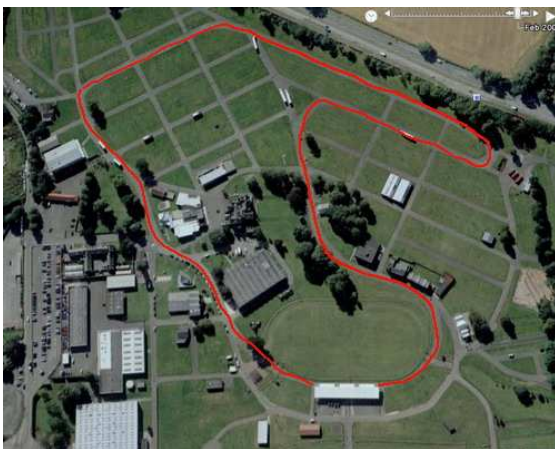
2010 Event reports from British Sprint Championship rounds at Ingliston and Pembrey

Ingliston Weekend 2010

Being a British Championship, the organisers are keen to get rounds in all parts of the British Isles. Ingliston is a historical race circuit, with events dating back to the 60's.

It went into a state of disrepair and racing ceased for many years. This event was the inaugural sprint at the venue since it regained its track licence, so I was keen to try it out and support the work done in getting it 'competition ready' by Dunfermline motor club.

The course is now the Edinburgh Showground, and the few hundred metre proximity to the Edinburgh Airport main run way didn't help sleep the night before! It was run over $\frac{3}{4}$ of the original circuit as shown below in red.



The start was at the bottom of the picture and a great sweeping, undulating snaking series of curves allowed speed to build to about 100mph before a braking and a right angled turn onto a straight. The kink halfway along was generating a peak lateral G of 2.36 and taken at 87mph, then building to 121mph before braking late and hard, just as the track kinks into a 30mph 180 degree hairpin. A blast back, then a tight over 90 degree left hander takes you into the trees and the finish is on the bend.

At this point on the track, the road dips away, so any error is punished with heavy straw bales or a drop down the bank into the telegraph poles and the stout benches of the main arena. In fact there were many hazards, such as buildings, walls and trees awaiting you all round the circuit if you got it wrong. The narrow nature of the track, coupled with a bumpy surface made this a very intimidating venue and every time I crossed the line in one piece I felt relieved.

I think it was 4 cars I saw get packed back in to the trailers in multiple parts with extensive damage, the most high profile being Pete and Brian's new acquisition of the V8 run last year by Phil Lynch & John Payne. Brian left the line and for unknown reasons speared left at high speed and ended up in a tree with extensive damage to most areas of the car. Brian was shaken but not damaged and they didn't expect to be out again this season – but knowing the 'Sheffield Mafia' as they are known, they will be I'm sure.

Although my times came down during the day from the opening wet practice of 59 odd seconds to a best timed run of 44.75, this left me 13th fastest, so I didn't make the cut for the run off.



I was run all weekend by Chris and John, who having also assisted at Croft knew the routine well and did a great job. We changed the 4th gear together in the evening in an attempt to get more revs and power down for the Sunday meeting.

The day was bright, and despite the dangerous nature of the



place I did try and push hard but

despite lowering my time over Saturday by nearly 2 seconds, so did everyone else and ultimately I came 13th again by just 0.25 seconds. At least the car was in one piece and not in bits!



A good weekend, a 600mile round trip, but I wouldn't go back again – give me a proper race circuit any day!

Pembrey Weekend 2010



So a 5 week break and the travelling circus arrives almost at the end of south Wales at Pembrey. Superb circuit and worth the 4 hour drive. The car had been meticulously prepared and new gears installed to give more acceleration in the 70 to 95mph zone.

A large field and based on current form, qualification in the top 12 would be a challenge, but a no show by two of the big V8 drivers helped slightly! A single practice run, then straight into two timed runs to decide the Top 12 and only a small field of 50 cars meant the meeting was run at a swift pace.

When the clocks had all stopped, I managed 12th fastest time and could try and earn a point or two! The F1 Cosworth of Ross and Roy Napier had also qualified but was only running on 4 cylinders so didn't start.

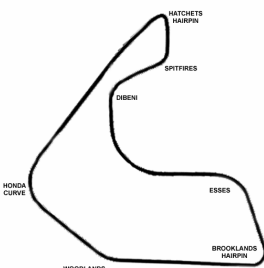
On my second run, I lowered the PB I set 3 years ago by 1.5 seconds and moved up the order to finish 9th and with 4 points in the bag the beers were cracked open and a great evening was had with the rest of the paddock and Ian who was helping all day!

Simon who runs the 600bhp 4 wheel drive Audi TT had travelled 350 miles from the North East. A component in the output shaft failed on the first practice run. They couldn't fix it during the day so overnight, they drove to Birmingham whilst someone met them halfway with a spare they had at home. Another 700 miles, then at 5am when they started to fit it, it turned out to be a few thousandths of an inch to large! So they went home.



Jonathan Toulmins misfire was possibly cured but then his carbon fibre front wing collapsed, a cobbled together spare overnight kept him running OK.

The Sunday forecast threatened rain, and it dropped right in the middle of my second timed run, but the first time was enough to qualify, due to the Napiers Cosworth still not firing. Tom Potter was sidelined when the drive shaft sheared in half. The next retirement happened in the run off itself when the Tegra 'chip shop' V8 sheared an oil cooler pipe, and Grahams run



was aborted. Frantic 'emergency' bodging allowed Terry to get a late run in and come 2nd.

With all this carnage, and a tidy run round the 1 ¾ laps of the circuit left me 6th overall.

The fastest run of the weekend is shown in this youtube video from the www.moleracing.com website or by [clicking here](#).

Stewart Robb snr took a double win to extend his lead overall. This coming weekend, 12 & 13th June we are all out at Anglesey in North Wales and a few more points would be a successful outcome.



Great picture by Gary Thomas taken in the paddock lane at Pembrey

British Sprint Championship 2010 after round 7 of 16		
Stewart Robb (snr)	4.0 Pilbeam-Judd MP88	83
Mark Smith	2.0 Reynard 903	53
Terry Holmes	3.5 Lola-Judd ERH	48
Steve Broughton	SBD/OMS CF08	47
Tom Potter	1.0T Jedi Mk4	41
Ross Napier	4.0 Gould GR37S	30
Stewart Robb (jnr)	4.0 Pilbeam-Judd MP88	28
Steve Miles	2.0 Van Diemen RF96mm09	28
Gary Thomas	1.1 Force	27
Colin Birkbeck	2.0 Dallara 301	25
Nick Algar	3.5 Gould GR55	23
Wallace Menzies	2.4 Firestorm	22
Jonathan Toulmin	1.6 Force PT	22
Graham Porrett	3.5 Lola-Judd ERH	20

2 Litre Class 2010 to date		
Mark Smith	Reynard 903	326
Steve Miles	Van Diemen RF96mm09	282
Steve Broughton	SBD/OMS CF08	228
Phil Lynch	Dallara 301	200
Colin Birkbeck	Dallara 301	180
Tony Ellis	Megapin 31-07	177
John Payne	Dallara 301	144
Martin Webb	Reynard FVL	115
Tony Jarvis	Reynard FVL	112
Michael Musson	Force	104
Bill Gouldthorpe	Van Diemen RF96	34
Dave Robertson	Ralt	
Kevin Lealan	Pilbeam MP62	

K2 Consultancy website is www.K2Consultancy.com