

LB Foster



TELSONIC ULTRASONICS

SBD Motorsport

moleracing

moleracing 2015 British Sprint Championship Final report

Anglesey Weekend

Refreshed after a **fortnight's** holiday in Portugal, I had a leisurely trip over to North Wales for the **year's** finale event, hoping to hang on to 5th place.

Helped by Chris and John, it was a great **weekend's** motorsport. We ran a double lap national layout on Saturday and a massive 3.3 mile layout including the corkscrew on Sunday.

After the disc explosion last time, I fitted a new set of front brake discs – thicker than the last set and the first run was more about bedding them in rather than practicing. Rather annoyingly I came back into the paddock with a 2mm allen key embedded in the tyre, so had to switch to a mix of best and practice tyres all weekend after that which made for unusual handling.



At the sharp end, Colin Calder had to have a full scoring weekend and no retirements to clinch the championship for the 3rd time in a row, which he did in style setting two course records in the process.

The SBD car of Mark and Craig had some dramas, with the driveshaft letting go off the line damaging a large amount of the rear of the car in the process, so Mark scored no points all weekend and **wasn't** a happy chap, just clinging on to 2nd overall after the Saturday, with John Graham threatening to push him to 3rd on Sunday.

All John had to do was a steady qualification lap, and then drive easily within the cars performance to finish 2nd overall, but once that visor came down, he pushed too hard and spun at the corkscrew and so failed to qualify, leaving Mark with a fantastic result of 2nd overall in a 2 litre car for 2015. With John 3rd, Craig sharing Marks car finished 4th overall, so a great result for SBD engined cars all round, with both Steve and Matt also in the top 10.



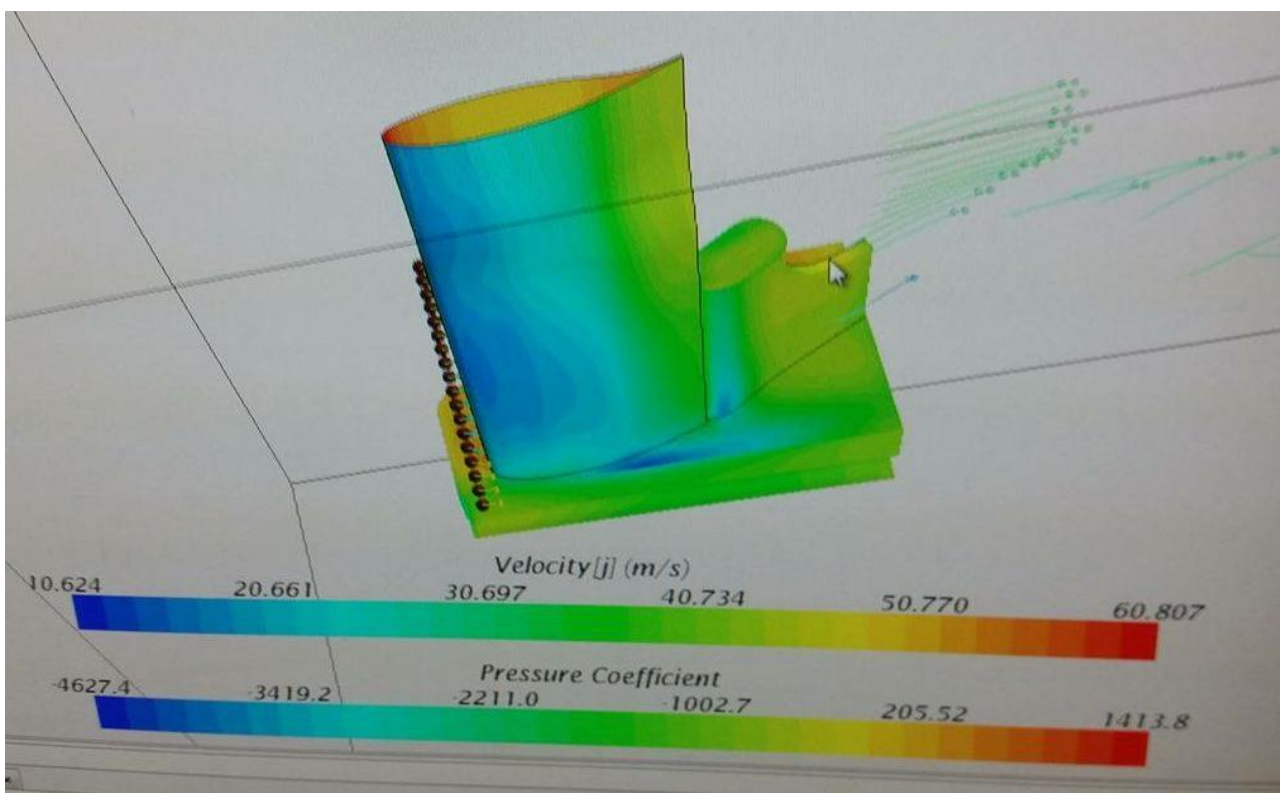
I had a near disaster on my final run of the weekend, which is shown in the attached video file, combining photos, onboard video and external video. [Click HERE to view](#). The corner called Church eads onto the back straight. You enter at 112mph and exit around 122 if it goes right, I could not take it flat and kept lifting mid corner every time. On the last run of the weekend, in fact the year I really psyched myself up to doing it and having achieved it- albeit nearly scaring myself witless, I found myself involuntarily punching the air in celebration, and in doing so came off **the track driving one handed! 125mph on the grass was 'interesting'** but with only a brief lift (undoing all my good work) I got it back on the tarmac and brought it home in 3rd place. [Enjoy the video!](#)

After the final run, we set up a timelapse video condensing an hours packing of the car into 30 secs – but I forgot to switch the camera running! Another time!

5th Saturday and 3rd place on Sunday saw a securing of 5th overall for 2015, so **that's** the number for 2016!



Winter developments have started and Oxford Brookes University Motorsport department are now working on getting car drag down whilst increasing downforce, the early results from the CFD models look promising!



As well as new wings, extra appendages and a fancy floor, there is going to be a replacement of all rod end joints and bolts for safety reasons.

As I mentioned earlier the SBD 2 litre boys did well this year, with Mark coming 2nd overall and Craig 4th. I intend to keep trying hard next year – but so do they with a full gearbox and engine rebuild over the winter.

You have to keep pushing, if you stand still, you go backwards!



Left to right, Craig, Mark, Matt, Steve, me, Graham & Terry – and our pots!

Steve

2 Litre Class 2015		
Mark Smith,	SBD Reynard	491
Craig Sampson,	SBD Reynard FVL	477
Steve Miles,	Van Diemen RF96mm15	469
Steve Broughton,	SBD Dallara F3 RB01	459
Matt Hillam,	SBD Dallara F3 RB01	449
Tony Jarvis,	Dallara F397	442
Martin Webb,	Dallara F399	426
Nick Algar,	DJ	270
Scott Pillinger,	DSP SBD	78
Dave Cutliff	Van Diemen	43

British Sprint Championship 2015 Top 12		
Colin Calder	3.5 Gould NME GR55	125
Mark Smith	2.0 SBD Reynard	110
John Graham	2.8 Gould	107
Craig Sampson	2.0 SBD Reynard	104
Steve Miles	2.0 Van Diemen RF96mm15	94
Bradley Hobday	1.0 Jedi	71
Matt Hillam	2.0 SBD Dallara F3 RB01	67
Tony Jarvis	2.0 Dallara 399/00	60
Steve Broughton	2.0 SBD Dallara F3 RB01	54
Martin Webb	2.0 Dallara 399/00	47
Heather Calder	3.5 Gould NME GR55	45
Jim Belt	3.0 Juno	44

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