

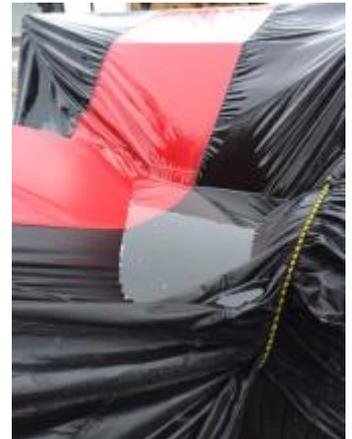
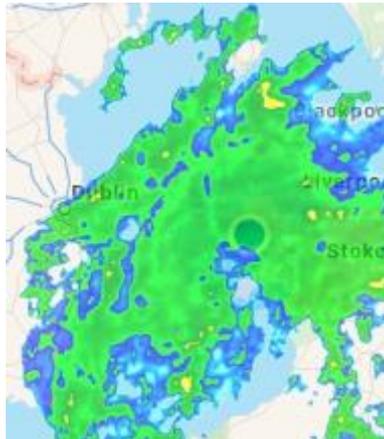
Meanwhile back in the 2 litre class, I was pleased to push deeper and get down to a 116.19 with Matt only 8 tenths behind me, Steve a few seconds back and Nick a little further. For the second timed runs, Nick improved his time, but the rest of us all went slower, so I managed the first objective of a class win and also being 2nd overall, I got some good class points.

For the run offs, Terry and Graham had qualified now with a safe a steady run, but he inevitably improved in his V8 to bump me down and I couldn't repeat my earlier time and also slipped a place to Matt, to finish 4th. John Graham set a new course record with a 112.51.

So all this leaves me under pressure from Matt going into the final weekend at Anglesey and Steve Broughton only a few further points behind. With a 2 litre class lead of only 2 points and almost as close in the main championship, it was going to be fun but tight to retain my 5th place!

Anglesey National and International

Rain was forecast for the Saturday and due to be dry and sunny Sunday – great combination for a final weekend. A thorough checking of the car to ensure no last minute panics and at the circuit the wets were put on in readiness for the morning and a 2 lap blast round the national circuit



I have always enjoyed driving in the wet, and after the practice I was lying 2nd overall but Steve Broughton was only a tenth up my chuff. Still practice is only practice, a disaster would have been to stick it in the barriers and blow the weekend/season. The weather was drying, but still wets not slicks. This left me 3rd in class and 4th overall after timed run 1 – too cautious? Possibly but Matt was not taking points out of me which was the main aim. This improved after the 2nd timed run, plus a great fastest time of the meeting drive by Steve who this time got the best of the drying weather, unlike last time at Anglesey when he got the worst – so it all balances out in the end.

So with stretching the gap, 1st 2litre position was looking more secure but not sealed and so time for the run off and work on the 5th place.

It made so much difference to have 'the team' running the car all weekend and Chris and Johnny enjoyed all the latest tweaks for the 2016 car for the first time. A lot of running up and down the pitlane eyeing up what tyres to run, we had decided that slicks were going to be used based on the live and predictive weather radar we had in the trailer, but we kept that underwraps! So as we gathered on the line, there were wets, slicks and intermediates on the various top 12 run off contenders. The Calder's had a serious starter motor issue and no amount of bumping would make it fire. This put Heathers 2nd place overall under threat from John Graham, although Colin had the number 1 position secure.

Heather asked me to win the run off to help her cause! Oh how I laughed – it was 2008 when I last won a run off, mind you it was raining then!

The slick run was 'exciting to say the least. Every single corner the car either understeered or oversteer, it was very neutral in that respect but it meant you didn't know what was going to happen every corner and if you were coming off. But I didn't and after the first run off, I was leading the top 12 by 3 seconds!



As that run was on the verge of a disaster every corner, if no one went quicker than me on their second, I was not going to go out for a second run and take the win. But we had no means of getting the times to the holding area. Heather ran the 400m to the timing tower and then back again to give me feedback to make this decision. Queuing up to go, just one car from launching, she returned to inform me that John Graham in the V8 Gould had posted a time 1 second ahead of my first run, so I had to go out again and find an extra second to get the top spot.

With confidence in the downforce on the first bend I didn't brake and carried some 100mph through the corner. I was pleased with the feedback from a respected driver watching from that corner, he looked on incredulously as he thought the entry speed was an instant off – and to his amazement it just went round, some 30 mph more than anyone (Thanks Naser for the downforce mods!). So after a few slippy corners I crossed the line and saw the time – 5 seconds faster than my first run – that'll do then!

“WAS THAT ENOUGH FOR THE RUN OFF WIN?” TO WHICH PAUL PARKER REPLIED “BY A COUNTRY MILE”

So 8 years after my last run off win, I had another to my name and more or less secured 5th place as well. No that is what you call a 'beer and cheese' time!



Amazingly, I felt good the following morning despite the celebration ales! and was up at 6:30 getting my head tuned in to the final day of the season and the international course. Matt and Steve had now to get a really good position to bump me down, and with the Calder's working past midnight to machine and rebuild the starter motor this wouldn't help.

After practice, I was fastest overall – which is surprising in the dry, but this was practice only. By then end of timed runs, I was 5th overall and Matt took the 2 litre class that day. The good news was this meant I had secured the 2016 2 litre racing car title for the first time in 16 years of trying! Still job not over yet.....

Run off went as qualification, with Heather taking the win, Colin strategically slotting in behind and John Graham in 3rd. This still allowed John to take his best ever finish in 2nd place in 2016. Despite Matt being quicker on this last run of the year, I secured 5th overall in 2016, the first non V8.

Had some fun packing up and made this little timelapse video – [click here](#)
 And to sum up the final weekend – here is a short video I put together! - [Click here](#)

So what a great season, from a hectic total stripdown last winter, new developments and aerodynamic upgrades from Naser, now back at Oxford Brookes University doing a Masters in Automotive Engineering, John Hansell and team for making all the new bits, SBD for a flawless engine and gearbox control system and finally sponsors K2 Consultancy, Telsonic Ultrasonics and LB Foster for great practical support.



photo by Neil Lambert

2 Litre Class 2016		
Steve Miles,	Van Diemen RF96mm16	420
Matt Hillam,	SBD Dallara F3 RB01	419
Steve Broughton,	SBD Dallara F3 RB01	417
Nick Algar,	DJ Firehawk	409
Martin Webb,	Dallara F399	306
Tony Jarvis,	Dallara F399	280
Dave Cutliff	Van Diemen	89

British Sprint Championship 2016 – top 12		
Colin Calder	3.5 Gould55 Nicholson McLaren	105
John Graham	2.8 Gould55B Nicholson McLaren	101
Heather Calder	3.5 Gould55 Nicholson McLaren	101
Terry Holmes	3.5 Lola Tegra Judd	90
Steve Miles	2.0 Van Diemen RF96mm16	82
Matt Hillam	2.0 SBD Dallara F3 RB01	79
Steve Broughton	2.0 SBD Dallara F3 RB01	67
Nick Algar	2.0 DJ Firehawk	58
Matt Carter	1.3 radical PR6	54
Graham Porrett	3.5 Lola Tegra Judd	44
Jim Belt	3.0 Juno TR400	43
Grahame Harden	1.0 Jedi	30

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The 2 litre Dick Seaman Trophy with Naser at the awards dinners & Track photo by Stephen Morrison of www.on-track.co.uk