



*moleracing*

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## **moleracing 2019 season – Late Summer update**

**SBDMotorsport**



At the end of the last report I left you with a crashed car, a good rebuild and turnaround and win in the return event, some bent bits at the next one and a midfield placing at Aintree. We have had a bit of an F1 style mid-summer break and no events for 5 weeks, but this all changes in Knockhill Scotland this weekend and the final 4 events of the season.

It should have been 5 to go, but MAC – a motor club not the makeup company - didn't manage to deliver what they said they would at the start of the season and the event at MIRA has been withdrawn but only for national A runners. So, of the next 4 events I can only drop one score!

### **Lydden Hill**

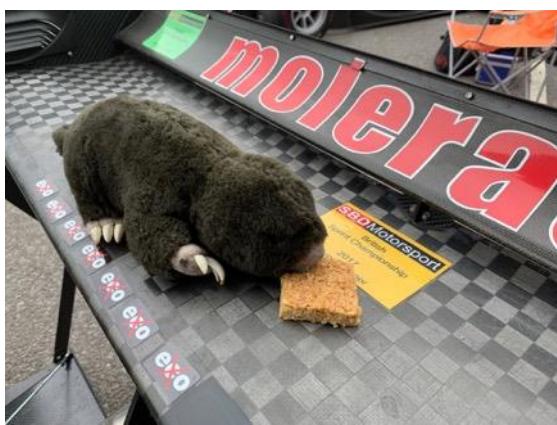
Apart from forgetting to pay the Dart crossing within the 24hours allowed and getting a fine, this was a good weekend and moved a place or so further up the table.

I took the day off to have a leisurely drive down to Dover from Nottingham, but this was nothing compared to Colin who spent two days travelling down from Thurso – just a few miles from John O'Groats!

On the only practice run of the day we had John Loudon put his immaculate force into the barriers, nose on and caused a reasonable amount of damage – enough to keep him out of the run offs on his first visit in his new single seater.



*Track walk the night before*



Matt and Steve were really on it in the 2 litre class, finding a second or so more than me on the 1.75 laps of this tight but flowing track. V8s took the top spot and Colin won easily ahead of John Graham, despite accidentally turning his engine off and bump starting it mid track – oh the joys of having 700bhp available!

Traffic chaos ensued for most driving home that night due to motorway closures – meanwhile I enjoyed a few beers and prepped the car for the next meeting and set off home the next day!



*When you haven't got a garage lift available.....*



*Must be beer time!*

## Castle Combe

Having missed a few events earlier in the season, I entered this single lap castle combe round, just for practice and enjoyment. It was a good test as amongst the 120 field, 2 litre racing car class regulars Steve and Matt in the SBD Dallara were competing and, in the end, we took the podium between us, I was on the bottom step and Steve the top step though!

Running only  $\frac{3}{4}$  of a lap of Castle Combe only takes 55 seconds and an average speed of over 100mph which isn't bad considering the 2 chicanes. So short bursts of intense concentration or maybe scaring is a better term, were the order of the day.

Leaving the line just before 'Folly' its straight up 'Avon Rise' to 135mph and try and keep the throttle down as you head over a blind crest turning slightly as you point at the sky. Over the day I managed to keep my foot in later and later but never 100% flat over the top, then it's a fast long right hander 'Quarry' circa 75mph minimum and a straight to the first chicane 'Esses'. I seemed to carry good speed in but needed a few more mph to match Steve and Matt. Ride the kerbs and full power around the next to sweeping bends before the big

brake test of 'Tower'. This is a tight but flowing 80 degree corner with minimum apex speed of around 60mph – where I seemed to brake too soon due to self preservation in the back of the brain overriding what I was thinking and taking control of my right foot! A short blat and trying not to lose it and 'Bobbies' and the finish line is upon you at 'Westway'. On board video can be viewed by clicking [here](#).

<https://youtu.be/YfQ0Wi-2JhQ>



3 runs all getting faster, car running perfectly and a good learning day.

## Kirkistown, Northern Ireland

I always look forward to the 'overseas' leg of the British championship in Northern Ireland, but dread the crossing from Cairnryan to Belfast by ferry, as I suffer from motion sickness to the extent that I can make myself ill in 5 minutes of brisk driving in a country lane! The journey up was broken by dropping in to see family and friends and we have a wonderful campsite near Dumfries, so while other were on the 4.30am start, we had a lie in and Giulia cooked a full fry up! We had a 'wee' walk before we left and a photo I took and posted made it BBC national weather that day lunch time!



*Iphone pic that made it BBC national weather that day*



*The British Sprint Championship circus queues up for boarding the ferry to Northern Ireland*

The crossing was as calm as a mill pond and all was well as we de-camped at Kirkistown circuit and I changed the alternator belt on the race car as a precautionary following some squeaking the previous few events.

John Loudon now had his newly repaired nose and Colin was fitting a new floor – John Hansell of Fibre Lyte had clearly been busy sorting us all out! It was a good turnout from the mainland plus some 60 from north and south of the border and plenty of runs on offer. 2 practice runs saw the pack settled into usual order and Pete Goulding got to grips with a new circuit as he made the trip specially to defend his position at the top.

As we lined up for the first of the two qualifications runs a light smattering of rain turn into a full downpour and frantic paddock activity saw a lot of swapping to wets, I emerged 2<sup>nd</sup> fastest of the wet runs, albeit with the Calder's not running as they were replacing a snapped driveshaft. Then it was all change back again as it dried up. I didn't push too hard in this run as I knew I had qualified for the run off, which was to become a mistake as will be revealed.

Gradually as the cars left the line, doing 2 laps singly, pressure was on and times tumbled and my run was 15 secs faster than the dampish 2<sup>nd</sup> run on slicks. But when Colin Calder started his second lap, things took a turn for the worse.



A component failure at Debtors – shown here as the kink on the upper straight – at 150mph pitched him off the track and looking at the onboard video, within a second or so he had impacted the solid marshals post at unabated speed. This then sent the car into a multiple barrel roll and eventually, upside down, petrol leaking over him and in the boggy outfield, with Marshals swiftly in attendance he undid his belts, steering wheel and was extracted OK.

What remained of the car was just a carbon tub with engine attached, all wings, suspension,

radiators etc removed - such a sorry sight as there has been so much development over the years on this and was just coming good and reliable. Colin spent the night between various departments in Belfast hospital and we were very pleased to see him walk into the paddock the following morning, albeit bruised but with a clean bill of health. Colin says he is looking forward to being back again next season.

Because of the incomplete run off, points were awarded on qualification position, hence my earlier statement, but in the grand scheme of things and what had just happened this was inconsequential.

We had our enthusiasm back the following day for competition again, but being Sunday in Northern Ireland, we didn't start until midday for religious reasons. A small field, but dry weather meant many runs in quick succession and we were in the run offs in no time. Some technical issues up and down the paddock, with the Tegra Lola driven by Graham only this weekend had a valve let go and work its way into the cylinder head, but I ran with no issues – perhaps due to upping my inspection and check regime? After the first run off pass I was lying in 4<sup>th</sup> place, but had a plan to pull a second or so out of the bag on the final run of the weekend and finished 3<sup>rd</sup>, with Nick Algar storming ahead for the win in the DJ, despite performing a clutch change in a panic 40 mins.

The mad dash to the ferry ensued and as we all offloaded back in Scotland at 10.30pm, we were glad we had scouted this overnight stop only 3 miles away and could be settling down and not driving through the night home like many!

So, after 5 weeks I can't wait to get back on track this weekend in Scotland and finish off the season as best as possible. I have 2 more scores to add in whilst others are dropping scores all around them!!

Steve



British Sprint Championship 2019 top 12– After round 12		
Pete Goulding	1.6T Mygale FF200	98
John Graham	3.5 Gould55B Nicholson McLaren	89
Matt Hillam	2.0 SBD Dallara F3 RB01	81
Nick Algar,	1.3T DJ Firehawk	77
Colin Calder	3.5 Gould55 Nicholson McLaren	72
Graham Blackwell	1.6T Mygale VVTi	71
Steve Broughton	2.0 SBD Dallara F3 RB01	70
Steve Miles	2.0 Van Diemen RF96mm17	52
Heather Calder	3.5 Gould55 Nicholson McLaren	52
Terry Holmes	3.5 Lola TeGra T 90 Judd	49
Simon Bainbridge	4.2 Chrono V8 TT	=34
Steve Brown	1.6 KS JR1	=34

2 Litre Class 2019 after round 9		
Steve Broughton,	SBD Dallara F3 RB01	426
Matt Hillam,	SBD Dallara F3 RB01	421
Steve Miles,	Van Diemen RF96mm17	407
Nick Algar,	DJ Firehawk	328
Dave Cutcliff	1.3T Van Diemen DC93M	79

Remaining Events 2019		
7 Sept	Knockhill	Scotland
8 Sept	Knockhill	Scotland
14 Sept	MIRA	CANCELLED
5 October	Anglesey	N Wales
6 October	Anglesey	N Wales

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Photo by Tom Maxwell