



## moleracing — with K2 Consultancy & TEW Engineering

### 2011 Event report from British Sprint Championship rounds at Castle Combe & Silverstone

#### What a Winter!

At the last event of 2010, I purchased the identical car that Bill Gouldthorpe had run for several years, a Van Diemen RF96. What attracted me to this car was the engine, an [SBD Duratec](#) with 272bhp, compared to my engine that was only 242bhp back in 2005. Both of these 96's came from a team in Portugal in the 90's, and here I was, owner of both!



They were completely stripped and the best bits of my 2010 car, the wings, floor, hubs and dampers were swapped to the new one. I decided to try to sell my old car with its carbon bodywork and full datalogging and dash intact, so I had to get new bodywork for the 2011 car. Martin Pickles did a fantastic job repairing and modifying the moulds, and [Hansell Composites](#) did a superb job in turning this in carbon fibre reality as you can see from the pictures.

Up to Christmas all the effort went in to getting the old car ready for sale. During these months I had about one enquiry/week, but these never materialised into anything significant. As I became increasingly concerned about the space the 2010 car was taking up and how difficult it was going to make the '11 season with a 'spare car' in the way, I had just one serious buyer who ironically came from Portugal and that is where the car is now again.

So with additional funds the new 2011 car has been steadily developed, but for the first event we have had to trade off getting a reliable car against putting all the new technology on it. This objective has been achieved, the car has been reliable and upgrades are steadily coming out during the first events of the season.



#### moleracing support in 2011

Ongoing support from [K2 Consultancy](#) is most welcome. The company is continuing to expand, with a good order book in 2011 and recently a significant multi-million pound contract for work at Sheerness Port. The new Guildford Civic Arts centre has been recently completed and K2 Consultancy continues to manage a number of major jobs in the NHS and health sector.

[TEW Engineering](#) based in Nottingham is a leading supplier of custom built control and information systems for rail, utilities and the petrochemical industry. The bespoke machine build division of TEW is [Industrial Automation](#) who supply mainly into the automotive industry, offering a wide range of specialist custom built machines. Both IA and TEW are also doing well, with significant orders from around Europe and the UK.

**Pre Season:** With many a late evening, we went to Curborough for a 'fluids shakedown' i.e. does it leak, does it go and does it stop? type test, the answer was "Yes" to *most* of those, but I didn't fit in it and the brakes were rubbish! New push rods were already on order before the test as brake pedal geometry improvements were anticipated.

3 days later we were at Mallory Park for a proper meeting where the car could be pushed hard. During the days 4 runs, body work was being changed, fettled and fitted, plus in cockpit ergonomics and position were fine tuned. A misfire towards the end of the day gave cause for concern, but new

sensors, leads and plugs cured this before the important Castle Combe round. A great cheeky video from Gary Thomas, of the car 'secret launch' can be found on the YouTube 'moleracing' site or by clicking [here](#).

## Castle Combe 2011

Further additions and hard graft meant it looked rather mean on its official Debut at the first round of the SBD 2011 British Sprint Championship at the Wiltshire circuit.

With the modification of an ancillary top up fuel tank of 3 litres to supplement the main 4 litre tank, I had 'long range capacity' and was able to complete the 3 practice laps. A disaster was averted as it turned out that in the preparation and warm up I had pulled at a hose and dislodged the connection. This resulted in a slow release of all the engine coolant on the first lap, followed by 2 laps with no water! Luckily all was well, the new engine was undamaged and the season continues!

This was the first time I could compare the car against last year's times and I was not disappointed.

At the end of the meeting last year – practice, two timed runs, and two run off runs I had managed to get down to a 128.11 on brand new tyres. This year, after the second timed run on old tyres, I was below this at 127.8, that's what an extra 40 bhp gives you. I cannot imagine what it is like to have an **extra** 300 - 400 that the big V8s are running!

This was 9<sup>th</sup> fastest and hence we qualified for the run offs, ahead of Mike Musson who rejoins us after several years having got his blood pressure down and weighed in a good 10kg lighter than last year! Phil Lynch, who's season upgrades amounted to a slight polish of the bodywork and a new set of tyres and Kev Lealan, whose car was drinking so much methanol that it was running dry before the 1.75 laps, so he didn't start it until the green light came on at the line!

All of these cars posted a time but I was pleased to say that some commitment, confidence and putting the best tyres on lowered the time to 124.44 and any remaining increases in final position were going to be at the expense of failures by others! Championship sponsor Steve Broughton was the only obliging driver who aborted his run when the trigger wheel and crank sensor came adrift and shut the engine down. His co-driver Mark Smith got a stunning time to come 3<sup>rd</sup> overall on 121.3 but Stewart Robb, with 720bhp on tap almost set a new outright lap record for the circuit with a stunning 112 second blast.

So 3.4 inside my PB and 7<sup>th</sup> in the run off was a very good start and worth all the hundreds of hours over the winter!

Photo below taken at Castle Combe by Will Belcher



## Silverstone

Inside the main grand prix circuit there is a smaller circuit called Stowe. We visited this for the first time last year and I managed a 92.8 second run and came 7<sup>th</sup> in the run offs. We were hoping for an improvement based on the Castle Combe results and again were not disappointed!

After analysing last years data, I put a set of ratios in the 'box to maximise acceleration on the short straight, with the rpm peaking at 8800 in 3<sup>rd</sup> then after changing up to 4<sup>th</sup> starting at 7000!

The field was strong, with 10 V8s and 14 2 litre cars plus a good number of very quick bike engined pilots, so top 12 qualification wasn't going to be easy. Many thanks to Glyn Sketchley for running the car for me all day, allowing me to concentrate on being with guests and sponsors and the driving!

I managed to catch 'young George' up on the first practice so had a rerun. This made the first practice times a bit misleading as basically it was my 2<sup>nd</sup> practice and I did it on hot tyres, but I few eyebrows were raised as I posted the second fastest practice time of everyone!

However by next practice I was 5<sup>th</sup> and then on first timed runs I'd dropped to 7<sup>th</sup> but pleased with a PB time of 91.96 and still on old tyres. We analysed the competition and decided that a top 12 position was safe and did the next run on old tyres also. Due to some experimentation with gear choice on corner exit, I ended up going slower, but luckily my first of the two timed runs stood me well enough to qualify 12<sup>th</sup> for the run off.

So best tyres on and first away. The circuit had a very strict 6pm finish curfew. It was now 5.35 and very unlikely that we were all going to get 2 runs in. A committed run in all areas some how found a few seconds and 90.27 secs was a new PB by 2.5 secs. The demise of Tom Potter – engine/clutch detonated again! meant that I would move up at least one place as long as I posted a time. However it got better – well for me - as Ross Napier driving a V8 broke the suspension so at least 10<sup>th</sup> then! The V8 of Heather Calder was lower as well as the 2 litre of Phil Lynch. Terry Holmes in the V8 chip shop special had gear trouble and so I was sitting in 7<sup>th</sup>, but.....



The recovery of the Napier's car threatened to use up all the time and we would have not had a full run off, so points would be null and void, but literally with all the top 3 cars blasting round with seconds to spare, Stewart Robb, V8 Pilbeam, put new tyres on and took 2.5 seconds off last years record and maximum points to head the championship.

The next two rounds in Scotland I shall miss, but with every remaining round of the championship scheduled the 2011 campaign has got off to a good start!

| British Sprint Championship 2011 after round 2 of 16 |                         |    |
|--|-------------------------|----|
| Stewart Robb (snr)                                   | 4.0 Pilbeam-Judd MP88   | 26 |
| Mark Smith   | 2.0 SBD Reynard         | 22 |
| Terry Graves   | 3.5 Gould GR37          | 15 |
| Terry Holmes   | 3.5 Lola-Judd ERH       | 14 |
| Steve Miles  | 2.0 Van Diemen RF96mm11 | 12 |
| Steve Broughton                                      | 2.0 SBD Reynard         | 11 |
| Tom Potter   | 1.0T Jedi Mk4           | 10 |
| Colin Calder   | 4.0 Gould GR37          | 9  |
| Graham Porrett                                       | 3.5 Lola-Judd ERH       | 8  |
| Colin Birkbeck                                       | 2.0 Dallara 301         | 7  |
| Kevin Lealan   | 2.0 Pilbeam MP62        | 5  |
| Phil Lynch   | 2.0 Dallara 301         | 5  |

| 2 Litre Class 2010 to date after round 2 of 16 |                     |    |
|--|---------------------|----|
| Mark Smith                                     | SBD Reynard         | 99 |
| Steve Broughton                                | SBD Reynard         | 94 |
| Phil Lynch                                     | Dallara 301         | 82 |
| Stephen Miles                                  | Van Diemen RF96mm11 | 81 |
| Michael Musson                                 | Force               | 77 |
| Martin Webb                                    | Reynard FVL         | 71 |
| Kevin Lealan                                   | Pilbeam MP62        | 70 |
| John Payne                                     | Dallara 301         | 70 |
| Tony Jarvis                                    | Reynard FVL         | 68 |
| Colin Birkbeck                                 | Dallara 301         | 45 |
| Stuart Ridge                                   | March 792 F2        | 32 |
| George Harris                                  | Dallara F3          | 23 |

| British Sprint Championship remaining rounds |               |                  |
|--|---------------|------------------|
| 29 May                                       | Snetterton    | Norfolk          |
| 30 May                                       | Snetterton    | Norfolk          |
| 4 June                                       | Pembrey       | South Wales      |
| 5 June                                       | Pembrey       | South Wales      |
| 11 June                                      | Anglesey      | North Wales      |
| 12 June                                      | Anglesey      | North Wales      |
| 2 July                                       | Kirkistown    | Northern Ireland |
| 2 July                                       | Kirkistown    | Northern Ireland |
| 17 July                                      | Cadwell Park  | Lincolnshire     |
| 30 July                                      | Kames         | Ayrshire         |
| 31 July                                      | Kames         | Ayrshire         |
| 13 August                                    | Lydden Hill   | Kent             |
| 14 August                                    | Lydden Hill   | Kent             |
| 10 September                                 | Madeira Drive | Brighton         |

**K2 Consultancy** website - [www.K2Consultancy.com](http://www.K2Consultancy.com)

**TEW Engineering** website - [www.TEW.co.uk](http://www.TEW.co.uk)

moleracing website - [www.moleracing.com](http://www.moleracing.com)

