



moleracing – with K2 Consultancy

2010 Event reports from British Sprint Championship rounds at Lydden and Colerne and the Brighton Speed Trials

Going into the last three rounds of the British Sprint Championship, a finish in the top 12 and the 'prize' of retaining a number was looking dodgy. I had to get a reasonable score in all three run offs.

To maximise the chances a new set of tyres were purchased, (some tyre stats for you: cost £1,005, life: 12 heat cycles or about 30miles!).

A weekend meeting at **Lydden** gave us all sorts of weather, sun, wind and torrential rain. At one point the meeting was halted and the paddock had a large fast flowing river running down the centre!

The first timed run was on wets – just to play safe and I put in a qualifying time, but after lunch, the sun had dried the track out and it was time to treat myself to the new slicks – Awesome! The grip levels left me physically shaking for several minutes after the run with sheer exhilaration. Mike Musson was really flying earlier in the day, but snapped his chain and didn't get a time to qualify.



Martin Jarvis also had a big one, and left the track and ended up in the tyre wall. He was extricated OK and went to hospital, but was given the all clear after being briefly unconscious in the accident. In a four way battle in the formula ford class, Martin Pickles took the honours.

The run off was going to be exciting at the top end with Nick Algar and Stewart Robb pushing each other to new class records and even coming off the track as they both pushed the 700bhp machines to the limit of adhesion. Stewart took top honours and I was pleased with 8th and 5 points.

We had found a superb country house B&B nearby – so good I'm not going to name it for fear of it getting booked next year! And had a great evening! The following day the meeting didn't start until midday so a long slow breakfast was enjoyed.

Terry Holmes in the big V8 joined us on Sunday, plus Gary Thomas who travelled down from Nottingham and back in the day. Ultimately it was not rewarded for Gary who suffered from fuelling problems and end at the rear of the top 12 run off.



I qualified but was really annoyed to make a mis-shift on each run and this dropped a few tenths, to leave me 9th – a few tenths faster than Saturday I had moved to 11th overall. Martin Pickles ended up in the tyre wall pushing hard trying to snatch the Junior Trophy from Gary.

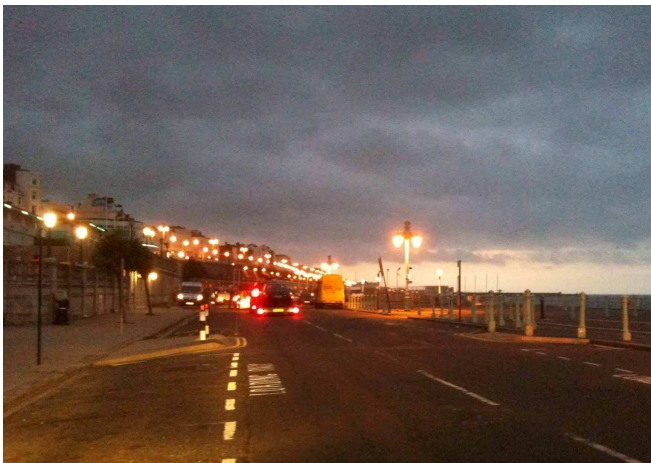
Jonathan Toulmin snapped a drive shaft and didn't run but Mike fixed his chain and put in a stunning time to come 7th, Stewart took top honours by 0.04seconds to lead the championship by 1 point going in to the final round.

Two weeks later, we arrived for the season finale at **Colerne**. This was the big showdown and the British Championship would be decided. Dramas early in the day saw Nicks team frantically sorting the Gould out as the quickshift caused a bad misfire. However there were even bigger dramas in the Robb camp. In his second timed run, a valve failed and the Judd sounded as sick as a 7 cylinder Judd with head damage would. A sad Stewart slowly packed up and set off on the 10 hour drive back home after leading the championship all year, in the run off Nick easily took enough points to become the back to back champion – a great win as he was pushed all the way and only snipped it by 2 points. Mark Smith in the 2 litre Gould took a great 3rd overall, and I was really pleased to end up 2nd in the 2 litre class and 10th overall.



Brighton Speed Trials

The final event of the season was also the last ever drive of my car – see below for 2011 season plans, but first the alarm at 5am brought me to reality and after an dark morning drive Giulia and I arrived at Brighton sea front.



The plan was to arrive early, get set up and positioned before the chaos of 200 cars and trailers started. We neatly slotted in to a gap in the sea railings and went to explore the delights of beachside catering, sharing the front with late night drinking revellers, the council cleaning staff, wandering drivers and early morning joggers!

The Brighton Speed Trials apparently are the worlds oldest Motorsport event, starting in 1905 and always draw a good crowd of many thousands along the sea front

I was in a class of 7 racing cars, including Bill Gouldthorpe, the SBD OMS, this time driven by Ali Gibbons and SBDs Matt Hillan, The event is a standing ¼ mile straight sprint and this SBD machine was achieving over 140mph in practice and times around 10.7 seconds.

By the time the first of two timed runs came round it had been gently raining for an hour and traction was very much compromised. As I drew up to the start line, I did the old trick of moving to the side of the 'conventional' start, as the rubber that had been laid down during the morning was slippy, and the tarmac to the side offered better traction.

In addition, I started in 2nd gear to minimise wheel spin. Considering the conditions, and the fact that the wheels did not stop spinning until 4th gear and 110mph, it was pleasing to win the class with this run on a 12.26 run from Matt who was just 0.09 behind, still managing 124mph over the line!

This run and the build up is shown on YouTube, or the www.moleracing.com website or by clicking



www.youtube.com/watch?v=BoSFgnnr0Q

I was awarded the 'Sidney Tidy' trophy – or would have been if the previous holder had returned it!



Exciting News for 2011,

I have purchased a new RF96 for next season – same chassis, but 40 more bhp and I intend to get the chassis under 400kgs. This should give a 19% increase in power to weight ratio – around 675bhp/tonne!

The current car is for sale if anyone is interested.....

Hang on for the ride in 2011.....

And finally, many thanks to K2 Consultancy for excellent support this season.

Steve

British Sprint Championship 2010 Final Top 12		
Nick Algar	3.5 Gould GR55	122
Stewart Robb (snr)	4.0 Pilbeam-Judd MP88	120
Mark Smith	2.0 Reynard 903	95
Terry Holmes	3.5 Lola-Judd ERH	93
Jonathan Toulmin	1.6 Force PT	74
Colin Birkbeck	2.0 Dallara 301	74
Tom Potter	1.0T Jedi Mk4	64
Graham Porrett	3.5 Lola-Judd ERH	63
Ross Napier	4.0 Gould GR37S	59
Steve Miles	2.0 Van Diemen RF96mm09	51
Phil Lynch	Dallara 301	49
Steve Broughton	SBD/OMS CF08	47

2 Litre Class 2010		
Mark Smith	Reynard 903	468
Steve Miles	Van Diemen RF96mm09	421
Phil Lynch	Dallara 301	416
Colin Birkbeck	2.0 Dallara 301	412
John Payne	Dallara 301	344
Tony Jarvis	Reynard FVL	264
Tony Ellis	Megapin 31-07	250
Martin Webb	Reynard FVL	228
Steve Broughton	SBD/OMS CF08	228
Michael Musson	Force	212
Dave Robertson	Ralt	82
Andy Platt	Dallara	80
Bill Gouldthorpe	Van Diemen RF96	34

K2 Consultancy website is www.k2consultancy.com