



moleracing – with K2 Consultancy

CONSULTANCY
CONSTRUCTION & PROJECT MANAGEMENT

moleracing 'start of 2009 season' reports from British Sprint Championship rounds at Castle Combe, Croft and Pembrey

Winter Modifications

Well you don't get a bigger rebuild than this. Last years car was stripped to a bare chassis, shot blasted, repaired and repainted and then extensively rebuilt with just one aim – make it lighter!

The bodywork was the biggest single weight saving area, and two fellow local drivers, Martin Pickles did a fantastic job in repairing and reshaping all the panels and then Lee Griffiths made moulds from these and produced some great carbon fibre new panels – 22kgs to 5.5kgs in one hit. The rest of the car had the same treatment, shaving grams off here and there, fabricating new special lightweight parts and all the effort produced a car than now weigh 46kgs lighter than 2008. It's still not got a lot of power – 242bhp, but weighing only 415kgs means it should accelerate quicker, corner faster and stop better. So far this season, it has proved this in every department. So following a couple of local shakedown tests and a high speed test session we went to Wiltshire – the scene of last years maiden British win in the wet – so we were hoping for more of the same.....



Castle Combe

The late march opening sprint brought the long winter break to a finish and a chance to see if the hard work had paid off. A direct comparison to last year's wet event wasn't possible as this was a cold, bright spring day, that threatened rain, but it never came. A field of over 60 cars, of which around 25 British contenders fought for a place in the top 12.



I didn't have the full car complete and had a phase two weight reduction upgrade I was planning to get finished for Pembrey, so this explains the funny nose cone in the great shot by

Max Setra – capturing the titanium skid plates doing their job!

A good first practice, left me in a confident position and after two timed runs I qualified for the top 12 run off in 9th fastest time, a PB of 132 odd seconds for the 3.2 miles.

After the first of the two additional runs given to the T12 runners, I was lying 8th, but then for some bizarre reason the brakes locked absolutely solid and we could not drive, push or make the car move in anyway. So disappointedly we starting packing up and called it a day. However, when I cracked the brake bleed nipple open to relieve the line pressure, it all freed up and we did a quick bleed, a short 5m brake test and declared the car good to go!

The next time I tested the brakes, I needed them to slow me down from 130mph to 60. They worked. I really pushed hard for the rest of the lap and on the second time round going into 'Quarry' the car topped 140mph – and that was uphill! A final time of 129.33 just pipped the V8 of Phil Lynch by only 4 tenths and left me 7th, plus two bonus points for breaking the record. Good start!

Croft

A fortnight later the paddock reassembled in Yorkshire to battle with Croft circuit and each other again. I had replaced the two brake master cylinders and hopefully that is the end of the brake pressure problems. The oscillating front wing mount had been stiffened up and hopefully this wasn't going to scrape the ground as it did at the last venue!



A very similar story thought out the day with a satisfying drive, but this time I could compare the car under similar conditions to when I set a PB as it was also dry. I qualified 9th fastest, but this actually was a better result as there were more V8's out with the Calders – Colin and daughter Heather sharing the car (how many 18 year girls do you that drive a 600bhp car!) making the 20 hour round trip from the very tip of Scotland.

Just before the run offs started, Colin came over to borrow a charged battery from me as they had run out. Do I lend it and get certainly beaten?? Of course, we are a friendly family in the BSC. It all worked out well though as I finished up on Heather by only 2/10ths and Colin did not finish, so I managed 7th overall.

A six week gap saw the engine removed and the final phases of weight reduction. These being a lightweight silencer, the carbon fibre nose and a new twin plate racing clutch. The clutch had a different flywheel, which caused a misfire problem that was not ironed at a local club test meeting. I thought I'd cured it during the week after with a rewire of part of the engine harness and rerouting it. I confidently set off for Pembrey

Pembrey

However, in the first and only practice run it reared its ugly head again! A change of cam sensor, and a remap of the throttle sweep didn't cure it and I didn't get a good time for the 1st of the 2 timed runs. However, moving the crankshaft sensor further away from the new flywheel by 4mm did the trick and the engine ran clean. But, it was now raining heavily so even a good wet weather run wasn't fast enough to qualify for the top 12 run off.



The Saturday run off was spectacular with Stewart Robb Snr beating his son – the current British sprint champion – below.

It poured all night, but this dried up by lunchtime. In the wet practice run, I was 4th fastest – I do love it when it's damp! It stops the big cars getting all their power down cleanly! This onboard video is posted on the www.moleracing.com website - 130mph, well dodgy visibility, there must be a corner here somewhere, how late can you leave the braking etc!



I qualified for the run offs this time with a 12th fastest time, and with the Tegra car – shown here before hitting the tyre wall and overtaking two others I finished in 9th and grabbed some valuable points. This video is also on the website.



So, no repairs to do on the car – unlike Terry & Graham, and its back out this coming weekend for Anglesey.

Remaining Events

13 & 14 June
 4 & 5 July
 1 & 2 August
 15 & 16 June
 22 August
 31 August
 6 September

Anglesey, North Wales
 Kirkistown, Northern Ireland
 Kames, Scotland
 Lydden, Kent
 Goodwood, Sussex
 Colerne, Avon
 Mallory Park, Leicestershire

British Championship 2 Litre Class 2009		
Steve Broughton	SBD/OMS CF08	192
Mark Smith,	Reynard 903	185
Stephen Miles	Van Diemen RF96mm09	159
Peter Howgate	Ralt RT30	144
Kevin Lealan	Pilbeam MP62	137
Brian Woffenden	Ralt RT30	135
Martin Webb	Reynard FVL	115
Tony Jarvis	Reynard FVL	104
George Harris	Dallara	31
Bill Gouldthorpe	Van Diemen RF96	0
Michael Musson	Force Suzuki M8	0
Dave Robertson		0

British Sprint Championship 2009 – top 10		
Steve Broughton	SBD/OMS CF08	44
Mark Smith	2.0 Reynard 903	44
Stewart R. Robb	4.0 Pilbeam-Judd MP88	38
Terry Holmes	3.5 Lola-Judd ERH	37
Stewart Robb	4.0 Pilbeam-Judd MP88	37
Nick Algar	3.5 Gould GR55	34
Kevin Lealan	Pilbeam MP62	28
Philip Lynch	3.2 Ralt-Judd RT37	24
Graham Porrett	3.5 Lola-Judd ERH	23
Stephen Miles	2.0 Van Diemen RF96mm05	21

K2 Consultancy website is www.K2Consultancy.com

