



moleracing – with K2 Consultancy



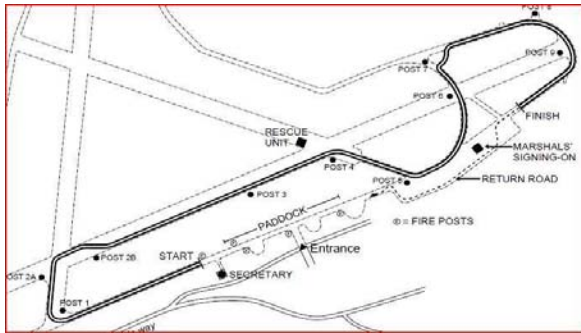
CONSULTANCY
CONSTRUCTION & PROJECT MANAGEMENT

2009 Season Final Event reports from British Sprint Championship rounds at Colerne & Mallory Park

Colerne Airfield, Wiltshire

Coming into the final two rounds, I was lying 5th overall and anticipated dropping further down the field as others added extra scores in, but a reasonable score in each event could limit the damage.

Looking back as past data from this circuit, it would seem to be the fastest venue we compete at, but already this year I had been faster on other venues, so after much analysis, I put a set of gears in the 4 speed box so that I could achieve 151mph at 8000rpm. This allowed a few mph more than planned in case the wind was behind me on the main straight. To give you an idea of the size of the venue, the main runway is capable of landing a 747 jumbo and the actual course length is nearly 1.7miles!



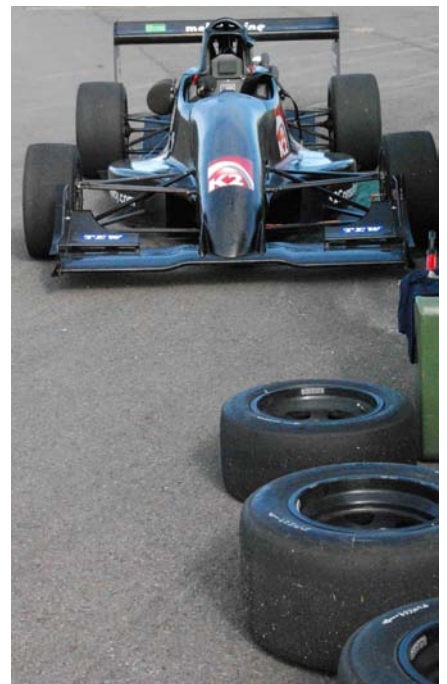
The circuits 'highlight' if that is the correct term, perhaps 'buttock clencher' is a better phrase, is the high speed right kink at post 4 below the rescue unit. Approached at maximum speed and a slight lift of the throttle is required to bring the apex speed down to around 120mph. As you approach the bend, all your instincts are telling you to squeeze the brake pedal and it seems to take a lot of will power not to do so!

A long fast left hand bend is the next real challenge as it is bumpy and there is a lot of lateral G force going on. You cross the main runway at post 6 and the 'zebra crossing' is a braking marker, although due to the lateral loads it is easy to spin whilst braking and down changing to 1st. The final sting is the tightening right hand bend at the end, which seems to be tighter than it really is and this corner is the one I still haven't got to grips with after many years of trying!



Early morning mist eventually cleared. The event had a full 120 car entry, but with only around 20 registered British Championship contenders, a top 12 run place should have been achievable. This

was helped with leading bike engine runner Glynn Sketchly having his knob come off in his hand – thus unable to change gear! Terry and Graham in the Tegra Lola V8 broke their starter motor but with bump starting all day they kept going until the end of the meeting. Another V8 casualty was the V8 Ralt RT37 of Phil Lynch and John Payne, Phil qualified for the run off but snapped the main input shaft between the crankshaft and the gearbox.



A run on old tyres for the first of two qualification runs was a mid 71 second affair – and OK, but I needed to find the limit before the run off and also clean the best tyres as they were last used when I ended up in a gravel trap in Scotland a few weeks earlier! This second run certainly found the limit and I spun at the first corner trying to carry too much speed into the tightening double apex right-hander. I carried on and practiced other parts of the circuit on my way round to record a mid 72 – not bad considering and enough to qualify 7th fastest.

So with everything double checked and prepared, the banker first 'run off' lap commenced. We played around with the bullet camera and it is taped to the top of my helmet in an attempt to give a drivers eye view. This video can be found on the www.moleracing.com website or by clicking [here](#) for the "you tube" version. This run left me 7th as I took a second off and tantalisingly only 8 tenths off the V8 of Graham in 6th. The next run was the one to remember and the first sequence went smoothly and 147mph achieved down the back straight prior to a very slight squeeze of the brakes and into the hairy right hand kink. I was ecstatic when the paddock clock displayed a 67.60, but this only lasted a few minutes until the official results said that the official time was 69.60 and by then most people realised the paddock display was well dodgy!

Mallory Park

So only 5 days later we gathered for the finale of the championship at Mallory Park. The previous day, my family had met up in Portchester for my Dad's 70th birthday. He has recently had to stop driving due to Motor Neurone Disease and he was really pleased with his present, a new motor vehicle – an 8mph mobility scooter shown here towing my brother on a skateboard! – in fact this is a 'top spec' model and has to be licensed by the DVLA as it is so quick. My father has always driven fast, and there is no reason why he should stop now! Speed is all relative.



So, good preparation and a detailed check over of the car and gear ratio change as this final round was awarded double points – as an attraction to get as many entrants to the expensive venue. Even an eventual 7th place was worth it!

My first practice lap however went horribly wrong!

We run a 1.5 lap configuration of the circuit, starting at the pitlane exit. Even as you start the really long Gerrards bend, I am doing 80mph, the speed the builds and this bend then merges into the Stebbe straight, however, I didn't.....



I was now on a narrow strip of grass on the outside of the straight and the tyre wall with the front wing doing the impression of a high speed scythe and I was covered in grass! I was changing to 4th at the time the unexpected tightening of the track took me by surprise, so I know I was doing 120mph (204kph). It could have gone horribly wrong, bouncing all corners of the car off the tyre wall, but I gently lifted, and gently steered back towards the track which was rejoined about 80m later. I needed the practice, so continued; with scrapping noises all around as bit of the car rubbed the track.

Back in the paddock we stripped off the body work and with the valuable assistance of, 73 years young, David Hunter, rebuilt the aerodynamic floor and made the car serviceable for the rest of the day.

It was at this point that around a dozen guests turned up in time to see me removing the outfield from my car! Not the image we like to project, but it was great to have everyone dropping by and chatting and seeing what the whole game is about.



A year ago by the end of the meeting my time was a high 69 second run. By second practice I was in the 68s and still on old tyres! This was looking promising if I stayed on the circuit.

Qualification run 1 – with old tyres was a 66.3 as I got to grips with the full throttle, blind, off camber bend which is the 'Devils Elbow'. Q2 run, on the good rubber – if now past their best, enabled almost full power around Gerrards off the line and the time dropped to 65.03 leaving me 7th fastest behind the bigger more powerful cars.

Unusually, for the first of my run off runs, I pushed quite hard and was thrilled to lower the time into the high 64s and again, very close to some of the V8s ahead of me. Run off 2, now with a good time in the bag, I tried to give it everything as this was going to be my last drive for 7 months! I hope the following paragraph describes this final run, the onboard camera view can be seen [here](#) or on the www.moleracing.com site. The first practice high speed off is found at the end of the video!



Final Run off of 2009.

A push up the paddock, front wheel covers removed, a careful drive to the line, data logger reset and running, video camera switched on and recording, straps tightened, engine 'blipped', watch for the green 'OK to launch' light, raise the revs to 6000, set the 'temporary launch rev limit' button, wait for the light, drop the clutch and feather the throttle to minimise wheel spin, 10meters – 30mph, 20meters, 50mph, traction achieved, release the launch limit button, full throttle 8000rpm and 242bhp released, 60mph with 2.7 seconds elapsed since the start, select 2nd gear – avoiding the clutch, full throttle, 3rd gear and well into Gerrards, 4th, Stebbe straight peaking at 138mph, lift and ease into Lake Esses, riding the kerbs heavily for the first time all day and up to Shaws, on the limiter in third, then hard on the brakes, 40mph, 1st gear, run wide trying to carry the speed, 2nd flat, 3rd flat, big right hand lateral G down the Devils elbow and onto the start finish straight. Titanium skid blocks sparking. "Don't brake, don't brake" I repeat as I hurtle into Gerrards for the second time. Slight lift and fractional touch of the middle pedal and then back on the power as the car turns in, feather and apply power, big left hand G, fear, keep on it, harder, flat to the finish line. WOW! That was a real buzz of a lap and the clocks stopped at 63.81. Pitlane entry, logger stop, video stop, park, open beer!

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Nick Algar had a blistering lap to secure his first British Sprint Championship in the V8 Gould, breaking Jos Verstappen's outright lap record for Mallory of 37.92 for the 1.35mile flying lap! plus a sprint time of 54.46. Also fantastic results for fellow 2 litre class competitors Steve Broughton coming 2nd overall and Mark Smith on the final podium spot. The V8 driven Terry achieved 4th.

This result meant that I am pleased to report a 2009 British Sprint Championship placing of 5th overall and securing the Celtic Trophy for best aggregate performance on the non English rounds.

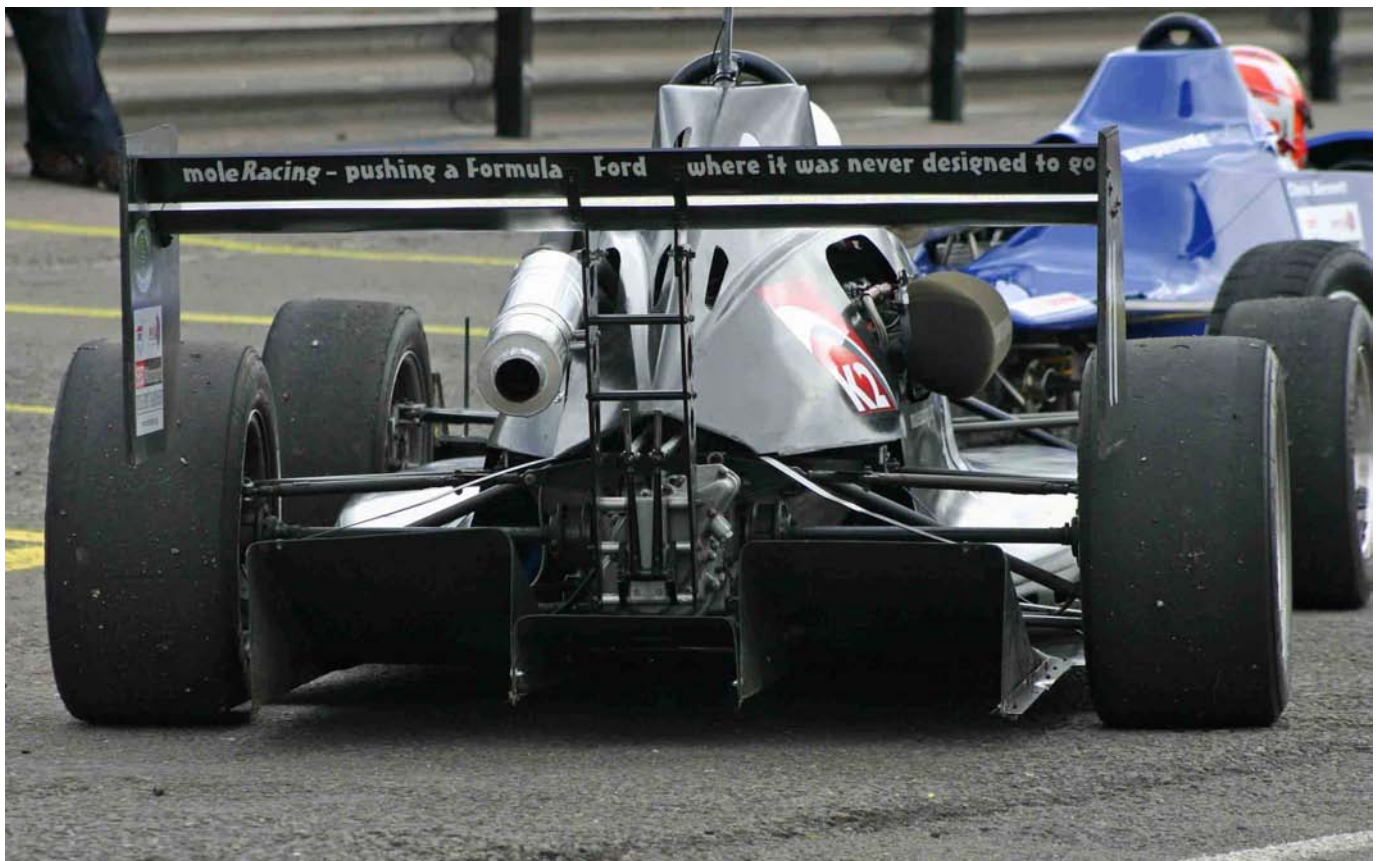
A real big thanks must go to K2 Consultancy for support this year and everyone that has come along to assist, watch and offer competition. The hard work and expense last winter with weight reduction and reliability paid off in the end!

Steve

British Championship 2 Litre Class 2009 - Final		
Steve Broughton	SBD/OMS CF08	485
Mark Smith,	Reynard 903	470
Stephen Miles	Van Diemen RF96mm09	446
Kevin Lealan	Pilbeam MP62	365
Peter Howgate	Ralt RT30	348
Brian Woffenden	Ralt RT30	334
Tony Ellis	Megapin 31-07	280
Martin Webb	Reynard FVL	273
Tony Jarvis	Reynard FVL	257
Bill Gouldthorpe	Van Diemen RF96	120
George Harris	Dallara	105
Dave Robertson	Ralt	85

British Sprint Championship 2009 – Final Top 12		
Nick Algar	3.5 Gould GR55	146
Steve Broughton	SBD/OMS CF08	119
Mark Smith	2.0 Reynard 903	115
Terry Holmes	3.5 Lola-Judd ERH	112
Stephen Miles	2.0 Van Diemen RF96mm09	87
Kevin Lealan	Pilbeam MP62	74
Graham Porrett	3.5 Lola-Judd ERH	68
Stewart R. Robb	4.0 Pilbeam-Judd MP88	66
Glyn Sketchley	1.6 Force PT	64
Stewart Robb	4.0 Pilbeam-Judd MP88	63
Ross Napier	4.0 Gould GR37S	50
Philip Lynch	3.2 Ralt-Judd RT37	43

K2 Consultancy website is www.K2Consultancy.com



Bye for now.....