



## moleracing – with K2 Consultancy

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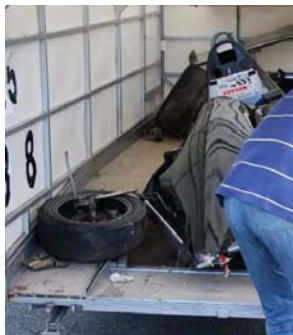
### Penultimate 2009 Season Event reports from British Sprint Championship rounds at Kames & Lydden Hill

#### Kames, Scotland

The weather forecast was not good. Words like “*torrential*”, “*severe warning*”, “*50mm of rain in 24 hours*” etc seemed to excite Rob McKelvey on the BBC but were going to make for a damp weekend. The motorway sign as I approached confirmed this!



Kames is a short track, so we were running a 2.75 lap anticlockwise format Saturday and 3 laps clockwise Sunday. The paddock was tight, but the British contenders were given a generous amount of space and unpacking was sorted before the storms began. I had fantastic help from Chris Dickenson, and his mates John and Johnny all weekend, so I was happy to help them put up their tent in the rain, and despite the storms, they were still there in the morning – unlike George (see car fire below) who disappeared during the night and went back home!



The rain eased by first practice and we each took our turn to explore the track that the local Scottish sprinters knew really well. The advantage of three laps is that we had quite a few goes to wind the pace up and explore the track. It is however so narrow and has very little run off that if you pushed hard and came off (see later!!) then it could be expensive. In fact 4 cars left the circuit in bits that morning alone.

Last years championship winner posted a 72, I did a pathetic 83, but dropped this to 76 on the second practice. My second timed run caught me out and I understeered off the track at a corner called ‘Norries’, causing some damage to the undertray, but nothing we couldn’t fix. The crew were really busy after another excursion to the gravel on another run.



I ended up 10<sup>th</sup> behind 7 V8s and a local 2 litre car plus the flying Tom Potter in the lightweight 1100cc machine. Things got better in the run off, as I put in a banker on the first then a 72.15 to overtake local Dave Robertson and Graham (see picture left and guess the true Scotsmen) in the ‘chip shop’ Tegra V8 to end up 8<sup>th</sup>.

Shortly after – the rain came again and never stopped until the following morning!

The following day, it appeared a totally different circuit when run in the other direction. To cut to the exciting bit, I made the run off in 10<sup>th</sup> place. As I was queuing up to take the line, the first two cars away stuffed it into the wall or just came back on a tow truck. A sensible steady run was called for before really going for it. Duly accomplished, we refuelled, cleaned the tyres and took to the line for a do or die, last run of the weekend attack!

This run started well, and the complete first lap is viewed by clicking [here](http://www.moleracing.com) or going onto the [www.moleracing.com](http://www.moleracing.com) website. As I approached the speed trap on the second lap, I apparently clocked 101mph, on a track about 3ft wider than the car and entered a 30degree bend and braking zone. A right wheel on the kerb, coupled with the braking sent the car into a vicious rotation that careered across the grass towards the tyre wall, but the gravel trap brought me up short, right in front of a the spectators! Phew!

10<sup>th</sup> it was to be, but as I was one of the first to get 9 scores on the board, amazingly I had moved to equal 2<sup>nd</sup> overall and 1<sup>st</sup> in the 2 litre class. That made the 5 hour journey home better!

## Lydden Hill

A momentous sprint weekend – my wife Giulia came with me for the first time in many years. She claims she did her time in the early days of the kitcar – in the last century! She has also sworn never to appear on the end of a battery trolley or scrub tyres! All I will say is that her assistance in both these departments was most welcome and thoroughly appreciated!



Departing Nottingham at 5pm meant we arrived late at 9.30. We had a lovely welcome from Den & Jill Pickett. Within a minute of parking, we were sitting in their motor home and a fantastic lasagne was served and the wine was flowing.

Instead of 2 practice runs of the 1 ¾ laps, they run a single practice of 2 ¾ laps. This puts the pressure on, but usefully shakes the cobwebs off and gets you in the groove. My PB here was 70.30 set in last years run offs, so a 73 straight off was OK and the 1<sup>st</sup> timed run at 71.30 was close and the 2<sup>nd</sup> timed run at exactly 70.30 meant I was up for a PB having qualified 8<sup>th</sup> fastest for the run off.

George Harris caused excitement in the paddock as he drew in from his run, then promptly caught fire. The exhaust being too close to the tight body work and set light to the glass fibre. Everyone shouted as he wasn't aware he was ablaze – didn't help as he is stone deaf, but he emerged from a covering of foam and was fine. All I can say is I hope I've got the same spirit when I'm in my late 70's!

As expected, there were the usual V8 'big cars' of Nick Algar, Terry Holmes and Phil Lynch ahead of me, plus Steve Broughton and Mark Smith – fellow 2 litre class contenders and back from Anglesey engine repairs, Kev Lealan – now on methanol and joining the 300+bhp boys, and in the 1600 class Glynn Sketchley is learning the Force and making it fly – not surprising considering the 40 events he is planning to finish this season!



So with new tyres, a steady banker run resulted in a slightly slower time of 70.35 but a committed – but still wary of an event tomorrow and not wanting to stick in the wall/gravel trap again still improved to a new PB of 69.68 and finished 7<sup>th</sup>.

Officially beer o'clock, a welcome relief in the 28 degrees heat and full blue skies. What a great day....

Over night, Giulia and I stayed with K2 Consultancy owner, John Setra. John had an accident on a luge in the Alps a few weeks earlier and badly ripped both arms, then arriving in the paddock fresh off the ferry to be stung by a wasp in the face. The ambulance crew said it had been the wasps not the drivers that had kept them busy that day.

Overnight, mechanical pig racing had kept the paddock busy and much drinking and betting had gone on as only the London Irish Motor Club (the organisers of the meeting) know how.

Sunday was a late midday start and with weather the same, practice and two timed runs were over by 3pm and I'd qualified 7<sup>th</sup> fastest and only used the old tyres! With the best rubber on, the car immediately had more grip and the first run off was quick in places, but I made a few mistakes and was too cautious in the braking zones. At this point I'd dropped back with a poor time in the 71s.

Right, get head in gear, last run of the weekend, 2 weeks to repair the car if I come off, go for it. The final run was a cracker that I was very pleased with and this moved me back to 7th. The link on Youtube ([click here](#)) or via the [www.moleracing.com](http://www.moleracing.com) website shows what a **69.25** second run looks like from the view point of your bum 40mm from the tarmac!!!!

Nick won the meeting again and broke the outright record both days to take a perfect score 28 points George's times are often 30 to 40 seconds slower than the rest of the class, but this weekend he really was on fire..., yes it happened again, but he was extracted and the flames put out as usual!

As predicted, my slip down the table has started with others adding in scores but lying 5<sup>th</sup> overall with two rounds to go is a very satisfying place to be. Final placings being sorted over the remaining August bank holiday round at Colerne and the double points finale at Mallory Park less than a week later.

British Championship 2 Litre Class 2009		
Stephen Miles	Van Diemen RF96mm09	396
Steve Broughton	SBD/OMS CF08	377
Mark Smith,	Reynard 903	374
Peter Howgate	Ralt RT30	338
Brian Woffenden	Ralt RT30	325
Kevin Lealan	Pilbeam MP62	227
Tony Ellis	Megapin 31-07	196
Martin Webb	Reynard FVL	191
Tony Jarvis	Reynard FVL	177
George Harris	Dallara	105
Dave Robertson	Ralt	85
Bill Gouldthorpe	Van Diemen RF96	0
Michael Musson	Force Suzuki M8	0

British Sprint Championship 2009 – top 12		
Nick Algar	3.5 Gould GR55	124
Mark Smith	2.0 Reynard 903	89
Terry Holmes	3.5 Lola-Judd ERH	89
Steve Broughton	SBD/OMS CF08	86
Stephen Miles	2.0 Van Diemen RF96mm05	75
Stewart R. Robb	4.0 Pilbeam-Judd MP88	66
Stewart Robb	4.0 Pilbeam-Judd MP88	63
Ross Napier	4.0 Gould GR37S	53
Glyn Sketchley	1.6 Force PT	49
Kevin Lealan	Pilbeam MP62	47
Philip Lynch	3.2 Ralt-Judd RT37	42
Simon Bainbridge	4.2 Audi TT V8	41

#### Remaining Events

31 August            Colerne, Avon  
6 September        Mallory Park, Leicestershire

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

