



moleracing

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SBD Motorsport

moleracing 2022 season – it’s a wrap

A triple header to finish the season has been quite exhausting, what a good job I have now fully retired to enable me to prepare!

Blyton Park

On Saturday we ran the Eastern layout, and I had spent months organising the event in my capacity of Nottingham Sports Car Club Competition Secretary. All was well, although some last-minute swapping of roles was needed due to officials breaking down on the journey to the event.

You can see everyone was excited the night before about a weekends motorsport!

The morning was dry and I was 5th in the run off, but 0.09 secs quicker would have seen me 3rd! Graham Blackwell took the run off win. It rained after lunch, so wets were quickly swapped by Martin who was running my car to perfection all weekend, while I just concentrated on Data, videos and making drinks for all. Naser, who did my aerodynamic up grades even popped in for the afternoon.



A 4th place was the reward for some commitment and this time Simon Bainbridge (below left) took the win, shortly before he blew his differential up the following morning.



The Outer circuit is one I have had some success on in the past, but was not to be this year with a poor 7th and 6th place. I was at the stage with my dropped scores that only if I was 4th or higher would I score a point, so my attitude was “try hard, if I come off or fail, then so be it”, unfortunately I pushed too hard on both runs and came off or went slower as a result of an ambitious entry speed! So mentally I was happy with that, it’s not easy this lark!

Matt won both run offs with a new 2 litre record and moved up the field to 8th overall.



Anglesey

I left for the north Wales circuit on the Wednesday – so that I could have a few days walking & photography in the mountains of Snowdonia. However, the walking was curtailed when I started a bad cold which left me with a hacking cough and feeling very weak. I was pleased with some Astro shots and this view of Tryfan.



On the Friday, we had a horrendous frontal system passing though and had 30mm of rain. I made the mistake of following Google maps and this diverted me down a narrow lane which ended on a 1 in 4 steep hill, that the camper van was unable to climb in the wet with 1.5 tonnes of trailer. At the worst point I found myself with the handbrake full on and foot hard on the brakes and still sliding backwards down the hill. I steered into the bank to prevent a runaway accident situation. Now blocking the road in both directions and turning traffic away, I was helped by two builders behind me to push but with no luck. Then a Landrover Discovery with a winch on the front came up behind and offered to help, he drove 30 minutes round the lanes to go from the rear to the front and then discovered his winch was broken. We put a large

strap around the wishbone and with his 4 wheel drive and my 2, we slowly gained height and got out. Main roads only when towing for me from now on!

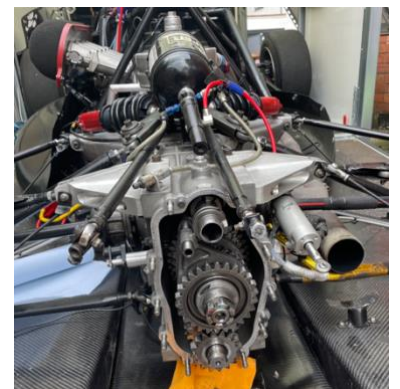


The Anglesey racing went very well on the Saturday national circuit with a new PB and a 2nd and a 3rd place in the run offs which enabled me to drop some 4th places and move up the points slightly and in 4th overall. By the Sundays competition however, I'd dropped to 5th overall after only managing a 3rd and a 4th. 4 Wins helped Matt in the SBD 2 litre move up the table, but Terry in the Lola V8 was no 1 as we left Wales that evening.

Picture taken by Kim Broughton of the two litre class. Me left, Matt centre and Steve Broughton right, listening to the difficulties Matt was having on control some oversteer by the body language!

Castle Combe

Still suffering from the heavy cold/manflu from Anglesey (defo not covid have checked several times!), I headed off in the Merc as Old Bill (the campervan) was nursing a poorly clutch and flywheel from the Anglesey incident. Assisted by Martin this time and the help was really appreciated as I couldn't even push the car or walk the track, I felt so weak and breathless. (Update antibiotics are now working well!)



Changing the gears to the 155mph set for Castle Combe

Not a great day's results for me, so my score didn't change with two 5th places, at Pete Goulding overtook me to put me down to 6th, but all the action was at the top of the table.

Terry went into the meeting with a lead, but Matt was rapidly rising up the table as he had lower scores to drop. Graham had elected not to double drive the car as the oil seal was still not fixable in the few days between events. So less chance of it blowing out again. Terry took a very slow practice and qualification and then gave it all for the first of the 2 run offs to win, despite oil blowing out! Matt on the other hand put in an absolute stunner, some 3 seconds inside Steve Broughton's record to take a second place, closing the gap, but Terry was still in the lead by only 3 points. Matt had a 4th place to drop, so even if Terry won the next round, a 2nd place would be good enough to win.

That's what happened, and the very modest Matt received a round of applause as I handed the coveted No1 over to him in the pit lane!



2023...

I am encouraged and looking forward to next season, based on the incredibly tight margins there have been between all of us at many events, and for just a tenth of a second in the right direction here and there, I could have been higher up the finishing order. The paddock in general, fellow competitors and partners are a great bunch to spend the weekend with, and this is what makes it such a rewarding sport. I've milked my number 1 all season and whilst off the pace compared to the skills and development of other cars this year, have enjoyed every minute of it and I will keep pushing myself further next year – whilst most importantly not taking it too seriously and enjoying myself/life.

Thanks to Telsonic Ultrasonics, LAC Conveyors and RoundworksIT for fantastic support this year.

British Sprint Championship 2022 Final positions			
1	Matt Hillam	2.0 SBD Dallara F3 RB01	442
2	Terry Holmes	3.5 Lola TeGra T 90 Judd	440
3	Graham Blackwell	1.6T Ecoboost Mygale VVTi	420
4	Steve Broughton	2.0 SBD Dallara F3 RB01	416
5	Pete Goulding	1.6T Mygale FF200	414
6	Steve Miles	2.0 Van Diemen RF96mm2020	411
7	Simon Bainbridge	4.2 Chrono V8 TT	367
8	John Loudon	1.1 Force TA	367
9	Graham Porrett	3.5 Lola TeGra T 90 Judd	319
10	Grahame Harden	1.3 Radical PR6	314
11	Simon Wallis	1.1 OMS 3000M	299
12	Mark Anson	1.0 Jedi Mk 6	295
	Carole Torkington	1.5 OMS CF08	303
	Steve Brown	1.3T Empire Evo2	222
	Nicholas Scott	1.6 Force TA	181
	Chris Jones	1.0 Force TA	158
	Chris Bennett	1.0 Force TA	71
	Robert Tonge	1.4 Force TA	64
	Stewart Robb	5.0 Pilbeam MP88 GV5	46
	Mark Harrison	3.0 Reynard 94D F3000	
	Zoe Kingham	1.6 T SBD Westfield SeiW	
	Martin Pickles	1.0 Jedi Mk 1	
	Paul Tinsley	2.0 Dallara F397	
In 2022 there were 29 rounds with the best 18 scores to count			

Schedule & Results 22		Overall	Run Offs	Verdict
26 March	Cadwell	2 nd / 100	-	😊
2 April	Anglesey Nat	1 st / 120	3 rd & 1 st	😊
30 April	Anglesey Int	3 rd / 120	5 th & 5 th	😊
24 April	Hethel	2 nd / 100	-	😊
14 May	Blyton Eastern	4 th / 110	3 rd & 3 rd	😊
15 May	Blyton Outer	4 th / 110	5 th & 4 th	😊
5 June	Pembrey	6 th / 110	6 th	😊
6 June	Pembrey	3 rd / 110	3 rd & 5 th	😊
25 June	Llandow	1 st / 100	-	😊
16 July	Lydden	4 th / 100	5 th & 3 rd	😊
6 August	Kirkistown	4 th / 90	4 th & 1 st	😊
7 August	Kirkistown	5 th / 40	3 rd & 4 th	😊
4 Sept	Knockhill	5 th / 11	3 rd & 5 th	😊
24 Sept	Blyton Park	4 th / 100	5 th & 4 th	😊
25 Sept	Blyton Park	6 th / 100	7 th & 6 th	😊
1 Oct	Anglesey	2 nd / 100	3 rd & 2 nd	😊
2 Oct	Anglesey	3 rd / 10	4 th & 3 rd	😊
8 Oct	Castle Combe	5 th / 95	5 th & 5 th	😊

Telsonic – www.telsonic.com
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