



moleracing

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## moleracing 2023 season

### Winter developments & upgrades

I had no excuse for not being ready for the 2023 British Sprint Championship season, now I have fully retired. A new clutch from [SBD](#) was advised to be changed and the car was stripped to get access. A full sort out generally and repaint and the oil tank was sent off for repairs – search [Alloy Race Fabrications](#), Newark – excellent service. Now loosely braced on foam for great support from high frequency inputs that caused the cracking.



### Testing & Coaching

The customary shakedown day at Blyton Park mid March went very smoothly. There was around 6 of the top 10 British runners out in action. I took some travel sickness pills and managed over 10 laps with [Alan Muggleston](#) for some tuition. I am looking forward to the next meeting at Blyton in May.

### Carbon Offset!

Blyton Park kindly allowed me to use a strip of land on the boundary of the circuit and an adjoining farm for me to plant 60 trees. The sequestering effect from the trees will allow me to offset my CO2 emissions, including all racing and towing to events for 3 years. So Moleracing is net zero emissions for a while! These will grow to over 20m in height and I am looking forward to seeing the development of 'Moles Wood'!



## Cadwell Park

Rounds 1 & 2 of the BSC at this exciting, if dangerous Lincolnshire undulating circuit were eagerly anticipated. Showers as we set up in the paddock were a sign of the day to come tomorrow.

Practice at this event last year was useful, but we stayed on full wet tyres all day and so times were 20 secs slower. Simon Bainbridge in the 4.2litre 850bhp, 950kg Crono is a demon in the wet and won both run offs by a massive margin. We were closer in the rest of the field and the car felt good. Despite some clutch issues as the plates moved and bedded closer, I was really pleased to come 2<sup>nd</sup> in both run offs for some good points.



Great shot here of the car working well in the wet at 128 mph. Oh and a bit of me fooling around!

Unfortunately, we lost one of our crew, Nicholas Scott with a big off into the barriers and it will be Blyton before he is out again after repairs.

## Anglesey

A week later, it was great to see most of the British Sprint Championship contingent out again. The welsh weather on the Saturday was a welcome contrast to the downpours of Cadwell.

The SBD team of Steve Broughton and current British Champion Matt Hillam were debuting a new car they had been secretly working on for the last year, no longer my 2 litre rivals, now in the up to 1600cc racing car class with a powerful SBD Hayabusa 1440cc engine in a very lightweight DJ chassis. They are hoping the twin shock absorber set up will allow them to develop a car in the same direction that they both enjoy driving. Carole from SBD was also out for the first run of the season

Running the national layout on the Saturday, I was pleased with posting the fastest time in practice, but it was just that - practice. Steve Brown, now my only competitor in the up to 2 litre racing cars class was fastest in qualifying and he had his EVO empire re loomed, dynode and thoroughly sorted by specialist RLM over the winter. It has more horsepower than kilograms with a super charged Hayabusa!! Steve could be the one to watch this season for the title if it stays reliable.

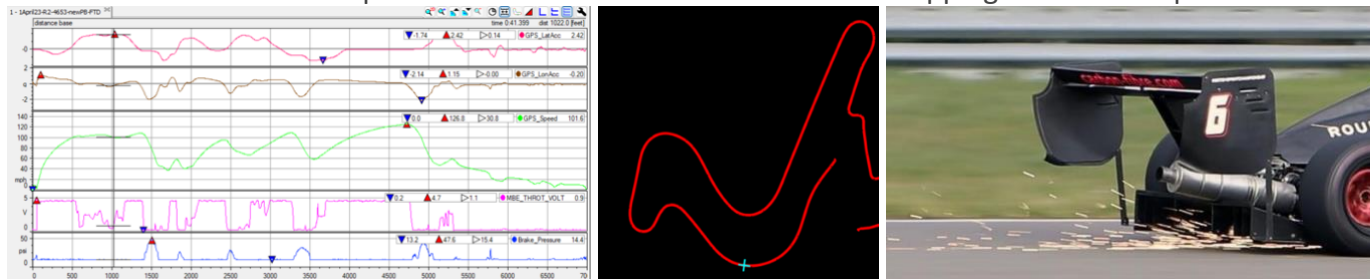
I now must confess to my most stupid mistake for many years. I was in a good position for the run off win, did all my preparation, analysed the data, compared previous best runs with the last run, knew where I could get a tenth and had a detailed plan. As I launched, I immediately got a large dash warning indicating low fuel pressure. Knowing that pushing on risked damaging the engine with it running lean, I backed off and cruised round to 12th place. Instantly I knew I had forgot to put fuel in the tank after the last run. What a dud I am!





Pete Goulding in the 400bhp Ecoboost took the win. I confessed and took the ridicule and abuse from my competitors! Graham Blackwell also in an Ecoboost took a 2<sup>nd</sup> and a promising start from Matt in 3<sup>rd</sup>.

Qualification 2 and all was well, and so time to redeem myself. I found the launch better than expected and before I knew it in the first fast righthander called School, I was in a gear higher than I'd been all day and carried some decent speed and lateral G of 2.42! and never dropping below 100mph in the bend!



With sparks from the new titanium floor flying, captured here by Kim Broughton, the result of this commitment was a run off win in a new Personal Best time of 46.53, and Fastest Time of day from the whole meeting. It was very close however as Matt was only 0.04 secs behind and Pete 0.5. So, with the first 'round winners' sticker on the car for the year we had a few Saturday beers!

Steve Brown was hoping that some epoxy repairs would set overnight and seal the plenum chamber, holding the high-pressure air from the supercharger would work, I'm not sure what happened but he retired with some bent intake butterflies – all hopefully fixable before Blyton in May. As a result, he missed the official driver's photo at lunchtime below.



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L-R Steve Broughton, Steve Miles, Simon Wallis, John Loudon, Pete Goulding, Simon Bainbridge, Matt Hillam, Robert Tonge, Graham Blackwell, Grahame Harden and Carole Torkington

The Sunday running on the fast international layout played into the hands of the powerful cars and Pete Goulding put the Ecoboost in the pound seats with another run off win, and John Loudon in the Force benefited from a timing error and was given a rerun on hot tyres to put it in 2<sup>nd</sup> place. I slipped a few tenths over qualifying to come 3<sup>rd</sup> but pleased to be 3 hundredths ahead of Matt, who using language like I've never heard from this mild mannered, easy going champion, called me a "Git"!!



Qualifying 2 was a chance to practice some new things and I lifted the car 2mm at the front due to the bumps that were causing bottoming out at the max downforce 138mph point on the back straight. This worked ok.

The most powerful cars dominated with Pete repeating his winning performance and Graham 1.5 secs back. 4 hundredths behind Graham was Matt who also beat me this time by 4 hundredths – so I retaliated with a reciprocal ‘Git’ back at him! What is encouraging is that if I was just 0.09 seconds quicker that would have been second place! *Everything to play for in 2023.*



Its now a 5 week wait until we are out again at Blyton Park, near Gainsborough in Lincolnshire on the 13 and 14<sup>th</sup> May – why not come along and see the action, free entry!

British Sprint Championship 2023 after round 6		
Pete Goulding	1.6T Mygale FF200 Ecoboost	145
Graham Blackwell	1.6T Mygale Ecoboost	135
Steve Miles	2.0 Van Diemen RF96mm2020	132
John Loudon	1.1 Force TA	120
Simon Bainbridge	4.2 Chrono V8 TT	117
Simon Wallis	1.1 OMS 3000M	100
Matt Hillam	1.4 DJ Firehawk CT004	94
Robert Tonge	1.4 Force TA	81
Steve Broughton	1.4 DJ Firehawk CT004	78
Grahame Harden	1.3 Radical PR6	70
Carole Torkington	1.5 OMS CF08	64
Steve Brown	1.3S Empire Evo2	61
Nicholas Scott	1.6 Force TA	20
Chris Jones	1.0 Force TA	
Nick Houston	1.0 OMS Hornet	
Mark Anson	1.1 Jedi Mk6	

In 2023 there are 34 rounds with the best 18 scores to count

Schedule & Results 23		Overall	Run Offs
26 March	Cadwell	2 <sup>nd</sup> / 100	2 <sup>nd</sup> & 2 <sup>nd</sup> ☺
2 April	Anglesey Nat	1 <sup>st</sup> / 120	12 <sup>th</sup> & 1 <sup>st</sup> ☺
30 April	Anglesey Int	4 <sup>th</sup> / 120	3 <sup>rd</sup> & 4 <sup>th</sup> ☺
14 May	Blyton Eastern		
15 May	Blyton Outer		
20 May	Lydden		
3 June	Pembrey		
4 June	Pembrey		
15 July	Lydden		
5 August	Kirkistown		
6 August	Kirkistown		
25-27 Aug	Car Fest	-	-
9 Sept	Pembrey		
10 Sept	Pembrey		
23 Sept	Blyton Park		
24 Sept	Blyton Park		
30 Sept	Anglesey		
1 Oct	Anglesey		
8 Sept	Knockhill		
14 Oct	Castle Combe		