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moleracing 2020 season – That went rather well!

The truncated 2020 season ended last month with a weekend finale at Blyton Park, but first we had the ‘Welsh Weekend’...

Llandow and Pembrey

Unfortunately the Welsh government let everyone down with just 36 hours notice and stopped the event at Llandow from going ahead. Disappointing for the late notice for the Bristol Motor Club especially as well as all the competitors, so Saturday was now spent on a leisurely 4 drive to Pembrey, chatting in the paddock and getting ready for the excitement of the Sundays competition.



Wets were put on due to the forecast in the evening for the following day, but after a bright start it was not as bad so we all swapped back to slicks before the first practice run. Mistake! The heavens opened in the start queue and I had a choice of forfeit the run or do a ‘Steady Eddie’ and get a feel of the track again. Quite exciting for a steady run though – 125mph on slicks in the rain and trust the downforce! Still 11 seconds faster than anyone for practice, so bode well for the rest of the day.

Slicks on for Timed run 1 and went some 14 secs faster and made a 6 sec lead to second place. Run 2,



now really dry and found another 12 seconds and still in the lead. For run 3, I tried a few different lines and went slightly slower, but still 4 seconds clear of the field for a relatively easy first win of the season at a club level event, without fellow National level competitors with me.



Still, a great day's motorsport, great to be driving again at one of my favourite circuits, and a nice trophy!

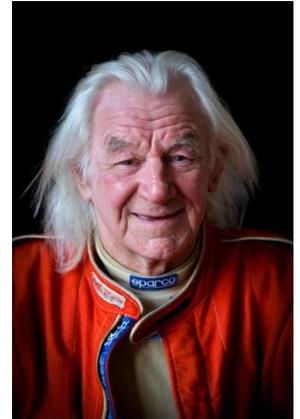
Blyton Park

This was a Nottingham Sports Car Club organised weekend, the biggest sprint weekend in 2020 in the country. I'm an NSCC comitte member and we all put a lot of effort into making this weekend happen and had to put many Covid related measures in place, but it ran extremely well.



In the weeks leading up to the event we lost a local competitor, David Hunter, aged 82 to COPD. David joined us at our mid summer test session here, and was helping out drivers to the last. Instead of a minutes silence, we had a minutes noise, with engines revving in celebration of lost fellow petrol head that lived life to the full.

RIP David



Portrait by Steve Miles, taken 2017



We ran the 'Eastern Circuit' on Saturday which takes in K7, Trunshaws and the tricky Curva Grande and leaves out Lancaster. The last corner is Ushers 2. On the Sunday the traditional 'Outer' circuit was enjoyed.

From the start line, I am carrying 110mph into the braking zone at Jochen – see right, and the same speed into the start of Curve Grande, so it's a challenge! The car ran perfect all weekend, in fact as it has all season without missing a beat and has been 100% reliable. Not without care and attention between events mind you, but on every raceday it has been trouble free.



Here is a video link to a great sequence filmed and edited by Paul Screen from when we visited the circuit for testing in the summer. Click picture left for youtube link.



I was joined at this event by 9 or so top National level competitors so I was going to have to work for a result, especially as there were 4 more powerful racing cars than mine.

The lead of the overall Saturday event changed hands after most runs, with my lead after practice and Timed run 1 being taken by Pete Goulding for T2 and T3, but on T4 I pulled one out the bag, and a new PB by 2 secs to move into the top spot going into the 6th and final timed run. After some frantic, traditional airing of the gearbox internals by Team TeGra in a V8 Lola, Terry strung a great run together to pip me by half a second and take the overall win.

Pete in the meantime spent the evening repairing suspension and the front wing after an off at Curve Grande in chasing us! You know the routine by now, music, beers and socially distanced chatting in prep for another day.



Sunday came round fast, and 9am precisely the first car left the line. The outer circuit flows more and we ended up with 2 practice runs and 6 timed runs – as always, best timed run is the one that counts.



On my first timed run, I caught the car in front so had a rerun, but my 3.5litre fuel tank didn't have enough to do two runs, so I aborted when I got low fuel pressure warnings in my ear and dash. Live and learn. On T2 however I climbed back up from 13th overall to 1st, but with a whole chasing pack on my heels! Everyones times were chipped away downwards and like yesterday on the final 6th timed run I was heading the field. But what a way to finish the final event of the year, as kept that position after run 6 to win overall.



Amazingly, Alans advice and set up and driving tuition meant I took 3.5 secs off my PB. A very positive note to end a difficult year. Maybe it was reading one of David's books as above that helped

The toolbox was packed away for the last time and the car is in one piece for the winter without any significant upgrades or job for a change!

**Thanks to Telsonic, LAC, RoundWorks-IT, SBD and Triple M for support all season.
I'm looking forward to 2021 already!**



Photo by Anthony Mitchell

Events 2020 – Overall meeting results		
18 July	Castle Combe	3 rd / 80
1 August	Goodwood	3 rd / 80
16 August	Pembrey	1 st / 100
19 Sept	Blyton Park	2 nd / 80
20 Sept	Blyton Park	1 st / 80

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