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## moleracing 2021 season – it all starts here!

### Winter developments

The car was running so well at the end of last season, and the fresh engine only having done 5 events I had no major plans for any upgrades but thought that reliability would be a good area to work on. Every sensor, key component was inspected and replaced if it was old or looked near its end of life and then carefully put away in the spares box.

The starter motor that has worked fine for 7 years or so, even at the last event, decided to fail when demonstrating to the owners of Roundworks IT at home in the garage. Still, better in November than at the first event. It took some 20+ hours of fettling a brand new one to make it fit the race engine, with each iteration of removing more material involving a fit to the car, reassembling the oil system and electrics and attempting to engage and turn the flywheel. Eventually it worked a dream and we can now have some more reliability from the new one. Plumbing a new fuel pump and filter took longer than expected, but as always with SBD, when you buy new bits, you get excellent backup support and further assistance.

Other elements changed included the alternator, water temp sensor, wheel speed triggers, fuel filter, water pump, oil and fuel pressure sensors, and clutch switch.

I had also spotted a few times that when I give it 100% throttle, I sometime accidentally gave it 50% brakes, and vice versa, so to get round this and ensure my foot was fully off both pedals, I cut the throttle pedal in half to make it thinner - safer this way than thinning the brake I thought!!



I've also rewritten the [www.moleracing.com](http://www.moleracing.com) website and it is much easier now for me to upload pics and updates after each round, please have a look as it has a lot of new material, including the history and technical spec of the car

## Testing



So great to be out in the camper again after a winter of lockdown and see real people instead of by zoom or teams. I was pleased when the engine fired up on the first press of the button and the car ran faultless all day. Between runs there was time to inspect the car as I must wait for 45 mins (otherwise I get car sick and nauseous!! I'd never make a racing driver). During one of these inspections, I noticed the rear gearbox casing mounting point had fractured, so the rear wing was held on at 3 points not 4. I improvised a small aluminium strap – which after painting look fine and will

stay on until next winter and I can sort another repair or new end case.

During the lunchtime, after establishing a baseline performance, SBD dialled into the ECU via my phone and laptop and uploaded the new gearbox control software. This immediately felt slicker (not like I thought it was slow before!) and was even faster on the down changes. Technology eh! What happened to points, emery cloth and a feeler gauge!

Car felt planted all day and inspired confidence. Tempting car sickness, I went out as a passenger in the school Mazda driven by Alan Mugglestone, and he showed me some new techniques at 2 corners – the rest of the lap was driving steady Eddie to avoid me chucking up!

## Curborough

During Lockdown 2, we didn't know what events might run, so I entered a local Curborough and the following weekends Goodwood expecting some cancellations, but amazingly both events went ahead in covid in compliant conditions.

Waking up in the paddock, there was snow on the ground and over the trailer, but this cleared during the day to make a nice bright cold day and plenty of grip. Glyn Sketchley was next to me in the paddock on my Pirellis from last season, so he was learning a complete new set up and struggled for handling, but his times came down all day. I was pleased with a time just a few tenths off my PB for T1 and this was good enough for Fastest Time of Day in the end from the 80 odd cars there, although I must say there was nothing special about my driving as it was just a tidy drive and I should have won as it was the fastest car on the entry list, but psychologically a good way to officially kick off 2021.



I was shown a lovely trophy at the awards but told “You can look only but cannot take away” as normally the winner gets the trophy for 12 months on loan!



Just before the final run I heard a loud noise from the rear of the car as I set off from the paddock, so enroute to Goodwood the following week, I went via MBR in Wiltshire to have mark inspect the differential. All was OK and it needed shimming to adjust the preload on the Limited Slip Diff. with Campsites now open, accommodation locally wasn't an issue but still this meant a 5.30 am alarm



## Goodwood

The following week however, I was destined for 3<sup>rd</sup> place on past form as I decided to head back to Goodwood and enjoy the 150mph flowing circuit again. Steve Broughton from SBD and his co-driver Matt beat me last August by over 4 seconds as this is Steve speciality circuit and has been driving there for over 20 years.

Although there were 100 cars out, I am very pleased to say that I set the fastest time of the day again by 0.06seconds ahead of Steve. I did set the noise meters off though so to please the organisers I didn't take my second run. On my final run, the line I took to drive to the opposite of the track to the noise meters meant I was slower and won't be going back as I cannot make my car quieter. But a Fastest Time of Day was still mine and the onboard video can be viewed by clicking [here](#).

## Blyton Park

This was the first British Championship round of the 2021 season – my primary focus.



We ran the 'Eastern Circuit' on Saturday which takes in K7, Trubshaws 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 and the same speed into the start of Curve Grande, so it's a challenge! The car felt bolted for most of the lap, although cold brakes on the first practice lap meant I lost the front end and went through the cones!

The day settled down then, and despite 5 more powerful racing cars than myself, I topped the practice and timed run time sheets, although a few tenths off the national record held by Matt. Unfortunately, fellow 2 litre runners Steve & Matt weren't here, due to developing the car after Goodwood.



John – man of carbon fibre manufacturing fame – spotted that my front brake disc had a crack propagating out from the centre over halfway through the solid disc. We thought this would stay intact for at least 2 more runs and risked it. In the final corner I was pulling 3.2G under braking – sparks a flying see in the pic below!!



Photo by Anthony Mitchell

There was a big crash earlier in the day when an Empire Wrath had a front wing failure under braking and it went under the front wheels, meaning it didn't stop and went head on into a tyre wall. Driver OK but car was a mess.

Then if that wasn't enough, a huge crash from Terry Holmes in the V8 TeGra Lola was a sad sight, the back broke loose coming into the Curva Grande entry and he entered the tyre wall backwards at over 100mph. 3 corners and a front wing damaged. Rear floor, wing a complete mess. Terry was OK but had a bad headache for a while. They dismantled and went home the following morning. Knowing them they will be out again I hope for the next round I sincerely hope.



This year's British Championship for 2021 has 2 top 12 run offs per day and best of 20 scores to count, meaning 24 points and a single bonus for beating the record is on offer. Much to my amazement, and only by 0.03secs on one of them, I won both the Saturday run offs!

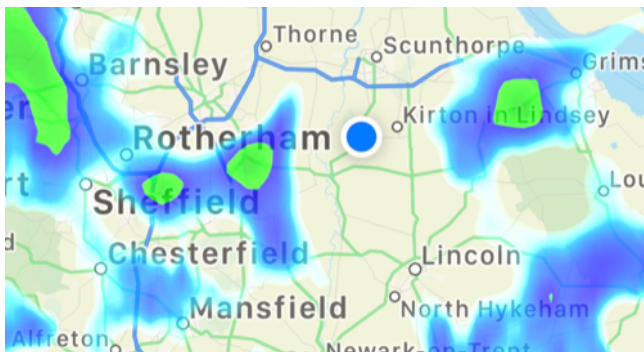
So now to the important beers and cheese celebration phase – but this time mixed in with a brake disc swap from front to rear, so that the cracked disc was on the less stressed wheel for Sunday. I did have spare discs but these were a different smaller diameter. They appear to last about 10 events on the front, so 6 new discs have been ordered – that's another £750!



On the Sunday I had the valuable assistance from Christian Woolley, who at only 14 had better grips of the datalogging and analysis than me as was so fast! We had a zoom meeting before to introduce him to the

software I use, and even during the week before his evening analysis was pointing areas where a tenth or two could be gained. Our next exercise is getting the sprint courses on the SIM for practice before hand. Amazingly the datalogger is compatible with that also!

I was also joined by work colleague Paul Thexton and his son Felix who got stuck in on the tools all day and did a top job.



The overnight rain cleared and we had a dry day for all runs, despite torrential downpours all round us! The best tyres were deployed for the run offs again, and although I didn't push too hard in practice and qualifying – wary of the brake disc, I qualified second for each top 12 run off.

Pressure on to deliver, Christian and I worked a plan, had to push, but not spin and get zero time. I found that sweet spot to win again on both run off for a strong points lead at the start of this years British Championship! (Few more celebration beers that night also!)

We were due to be out the following fortnight at Anglesey, but Covid and the Welsh Assembly's strict 50 person gathering rule has meant that event is cancelled. Let's hope we can reconvene at Pembrey in June.



Photo by Anthony Mitchell

| British Sprint Championship 2021 to date |                                |     |
|------------------------------------------|--------------------------------|-----|
| Steve Miles                              | 2.0 Van Diemen RF96mm2020      | 100 |
| Pete Goulding                            | 1.6T Mygale FF200              | 96  |
| Graham Blackwell                         | 1.6T Mygale VVTi               | 89  |
| Robert Tonge                             | 1.4 Force TA                   | 81  |
| Simon Wallis                             | 1.0 OMS 3000M                  | 81  |
| Mark Anson                               | 1.0 Jedi Mk 6                  | 75  |
| Tony Beesley                             | 1.0 Jedi Mk 4                  | 70  |
| Richard Mallett                          | 1.3 Radical PR6                | 63  |
| John Louden                              | 1.1 Force HC                   | 62  |
| Stephen Mallet                           | 1.3 Radical PR6                | 48  |
| Simon Bainbridge                         | 4.2 Chrono V8 TT               | 47  |
| Terry Holmes                             | 3.5 Lola TeGra T 90 Judd       | 35  |
| John Graham                              | 3.5 Gould55B Nicholson McLaren | 27  |
| Graham Porrett                           | 3.5 Lola TeGra T 90 Judd       | 26  |
| Matt Hillam                              | 2.0 SBD Dallara F3 RB01        |     |
| Nick Algar,                              | 1.3T DJ Firehawk               |     |
| Steve Broughton                          | 2.0 SBD Dallara F3 RB01        |     |
| Chris Bennett                            | 1.0 Force TA                   |     |
| Steve Brown                              | 1.3T JKS Superbusa             |     |
| Dave Cutcliff                            | 1.3T Van Diemen DC93M          |     |
| Nicholas Scott                           | 1.6 Force TA                   |     |
| Chris Jones                              | 1.0 Force TA                   |     |
| Zoe Kingham                              | 1.6 T SBD Westfield SeiW       |     |
| Martin Pickles                           | 1.0 Jedi Mk 1                  |     |
| Paul Tinsley                             | 2.0 Dallara F397               |     |
| Carole Torkington                        | 1.5 OMS CF08                   |     |
| Christopher Price                        | 1.0 Force                      |     |
| Stewart Robb                             | 5.0 Pilbeam MP88-GV5-1         |     |

| Events 2021 – Schedule | Overall        | Run Off              |
|------------------------|----------------|----------------------|
| 11 April               | Curborough     | 1 <sup>st</sup> / 85 |
| 17 April               | Goodwood       | 1 <sup>st</sup> / 90 |
| 15 May                 | Blyton Eastern | 1 <sup>st</sup> /120 |
| 15 May                 | Blyton Outer   | 1 <sup>st</sup> /120 |
| 29 May                 | Anglesey       | cancelled            |
| 30 May                 | Anglesey       | cancelled            |
| 5 June                 | Pembrey        |                      |
| 6 June                 | Pembrey        |                      |
| 10 July                | Llandow        |                      |
| 17 July                | Lydden         |                      |
| 24 July                | Knockhill      |                      |
| 25 July                | Knockhill      |                      |
| 8 August               | Hethel         |                      |
| 14 Aug                 | Pembrey        |                      |
| 15 Aug                 | Pembrey        |                      |
| 25 Sept                | Blyton Park    |                      |
| 26 Sept                | Blyton Park    |                      |
| 2 Oct                  | Anglesey       |                      |
| 3 Oct                  | Anglesey       |                      |
| 23 Oct                 | Castle Combe   |                      |

**Telsonic** – [www.telsonic.com](http://www.telsonic.com)

**LAC** – [www.lacconveyors.co.uk](http://www.lacconveyors.co.uk)

**RoundWorks IT** - [www.roundworks-it.co.uk/](http://www.roundworks-it.co.uk/)

**SBD** - [www.sbdmotorsport.co.uk](http://www.sbdmotorsport.co.uk)

**Alan** – [www.triplemmotorsport.co.uk](http://www.triplemmotorsport.co.uk)