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SBD Motorsport

moleracing 2022 season – all back to zero!

Motorsport UK Dinner of Champions

I couldn't start the 2022 reports without mentioning the national awards night that is organised for anyone who has won a national title, this includes Touring Cars, GT, Rallying, Endurance etc . It was outstanding, more than I had imagined and wished for.

Held at the RAC Club in Pall Mall, a stunning venue with a great motorsport history as you can see from the photos. It was free to all winners but getting there, paying the low emission fees to drive in central London and for a nice hotel in Mayfair didn't come cheap! For covid risk reasons, my wife Giulia didn't attend and long-suffering friend and mechanic/helper/mind coach Martin Pickles took my plus 1.

Unlimited drinks, superb food, professionalism and company what more could you ask for? Wallace Menzies, the Hillclimb champion and I arrived at the same time at the front door and he guided me through the proceedings, not to mention encourage the drinking! Sir Jackie Stewart, 3 time F1 world champion, came to chat with his fellow Scot and us as you can see here.

Steve Ryder – voice of British motorsport on ITV and BBC over many years was the evening compare and as my name was read out, there was music and a very large audio visual featuring onboard and drone footage of me driving that was a complete surprise. The interview by was fun, and I managed to get good laughs from all as “cheese, beer, balls, scared” and from Hannah the interviewer “big girl pants next year then” were key phrases!





The trophy lives in a cabinet in reception all year round, but you get to have it for the evening before it is collected from you and returned, but at least my name is on it forever.

Winter developments & upgrades

Apart from a squealing clutch at the last event, the car ran 100% reliable the whole season, but I felt it needed stripping to bare components again to check for reliability. The big surprise was revealed when I took the hubs to a specialist machine shop in Leicester – who worked on them 16 years ago! It turned out after removal that the rear hubs were cracked into approximately 12 parts! That was a lucky call and explains some issues over the last year. Luckily, for the sum of just under £700 two were delivered the next day for the rebuild along with the £500 for helicoil repairs and new bearings all round on the hubs.



After cracks appeared in 2021, the brake discs were all replaced plus some spares ready to swap if needed, and these were bedded in on a computer brake dyno so they are repeatable and optimised. Aero upgrades included underfloor work and more flow control on the upper surfaces with the intention of creating floor sealing vortices. Further upgrades in this area are planned for the next event.

The datalogging now has a steering sensor, so it will be interesting to see how far I can overlap braking and steering. Trouble is with data, there is nowhere to hide! The gearbox potentiometer was replaced and the old is now a spare, and the rear gear casing has been welded up after running the temporary support repair bracket all season!

ECU software upgrades from SBD, a set up, new tyres, engine oil, a polish and now ready for testing!

In addition to this work, my trailer had given 20 years of good service but was tired, so I sold that and bought a new one. I spent many hours getting this wonderful new paddock home





up to spec with custom designed tyre rack, high level shelving, internal shelves in the bulkhead with hidden lighting, a wireless electric winch, mains breaker and external/internal sockets, hifi system and subwoofer – as you do!

Then it had to be black to match the campervan. I had a quote to wrap it but for £2k, so I decided to do it myself much cheaper but it did take 8 full days and that was without the new graphics!

Testing

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 was first on track for an installation lap then bodywork off for a full inspection. The morning went well, progressively pushing harder, but not stupidly and due to threatening heavy rain in the afternoon, as well as increasing car sickness, I put in in the trailer around 2pm for a leisurely trip home.



Cadwell Park



This circuit hasn't been run as sprint since around 2011 and is likely to be a British round next year, so I entered as a competitive practice event. The previous weekend I was helped by Christian Wooley on his simulator and this really helped before we got to the track.

On event coaching from Alan Muggleston helped chip further seconds off when he reviewed my data. In the end I came second overall to Pete Goulding – last years British Sprint runner up – by a few tenths.

It is an excellent circuit and takes some learning and I left feeling that one more go would have delivered improvements, but that is the nature of Sprinting, a limited amount of track time to get it right. My issue was that I had lost control over my braking foot, which despite it not being in the run plan, some sort of inner sub conscious self preservation voice in my head took control of it and it dabbed the brakes at the 140mph turn in to an uphill lefthander at the end of the back straight. Lesson learned.

Anglesey



Time to put the Number 1 on my car, that felt good!

It was great to see the full British contingent out again, just Robert Tonge was missing. We had a Saturday run on the national and Sunday on the longer International. Wets were the order of the day for the practice and qualifying run, but then we switched to slicks for the scoring run off 1. Pete, who beat me the previous week took the win and I was just over a second behind in 3rd. Rather pleasingly (but also



annoyingly due to the narrow margin!) was Steve Broughton in the works SBD car just 0.04 seconds ahead of me. So close.

Steve has invested heavily in new aerodynamic work on the Dallara he shares with Matt, and I feel there will be many close battles this season between us all. Have a look at all the trick bits they have added and the beautiful compound curvature on the rear wings.



I swapped back to practice tyres for the next qualifying and with the track drying all the time went a little quicker and so prepared and got my head into gear for the final scoring run of the day. Bingo, a new PB and I took my first run off win of the season, some 0.25 ahead of Steve and 0.5 ahead of Pete. I also took FTD despite being only the 7th most powerful car at the meeting.



So, as we had a few Saturday beers, there was a three-way tie at the top of the Championship!

After car prep, I did some evening photography from the circuit and we saw a faint aurora over the sea – oh and quite a few stars!



A chilly night, the coldest in Wales for 7 years they said in the morning news although thankfully the van interior only got down to a minimum of 0.8° C!

It was all going too well in practice on the Sunday. Glorious weather, driving seemed relaxed and I was leading comfortably. Put in a new PB and running 2nd overall for qualifying 1, then when it counted, on best tyres, I overdrove and dropped backwards to 5th. Matt Hillam in the SBD works car took the win.

Still, one final run off to play for, I had done it once today in qualifying, just had to repeat it. I had my driving plan, my espresso and was up for it. However, I carried too much speed into 'The Banking' and in the braking panic changed down too many gears to 1st, which destroyed the



momentum and I ended up 5th again with Matt (here right) taking the double win.

Still, points were shared around the paddock that weekend and no one person ran away with it. Steve leads the championship and I'm an equal 2nd with Pete. Matt and Graham in equal 4th and the rest of the pack all in the mix. It looks like the 2022 season will be everything to play for!



Snow capped mountains in the background as the car enters 'Rocket In'

British Sprint Championship 2022 after round 4		
Steve Broughton	2.0 SBD Dallara F3 RB01	94
Steve Miles	2.0 Van Diemen RF96mm2020	90
Pete Goulding	1.6T Mygale FF200	90
Graham Blackwell	1.6T Mygale VVTi	88
Matt Hillam	2.0 SBD Dallara F3 RB01	88
Terry Holmes	3.5 Lola TeGra T 90 Judd	74
Simon Wallis	1.0 OMS 3000M	81
Chris Jones	1.0 Force TA	68
Simon Bainbridge	4.2 Chrono V8 TT	67
Graham Porrett	3.5 Lola TeGra T 90 Judd	66
Grahame Harden	1.3 Radical PR6	64
John Louden	1.1 Force TA	60
Simon Wallis	1.1 OMS 3000M	60
Mark Anson	1.0 Jedi Mk 6	54
Nicholas Scott	1.6 Force TA	47
Carole Torkington	1.5 OMS CF08	47
Steve Brown	1.3T JKS Superbusa	45
Chris Bennett	1.0 Force TA	18
Robert Tonge	1.4 Force TA	
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 are 30 rounds with the best 18 scores to count

Schedule & Results 22	Overall	Run Offs
11 March	testing	-
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	
14 May	Blyton Eastern	
15 May	Blyton Outer	
5 June	Pembrey	
6 June	Pembrey	
16 July	Lydden	
6 August	Kirkistown	
7 August	Kirkistown	
4 Sept	Knockhill	
24 Sept	Blyton Park	
25 Sept	Blyton Park	
1 Oct	Anglesey	
2 Oct	Anglesey	
8 Oct	Castle Combe	

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LAC – www.lacconveyors.co.uk
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