

SBD Events 2014

Matt Hillam and Steve are sharing the 2.0L XE powered SBD Dallara
Carole will be sharing Bill Gouldthorpe's OMS
Craig will be sharing Mark Smith's SBD Duratec powered Reynard

Photos: Kim Broughton

Castle Combe (1.75 laps), 22Mar

Steve: 7th overall, 3rd in Class, 7th in Top 12 Run off 122.78s

Matt: 7th in Class 127.13s, 10th in Top12 run-off 127.70s

Craig: 4th in Class, 4th in Top 12 Run off 117.90s

Mark: 1st in Class 119.82s, 3rd in Top12 run-off - 116.27s

Carole: 3rd in Class 143.57s

Steve's comments: *It was great to finally get the new car finished with the new XE engine design including a new oil system and exhaust design. We don't know the exact performance of the engine yet but the top speed of the car was much faster than anything we had done before, approaching 165mph. The car performed perfectly throughout the day. Hopefully with a few tweaks to the suspension set up, it will be very fast.*

Once we fit a deflector, the drivers won't have to hang on to their heads whilst going down the straight!! This driver also needs to get used to driving at these speeds again, hopefully we can then go much quicker.

Carole's comments: *Saturday was the first event of the season at Castle Combe. We have had a few modifications to the car over the winter, changing the ECU for the new MBE9A9. I was sharing with Bill and although we had not had time to test the car previous to the event, my first practice went well, except for the auto-up change wasn't working. This wasn't a problem, as I just changed gear manually on the blepper. This was soon put right by a quick investigation within the Easimap software, to find this function had not been switched on. A quick change and we were sorted for our first timed runs. These went well with a good improvement in our times over practice.*

We had a short break for lunch, then waited for our second timed run. There was quite a delay with a few competitors having problems on the circuit and involved being towed back, but eventually it was our turn. This run felt really good, but I was disappointed to see that it was actually slightly slower than the first run. Bill experienced the same with what looked like a storming run, but again was slightly slower. We can only put this down to the run being much later in the day and the track temperature being colder. We both enjoyed the day's racing and also getting together with all our fellow competitors in the paddock area, catching up on all the modifications carried out during the winter months. Looking forward to the next event at Croft.

Craig's comments: *Over the winter break we had the diff upgraded and the gear ratios further optimised in the Heyland FTR gearbox, Castle Combe was to be the first test of these new parts. After 1st practice both Mark and myself were pleased with the improvement in acceleration through the higher gears and after checking through the data logging via our MBE9A9 ECU, we had determined all systems were running well so we could push into the timed runs. The event would run two timed runs for which our championship uses as qualifying runs for the Top12, with Mark qualifying as fastest 2.0L.*

The temperature had cooled by the time the Top12 was ready to be run but thankfully the rain had past. The first Top12 run would see me improve my time and put in a reliable "banker" run along with scrubbing in the new tyres, Mark's run was his best so far breaking the existing class record. In the 2nd Top 12 run I improved further, getting down to a 117s run almost matching Mark's time and breaking the record myself gaining a bonus point. Mark was able to improve again further to finish with a new 2.0L record, some 3 seconds faster than previously recorded.



Croft, 21 April

Steve: 3rd in Class, 6th in Top 12 Run off - 73.53s, Matt: 6th in Class, 9th in Top12 run-off 76.77s

Carole: 3rd in Class 101.76s

Steve's comments: Only the second event with the new car, we had made a few suspension set up changes since Castle Combe and changed the tyre sizes to match the F3 sizes. This meant we could use most of the Dallara factory settings. I haven't been to Croft for quite a few years now but still one of my favourite events. The car was nice to drive and once we had got a few initial teething problems out of the way, started to settle in the car.

The car had definitely improved from Castle Combe but because we were running softer springs than a Formula 3 car, it is going to take us a bit of time to get the car dialled in and equally myself and Matt into driving the car. Apart from a few spins from both of us, we were very happy with the overall result.



Lydden, 10 May

Steve: 4th Overall, 4th in Top 12 Run off 69.43s

Matt: 9th in Top12 run-off 71.77s

Craig: 3rd Overall, 3rd in Top 12 Run off - 67.61s

Mark Smith - FTD, 1st in Top12 run-off - 66.26s

Steve's comments: We made further improvements to the set up of the car, although it is still not quite right yet but definitely getting there. The weather conditions were pretty wet and horrible all morning which meant the traction control was working overtime. Then the rain stopped and the track began to dry, but was very patchy for the first timed run. Unfortunately due to different conditions all the way round the circuit, I managed to lock the rear brakes when reaching the top hairpin and went straight on creating slight damage to one of the front wing end plates. By the time the 2nd timed run came round, the track was almost dry with a few damp patches again in the braking areas. I managed to qualify for the top 12 by doing a steady run.

Due to the changeable conditions, it was difficult to work out what needed to be adjusted to improve the feel of the car, but we had removed the rear anti-roll bar for the wet and by the time the Top 12 was ready to run, it had got very warm really quickly and although the track wasn't perfect could have done with the rear roll bar being reconnected but there wasn't enough time. Overall I am very happy with the results and I hope to piece together what we have learnt and make further strides at Snetterton. Hope for a completely dry event so we can achieve consistent running and be able to make small tweaks on the set up.

Craig's comments: We arrived at a rather wet Lydden circuit for a single day event, round 3 of the SBD British Sprint Championship. Time to bolt on the wets, disconnect the rear roll bar and go get soggy! Our cars ran well in practice, posting fairly respectable times. The track had dried slightly for T1 but I was caught out on the exit of paddock corner and spun off, suffering slight wing end plate damage and no time recorded! Pressure on for T2 to qualify for the Top12, we had changed to the slicks by now and I put in a safe lap and qualified 6th fastest, Mark was having no such problems and put in a storming run to qualify fastest overall, bagging FTD for the sprint event whilst showing everyone in the run off what they could expect from him.

My first run was comfortable with the Reynard behaving well, Mark's run looked as fast as ever, quick turn around to get ready for run 2, I went out harder making a nice jump forwards in time, I was pleased to have improved and to finish 3rd overall but did feel frustrated with myself as I feel my earlier spin made me drive a little too conservatively in the run off. Steve Miles put in a great drive to finish 2nd overall, 2tenths ahead of me, while Mark bagged top spot and his first overall British Sprint Run Off win, truly deserved.



Snetterton, 17 May

Steve: 10th in Top 12 Run off 86.19s,

Matt: 9th in Top 12 Run-off 85.70s

Craig: Fastest 2.0L racing car, 4th in Top 12 Run off 81.50s

Mark: 5th in Top 12 Run-off - 81.76s

Snetterton, 18 May

Steve: 10th in Top 12 Run off 84.26s,

Matt: 8th in Top 12 Run-off 83.05s

Craig: 5th in Top 12 Run off 82.28s

Mark: Fastest 2.0L racing car, 4th in Top 12 Run-off - 81.88s

Steve's comments: I always enjoy Snetterton, it is quite a challenging circuit. We had made quite a few changes to the set up since the previous event and were expecting a huge step forwards. On first practice, I was the fastest 2.0L car so knew we were going in the right direction. As the day went on, we made small changes to the car to work on this improvement, but each run I got progressively slower. Matt, however, got progressively faster.

By the Top 12 run, Matt was going faster than me and I was struggling to get the car to do what I wanted. Part of the problem was the heat, which was turning the tyres to jelly but we carried on making small adjustments right to the end. I managed to talk to Toby Phillips about set up and he suggested some changes to the rear of the car, which we decided to do the next morning.

Unfortunately when we got to the circuit, Colin found a bolt under the car when it was rolled out the trailer, after a few minutes of searching we worked out it was an engine mounting bolt that had sheared. This would normally take a couple of hours to change, but fortunately with everybody helping, we managed to change the bolt and the set up of the car in less than an hour, just in time for 1st practice.

The changes made quite a difference to the car and Matt was starting to drive the car faster still, but I was still struggling as the car wouldn't work in the way I like to drive it. Still some significant gains in knowledge and set up of the car and hopefully we will make some big steps forwards at Pembrey in a couple of weeks time.

Craig's comments: It was good to be back on the Snetterton 100 circuit, there is a nice balance of fast corners and technical aspects to the circuit, demanding a lot from the car. Saturday practice was eventful with many competitors finding the track limits, including Mark with a small spin, but after all that's what practice is for! Into the timed runs with the Reynard sitting well bearing in mind we were merged with the Unlimited capacity class, having said that we were further from the 2.0L record (set by Mark in 2013) than we would have liked, there just wasn't enough overall grip on the circuit, we were also overheating our tyres with two quicks runs in succession. Going into the run off the sun was still blazing, a swap to the run off tyres was a help, I ran first as I qualified slower than Mark, I posted my best time sitting as Fastest 2.0L, Mark's run a few tenths behind. My 2nd Top 12 run was slower, partly from me trying too hard and the temperature in the tyres, we cooled the tyres the best we could and Mark was able to knock a tenth off his time. I would finish 4th, and Mark 5th overall.

Sunday looked set for the same weather conditions, we had scraped our tyres the night before to give us the best chance, practice went well and by this point we decided to alternate the running order, I had first drive for T1 and this proved beneficial as in the conditions Mark did not better my time, he elected not to run again in the timed runs as he had already qualified, I did take my second run to keep a feel for any change in the circuit as the day went on. Into the Top12 and Mark would run first out of us two, he put in a clean and fast first run to go fastest 2.0L for Sundays run off, I wasn't able to match him and ended approx 0.5s behind suffering from tyres which were now outside the optimum temperature range, times were tight with me only staying ahead of Steve Miles by 0.01s, with the pair of us chased hard by the newly acquired Gould GR55 of John Graham.

I came away happy with my driving and the results as I felt I had got just about all the time available from the car, the post event debrief circulated around how we could set the car to deal with the tyres better in similar conditions in the future.

Carole's Comments: Last weekend was the first double round of the SBD British Sprint Championship at Snetterton. We were doing the 100 circuit, which seems short but with two laps each turn, is very enjoyable. The weather was great, lots of sun, but not so good for the tyres. I was hoping to do better this year on my times compared to last year and Saturday started off quite well with me getting into the 99's by the first timed runs. I was feeling confident that the weekend was going well and I could make more improvements. Bill was running first each time and set up on the line for his second timed run.

Unfortunately, the red flags went out after his first lap round. He was towed back and we set about trying to discover why he has lost gears. It was discovered the drive flange into the diff had sheared and we didn't have a spare, so we were finished racing for the weekend. Very disappointing, but we stayed the rest of the weekend and became support crew for our other SBD teams.



Pembrey, 31 May

Steve: 5th in Class, 10th in Top 12 Run off 98.57s,
Matt: 12th in Top 12 Run-off 100.69s
Craig: 2nd in Class, 3rd in Top 12 Run off 92.22s
Mark: 2nd Overall, 1st in Class - 93.19s, 5th in Top 12 Run off - 93.12s
Carole: 3rd in Class - 115.73s

Pembrey, 1 June

Steve: 11th in Top 12 Run off 99.62s,
Matt: 5th in Class, 10th in Top 12 Run-off 98.77s
Craig: 3rd Overall, 1st in Class, 3rd in Top 12 Run off, New Class record 91.43s
Mark: 2nd in Class - 92.50s, 4th in Top 12 Run off - 92.39s
Carole: 3rd in Class 110.89s

Steve's comments: Further progression was made with the car, a definite improvement in grip running the bigger tyres but still struggling to get the set up right. I managed to beat Matt on the Saturday but Matt was more comfortable with the changes on the Sunday and he went faster than I did. Two new competitors, Nick & Alan Mugglestone, had arrived with a standard F3 Dallara, who had raced for many years and after discussing it with them, they gave us some good ideas as to what we were doing wrong with the spring rates and they believe this was causing most of our problems. Unfortunately, it wasn't something we had with us, so we plan to get them on for Anglesey next weekend.

Craig's comments: Coming off the back of a rather hot Snetterton double header we were hoping for a cooler weekend for the sake of our tyres,

and thankfully we were given it. Saturday practice settled me and Mark in, reminding us both why we enjoy this circuit so much, fast sweeping corners and somewhere we can get close to the lead V8 cars. Into timed runs and we were sitting 3rd and 4th overall, 1st and 2nd in class, although the high cornering loads had taken a toll on the car requiring a replacement pair of suspension pick up bolts due to breakage! Into the Top12 with me running first as I qualified slower than Mark, nice clean banker run on cold tyres, felt a potential mis-fire but hard to judge. Mark lined up for his run but as soon as he left the line it was obvious the mis-fire had got worse, run down to the hairpin and the frustration of the miss I think caused Mark to spin, no time and pressure on. With the car back we got to checking it over, all data looked good so we concluded it could be the coils, we have never seen a failure so were still running the original units from when the engine was first built in 2010! My final run next and thankfully the car felt spot on, I could push a little more and set my fastest time, a 1/10th off the class record and 3rd overall, Mark's run was clean but without a first run banker maybe he had to run more conservative than usual, finishing 4th overall.

Sunday brought similar weather but a slight chance of rain, by practice 2 we were both pretty much down to our best times from Saturday. Timed runs saw us consistent qualifying us 3rd and 4th overall, again 1st and 2nd in class. For the Top12, as Mark qualified behind me he would run first and suffer cold tyres for his first run, quick swap over to me and line up, blat down to the hair pin and the drive out felt good giving me the confidence to push, car was faultless delivering me with a new class record and 3rd overall. Mark lined up to take his 2nd run, pushing hard he improved his time but fell slightly short of my time, another quick change to get me up to the start line on time especially with a small spit of rain in the air so no time to waste, I knew the leading GR55 of the Calders was out of reach so I concentrated on another sub record run to collect another bonus point which is awarded for every run under the current record, target achieved.

Carole's comments: Last weekend was a 2 day sprint at Pembrey race circuit, in the SBD British Sprint Championship. It is one of my favourite circuits, very challenging and with some fast sections. Unfortunately, we only compete there once a year, so it takes the first day, Saturday to get to grips with the track. The weekend was dry and Saturday was sunny, but not too warm, which can cause problems with the tyres. Both days had 2 practice runs and 2 timed runs. The day went well during practice, but both Bill and I were struggling to get out times down and by the end of the day felt a little disappointed to be off the pace compared to the rest of the team. I had been having my own little battle against Chris Bennett and we were both so evenly matched and I finished the day 2 tenths faster than Chris, with it all to do again on Sunday.

During dinner on Saturday evening, we discussed with Steve some changes we could make to the car to improve the handling into the corners which were carried out early Sunday morning. The same format of 2 practice and 2 timed runs commenced and both Bill and I improved immediately on our times. With every run we went quicker and I managed a PB time, which I was really pleased about. My battle with Chris continued and although we started out the day fairly close, I managed to pull ahead and finished the day 6 seconds ahead. Chris was very gracious in defeat, but we are both looking forward to a rematch later in the season. A very enjoyable weekend.



Anglesey, 7 June

Steve: 1st in Class, 10th in Top 12 Run off 81.23s

Matt: 4th in Class, 8th in Top 12 Run off 79.85s

Craig: 3rd in Class, 5th in Top 12 Run off 78.59s

Mark: FTD - 79.18s, 4th in Top 12 Run off - 77.60s

Carole: 3rd in Class 97.77s

Anglesey, 8 June

Steve: 6th in Class, 9th in Top 12 Run off 99.35s

Matt: 5th in Class, 10th in Top 12 Run off 99.78s

Craig: 1st in Class, 5th in Top 12 Run off 97.81s

Mark: 2nd in Class - 98.24s, 3rd in Top 12 Run off - 96.52s

Carole: 2nd in Class 114.49s

Steve's comments: *The changes we made improved the car again, but due to the changing weather conditions it made it difficult to make gradual changes to the car. It was only on the Sunday when the weather was consistent that we realised that we still hadn't got something quite right. But we now know hopefully what the final key is to getting the car to handle correctly and will have it set up and ready for Castle Combe.*

Craig's comments: *I was certainly looking forward to the thought of running on the International circuit layout in a single seater for the first time, although it was a difficult start with a significant rain fall, thankfully after the lunch break the track had dried and we could pick up the pace on slicks, so much so that Mark posted FTD! Into the run offs and we both found some more time, Mark finishing 4th and me 5th overall which we were happy with as the big circuit does favour the V8 cars.*

Onto Sunday and the better weather for the 2 Lap National layout, practice allowed us to settle in, T1 and Mark was out for a storming run but overdid it and spun taking a load of grass with him, thankfully no damage done and a quick turn around for T2, I made a small improvement and qualified fastest 2.0L, Mark only a tenth behind. As we were prepping for the Top12, it was evident the wind was getting up and the track cooling, I don't think anyone was expecting the grip levels to change as much as they did, seeing a number of spinners on the first Top12 runs including Mark, I put in a cautious run to get a feel for the track in the cooler conditions, but had a lot of time to make up. Mark's next run looked quick but with the timing clock not working for his run we didn't know what time he had set. I lined up for my final run knowing the car had more time in it, but track conditions didn't inspire confidence, I set my best time of the day to go 5th overall so relatively happy, we then were given the good news Mark had pulled one out the bag and set a new 2.0L record grabbing 3rd overall and a bonus point for the record.

Challenging weekend but worth the journey, looking forward to our next round now.

Carole's comments: *Another double header sprint this weekend at Anglesey race circuit. Saturday was a single lap of the International circuit. Bill and I were both looking forward to the challenge, but we had not expected to be faced with thunder storms and pouring rain on the way to the circuit. After scrutineering, a drivers briefing and changing the wheels onto wets, the rain stopped and the track was drying fast. So we changed onto the slicks and started the first of two practices. It was a good run for us both, although the track was slippery. By the time second practice started, it was pouring with rain again, so a change of wheels again onto the 'wets'. We both kept it on the track and used the runs to perfect our lines to achieve more speed. A first timed run was completed before lunch and after that I found out I was 3 seconds quicker than Bill, a real achievement for me. During lunch break the sun arrived and the final timed run was completed on a relatively dry track, but I couldn't maintain my lead and Bill succeeded in winning the class.*

Sunday was a bright dry day and the same format followed with 2 practices and 2 timed runs. This was two laps of the National circuit, which seems more technical and was critical getting lines right into all the corners to maintain speed. We both progressed steadily through the day, My best run was my first timed run before lunch, but for Bill he achieved an excellent 2nd timed run knocking off nearly 5 seconds, to win the class again. An excellent weekends racing and good to have some experience driving in the rain, but hopefully not too often.



Knockhill, 19 July

Craig: 7th in Top 12 Run off 114.85s

Knockhill, 20 July

Craig: 7th in Top 12 Run off 94.91s

Castle Combe (0.75 lap), 26 July

Steve: FTD 55.20s

Matt: 1st in Class 56.72s

Carole: 3rd in Class 63.41s

Steve's comments: Castle Combe is one of my favourite circuits and we had made some set up changes to the car with the information given to us by Mark Bailey, Mark also came along to the event to help fine tune the settings for the car and the drivers! Thanks to his help, the car now feels even nicer to drive with improvements, we are now more than 2 seconds faster over 3/4 lap than we were at the beginning of the season. Hopefully with a small number of fine adjustments, the car will go a little bit quicker as well. We had a great day, the car and engine are great to drive.

Carole's comments: After a few weeks break, it was good to be racing again at Castle Combe for the Dick Mayo Sprint.

This sprint is always well attended, but we were only using 3/4 of the track, so there was not long to wait before we could do our first practice. It was an extremely hot day, so after queuing a short time first practice was completed without any traumas, followed by second practice and then a break for lunch. Our class had 8 competitors, so it was nice to have some competition and after practice Bill was leading the class and I was 3rd.

On the first timed run I was running first and half way round I felt I was going well when I spotted the car in front of me. I had a baulked run and had to go again. This was frustrating but I put in a good time keeping my 3rd place. Bill went out next but despite an excellent run was just pushed into 2nd place. Our final timed runs were completed, but I was not able to better my time, but although Bill improved still further he was not able to get back the 1st place he had held in practice. We finished the day in 2nd and 3rd place. An excellent days racing and great to be back out competing again.



Goodwood, 2 Aug

Steve: FTD 76.40s

Matt: 2nd in Class 80.65s

Excerpt from Speedscene: 'Widely varying weather was the order of the day when Brighton & Hove MC hosted its Eagle Sprint at Goodwood. The only man to break the 80s barrier, Steve Broughton was in imperious form with FTD in his co-driven Dallara-Vauxhall F399.'

Steve's comments: *We hadn't been to Goodwood for ages without struggling with noise, but because the new car had been built with our new design of airbox and a 2 silencer exhaust, fortunately this seemed to be sufficient to not trip the dry-by noise meters. Goodwood was always one of my favourite circuits, but I hadn't been round the track in a while and with so many high speed corners, I didn't want to make any mistakes.*

I started to settle into the car for first timed run, the car feels very nice at high speed but still haven't got low speed traction quite right yet. The car is great fun to drive and it was nice to get another FTD and I believe the time could be a course record for the new start.



Anglesey National, 6 Sept

Steve: 1st in Class 100.63s

Matt: 2nd in Class 100.87s

Anglesey International, 7 Sept

Steve: 3rd in Class 82.67s

Matt: 1st in Class 80.81s

Steve's comments: *The weekend started off with rain even though it was forecast to be dry, fortunately by the time we got on to the track the circuit was almost completely dry. We had made further changes to the damping of the car and set up with advice from Alan Mugglestone. The first run wasn't brilliant but the track was still drying, we made some further adjustment to the car and appeared to be going in the right direction. I was 1st in class and Matt was 2nd in class but we were struggling as the day went on to get further improvements. We only made small gains for the rest of Saturday and we just under a second behind FTD John Graham.*

The Sunday we decided we would make some more large changes to the set up to see if we could get a better idea of where we were struggling to gain grip, which was costing both a lot of time. We managed to dial in more grip on the exit of the corner but each time we improved the exit grip, it made the car more lively under braking and entering the corner. I eventually managed to spin off at 135mph entering Church. This slowed me down a bit for the rest of the day, coupled Matt's smoother style meant he made more use of the way the car was handling to take the class win. Steve Miles managed to get 2nd in Class before breaking a drive shaft. Although I would have liked the car to have gone quicker, at least the problems are caused by having lots of power rather than not enough!



Anglesey National, 4 Oct

Steve: 3rd in Class, 4th in Top 12 Run off - 49.17s
Matt: 5th in Class, 6th in Top 12 Run off 49.86s
Craig: 2nd in Class, 1st in Top 12 Run off 48.25s
Mark: FTD - 48.28s, 2nd in Top 12 Run off - 48.44s

Anglesey International, 5 Oct

Steve: 1st in Class, 4th in Top 12 Run off 81.26s
Matt: 3rd in Class, 5th in Top 12 Run off 82.01s
Craig & Mark: Unable to compete due to a broken driveshaft
Carole: 2nd in Class - 98.77s

Steve's comments: *I had made some more changes for the last British Sprint weekend. Matt got to drive the car first and didn't think the car felt brilliant, but I drove the car straight after and was fastest car overall on P1. We then made some planned changes for P2 and Matt felt more comfortable, the car was certainly a bit quicker for me but the others around improved, but since we were again using this weekend for set up, we were only making limited controlled changes. The car felt generally comfortable and a lot more stable than it had been in the past. We improved times throughout the day and were much closer to the Reynard, than we had been. We qualified 3rd Overall, with Craig winning the Top 12 and John Graham managing to pip me for 3rd by only 0.09s, I was pleased with the way the car was coming on.*

We then made another adjustment ready for Sunday, unfortunately with the changeable conditions in the morning it was difficult to quantify how much of an improvement the change was making, but again we were going well and with the Reynard out with a broken driveshaft, I won the class and qualified 2nd behind Terry Holmes in his V8, who had made some changes to his car overnight and going much better. Both myself and Matt were having problems with locking brakes in the Top 12, which hindered the times slightly. I managed to end up 4th behind John Graham and Steve Miles was 2nd, but there was less than 0.5s between 4th and 2nd place, so in all a good weekend and with improvements planned over the winter to the car and a new engine design for the XE, we should have more fun at the front of the class.

Craig's comments: *Heading into the last two rounds of the British Championship Mark and myself were needing to defend our 3rd and 4th overall positions, against the mighty powerful V8s. Practice went well with many drivers setting similar times so it was going to be tight, into the 1st timed run and Mark set the pace with FTD and myself 2nd, however we couldn't enjoy this for long as the drive back through the paddock saw the left hand drive shaft fail, instant Championship worries came to mind but we got it stripped out while Kim chased around for anyone who may be able to repair it, the name of a local garage was recommended and off Mark and Kim went. I prepped the car hoping they could get back in time, after a fantastic repair including using a 22mm socket drifted over the break and welded to form a sleeve we got the car ready with about 10minutes to spare before the run off would start, we had missed 2nd timed run but still sat 1st and 2nd qualifiers. My first top12 run would simply be to check the diff out, be sure all systems were good and put some warmth into the tyres, I handed over to Mark knowing all was well but a gentle get away from the startline was compulsory! He charged into the first corner looking committed and set the fastest time so far, the repair worked! Now with Mark secure I could take a run, quick driver talk and Mark had my mind set. Again another gentle get away but once into 2nd gear I could go full throttle, the lap felt comfortable with no mistakes, over the line and I was greeted by a new class record on the clock, that'll do! Mark took his final run going under the previous record but not able to match my time and to my joy neither could anyone else, my first British Run Off Win!!!! What a day, highs and lows but importantly extremely enjoyable, we could also now relax as our big points draw had secured our overall championship positions with the final round still to run.*

On the Sunday we were fortunate to have a dry first practice but then the rain came, we finally got out but it would seem we had pushed our temporary driveshaft repair far enough, it failed just away from the start line as I pulled for 3rd gear, luckily no consequential damage so we loaded the car up and helped out with the rest of the SBD team, namely Steve and Matt who had qualified for the run off.

All in all a great end to the year, it has been a challenge all year long to fight with the leading cars, we have had our fair share of V8 kills along the way too and ultimately finishing with Mark 3rd and myself 4th Overall and 1st and 2nd in the 2.0L class feels like a worthy achievement, and I'll say it just once more, the only car to beat us in the Championship has 680bhp and a Gould badge, I think the SBD Reynard 2.0L Duratec did good!!! .

Carole's comments: *Last weekend was the final round in the Championship at Anglesey sprint circuit. Saturday was a single lap of the National Circuit, with 2 practice and 2 timed runs. The weather was extremely kind to us after having had a night of torrential rain, the sun was shining. Bill and I have been sharing his OMS hayabusa powered car all season, but on this event we were running in our new engine that had just been newly rebuilt. So the two practice runs each were used for running in, adjusting the map and checking the engine data. All was well, the engine performed perfectly which allowed us to push much harder for our two timed runs. We made steady progress throughout the day and after the top twelve run off, we were able to take advantage of an additional timed run because the event ran so smoothly. It was a fun day and we were both looking forward to Sunday which was to be a single lap of the International circuit.*

Sunday dawned cold and very windy with the threat of some heavy rain coming in around noon. We had two practices and two timed runs. After the first practice run, some heavy rain arrived and tyres were changed for wets. When we went out for second practice, the track had dried and we really needed to be back on slicks. After lunch the two timed runs were achieved back to back, which enabled the top 12 run off to be completed and leaving sufficient time for another run at the end of the day. Bill and I achieved good improvements in our times and finished the weekend feeling very happy with the whole weekend.



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