

SBD Events 2015

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), 21Mar

Steve: 3rd in Class 122.55s, qualified 3rd in the run-off but had to withdraw

Matt: 6th in Class 131.41s

Craig: 2nd Overall, 2nd in Top 12 Run off 120.28s

Mark: FTD - 118.50s, 1st in Top12 run-off - 117.44s

Carole: 3rd in Class 151.97s

Steve's comments: *The season begins and we have installed our new range of components ready to develop over the year for sale to our customers once they have been proved on the race track. The car felt very nice to drive on 1st practice, even with a few niggles (only to be expected) from the development components. On my first timed run, I actually managed to achieve a faster time than I achieved in last year's Top 12, so the car is definitely going in the right direction, this got me to 2nd Overall at that point. Unfortunately what we didn't discover until later on was that the wheel studs were coming loose on the left rear wheel, this consequently meant the left rear wheel wasn't tightening correctly and on the 2nd timed run, I noticed a vibration which caused me to back off a bit. Although we had a quick inspection of the car before the Top 12, this was not spotted, so unfortunately on Matt's run, it caused the left wheel nut to come loose. When he returned to the paddock after a spin, we thought the rear stub axle was bent and I had to withdraw preventing me from scoring points in the Top 12, which was disappointing. It wasn't until we got back to the workshop, that such a simple problem has caused the wheel not to clamp properly. But that's motorsport.*

Carole's comments: *After 5 months of no racing during the winter season, it was great to be competing at Castle Combe for the first event of the new season. This is a good event because we get to do 1.3/4 laps. Bill and I were sharing his OMS. We were advised prior to the day of the event that a large percentage of the circuit had been resurfaced and was particularly slippery until the top layer had been worn off, so to be cautious. The day started dry and sunny, so we queued up ready for our only practice of the day. This went well for both of us, instilling confidence in the car handling well due to having a modification to the rear wing for this year, which made the car feel more stable and more planted.*

After lunch break we had two timed runs to complete. Feeling more confident I went out first and tried hard to improve my lines and gain more speed, which resulted in a good time recorded. Bill was extremely confident and put on a good show with plenty of sparks coming from the titanium skids on the car floor, racing up towards quarry at speed. Bill finished 2nd in class and I was 3rd. After the timed runs, Bill had successfully qualified for the Top 12 run off. He had a few problems with the down change on the gears which challenged him on both runs, but he did really well and completed the day. We are both looking forward to the next outing

Craig's comments: *I went into the event looking forward to driving a race car again, a 5 month break (since October Anglesey) seemed even longer this year, it was good to be teamed up with Mark Smith in the SBD 2.0L Duratec powered Reynard once again. It was a shame to find that oil had been dropped on the circuit through quarry, this made the exit challenging and ultimately I was too cautious through this section giving away time to Mark, the re-surfacing of part of the circuit had smoothed some of the bigger bumps which was a bonus although the new surface didn't appear to have the same level of grip as previous, but this will come in time. After a slow start I managed to just qualify in 2nd place by 0.03s ahead of 3rd place, Mark was comfortably the fastest qualifier. The car ran well all day, however I was off the pace and came away disappointed with my drive, maybe just race rusty.....Looking forward to Croft and the challenge of a new circuit for me.*



Croft, 21 April

Steve: 2nd in Class, 4th in Top 12 Run off 71.61s [YouTube Video](#)

Matt: 5th in Class 76.41s, 9th in Top12 run-off 76.77s [YouTube Video](#)

Craig: 4th in Class, 6th in Top 12 Run-off 72.73s

Mark: 1st in Class - 71.07s, 3rd in Top12 run-off - 70.16s, New 2.0L Record

Steve's comments: *The second event of the season appeared to iron out most of the niggles from the new development products and test software. The car is feeling very nice, the set up done by Alan Mugglestone feels fantastic. Just having difficulty getting to realise how much grip the car has got, every time I approach a corner I am braking too early, then turning in too soon and not carrying enough speed into the corner. Once I begin to trust what the car is capable of, I look forward improving dramatically. I would love to have more time to practice with the car, but with the work load at the moment that is just impossible. I will just have to build up my speed at each event so I can eventually do justice to the handling and take full advantage of the performance that our Vauxhall engine produces.*

Although not quite as long a straight as Castle Combe where the car would pull over 160mph, on the two fastest sections at Croft it was only just under 150mph.

We have been working on new G force and Yaw traction control improvements for the MBE9A9, which will be a nice addition so that when the driver finally gets to the limit of grip under acceleration, there is an extra safety net to help reduce the likelihood of a spin. This would be particularly useful on sprint and hillclimb cars were you are running a limited number of laps and can sometimes misjudge the amount of grip.

Looking forward to the next event and hope to keep improving my times.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.

Craig's comments: *This would be my first visit to Croft, I was excited about the prospect of a new circuit and the associated challenge. To me the circuit seems quite complex to learn, certainly over one sprint at least, but it was enjoyable to drive with me improving my time on each run as I begun to understand the circuit a little more each time around.*

Launch and Traction were working well on the MBE9A9 ECU, giving the Reynard a 1.99s 64ft time!

Mark took the 2.0L record on each of his runs doing a great job and finishing 3rd overall but equalling first with 12points, our Steve B following him home and Steve Miles next just pipping me into 6th Overall.

All in all a very good showing of the 2.0L class, led by SBD Engines.

Looking forward to the next round at Lydden hill, just praying for a clean circuit this year.....it's been a while since we've been that lucky.



Goodwood, 25 April

Steve: FTD 74.67s [YouTube Video](#)

Matt: 2nd Overall - 79.47s

Steve's comments: *The Dallara is really coming together now, slowly getting to grips with the amount of speed you can carry into the corners. We had altered the gearing of the car at the first event to increase the top speed, but as I begin to gain confidence in the handling due to the increased entry speed, it is giving a much faster exit to the corners so on the long straight I am now bouncing off the rev limiter in top.*

Our high spec Vauxhall engine has beautiful power delivery, all the way to the rev limiter and I am sure as I begin to get more confident as to how fast the Dallara can go into a corner, we may end up re-gearing the car again.



Lydden 9 May

Steve: 3rd in Class 68.16s, 4th in Top 12 Run off 69.05s

Matt: 5th in Class 69.46s, 5th in Top12 run-off 70.63s

Craig: 1st in Class, 3rd in Top 12 Run-off 66.85s

Mark: FTD - 66.13s, 1st in Top12 run-off - 66.26s

Steve's comments: *Lydden is one of my favourite events, but half a day for the whole event is always a bit of a rush. The event was well organised and worked like clockwork, which meant we had no time to make any changes at all! We had just fitted new brake discs and pads as the old discs has massive cracks after Goodwood, so both Matt and I had to bed them in practise. The car felt quite nice to drive but once we got to the timed runs and were able to drive faster, we were having some issues under braking and acceleration. We tried different techniques, but the harder we drove the car, the worse it got. I managed to achieve 68.16s but felt the car wasn't going to go any quicker as the tyres were squirming under me. I discussed with Matt about running our other tyres to see what the effect would be, we knew it would be a bit of a gamble but wanted to find out the difference. We changed to our harder race tyres for the Top 12 and although they felt nicer to drive on, we couldn't get them hot enough and therefore the car was ultimately slower.*

I was pleased with 4th in the Top12 and with some changes we will make for Snetterton, we should be able to get a big step forward under braking and hopefully use more of the power of our 2.0L XE.

Craig's comments: *Lydden was always a circuit I enjoyed in the Westfield but haven't been as comfortable in the single seater, but I went into the event with a fresh mind-set hoping to do better.*

Being a half day event it all seems to fly by, but after a short scrabble to fit a new battery after practice as a cell had gone down on our existing battery the rest of the event ran smoothly for us. Mark qualified fastest overall and myself 2nd.

We couldn't make any improvements during the Top12, seemingly the hot conditions and tyres on our car were not going to allow us to improve our times, Mark kept the lead and won the event outright, whereas I was pushed down to 3rd overall, however I had set a new P.B for this circuit which I was pleased about. A good points haul from this event meant we go to Snetterton 1st and 2nd overall in the Championship.



Snetterton, 16 May

Steve: 6th in Class 84.32s, 8th in Top 12 Run off 85.85s

Matt: 6th in Top 12 Run-off 83.89s

Craig: 3rd in Class 82.68s, 5th in Top 12 Run off 82.96s

Mark: Fastest 2.0L racing car, 1st in Class - 79.66s, 3rd in Top 12 Run-off - 81.47s

Carole: 100.12s

Snetterton, 17 May

Steve: 4th in Class 83.48s, 9th in Top 12 Run off 84.03s

Matt: 6th in Top 12 Run-off - 82.85s

Craig: 6th in Class, 5th in Top 12 Run off 81.63s

Mark: 2nd in Class - 80.77s 4th in Top 12 Run-off - 80.63s

Carole: 100.12s



Steve's comments: We got to Snetterton early Friday afternoon, the first British Sprint car there.

Alan & Nick Mugglestone came over, who had been testing all day Thursday and were there for the HSA Championship round. They both made some adjustments to the car after the issues with low speed grip that we had been struggling with at Lydden. We started the day on the hard race tyres as the car always felt nicest on them, even though it wasn't always as quick. The car felt quite nice to drive for most of the lap, just having to be a bit cautious on the tricky last corner as the car would like to try and oversteer. I was 2nd fastest in the 2.0L class behind Mark after 1st practice. Then we made some more adjustments, which seemed to improve the car but it was still suffering with oversteer.

Both myself and Matt were getting quicker in the car but couldn't push it anything like as hard we wanted to. Then unfortunately Matt broke a driveshaft just before lunchbreak on the startline, so everybody pitched in to change it in the half hour lunch break. While this was going on I went around the paddock to make sure all our customers were going smoothly. By the time the lunchbreak was finished the car was all up and running again and Matt managed to get out for his second timed run. I had qualified behind Mark, we made further adjustments for the car for the Top 12, although neither myself or Matt were totally comfortable in the car, Matt's smoother driving style paid off and beat me in the Top 12. I had a few hairy interesting moments, commenting on by some of the other drivers, which ultimately cost me time.

Sunday started off much brighter and warmer, so we decided to start on the soft tyres to see if we could get more time out of them, but both Matt and I had agreed they just never felt better than the harder tyre. Although the car was slightly quicker than the previous day, ultimately we were still struggling for grip. Alan looked at the logged information and could see that something strange was going on to the wheel speeds whenever we ran the softer tyres. Adjustments we made throughout the morning helped to change the balance, but not fix the problem. We then decided to change to the hard race tyres again for the 2nd timed run and I managed to go faster than I had done all weekend although Matt was still struggling. What we hadn't realised during the second runs is that when we had rushed to change the tyres on minutes before having to be at the startline, we had put one of the soft tyres on the back rear corner by accident. So we decided to take the 3rd timed run to see if we could get a better feel with all 4 correct tyres on, unfortunately I pushed way too hard and managed to launch the car over the kerbs on the last corner. There was some damage to the wooden floors, fortunately nothing serious.

The top 12 was next, Matt did a couple of very good runs and got down to an 82s finishing behind Mark. Unfortunately my nerve had gone a bit and only managed 84s, so still some more work needed on the car. We have some ideas as to what needs to be done but not sure whether we are going to have time to get improvements before Pembrey, if not we will just hope it is nice and hot and with the high speeds on the circuit should be less of a problem.

Carole's comments: Saturday morning started bright but very breezy at Snetterton Race Circuit. Scrutineering was done before we went for our 9am briefing. We were to have two practice and 3 timed runs throughout the day. Bill opted to go out first and had a steady first practice, feeling confident he would improve his time for the next run.

I hadn't been out in the car since March, so it was good to be back out competing again. The event was very well run and it was only a short time before we were both out again for our second practice, improving on our times, although we both had some scary moments when approaching the hairpin and locking the brakes trying to maintain as fast a time as possible.

For the timed runs we decided to change onto our new slicks. Bill had an excellent 1st timed run and was very happy, confident he could get below 90 secs on his next go. My run was disappointingly slightly slower and neither of us managed to get the perfect run before the end of day. We both felt it was a great circuit and wasn't going to beat us, we would do better next time. Thanks to Borough 19 for a well run event and Roger Grimes did an excellent job of keeping us all on our toes and in the right place ready for our runs when needed.

Craig's comments: Firstly I think I should point out just how well this event was run by Borough 19 Motor Club, both days were slick and on time coupled with a great venue, certainly recommend to anyone considering entering next year's event. We started Saturday practice off with a few new settings within our Gearbox Control software, this led to failed downshifts for Mark under braking into the hairpin but this is why we test before releasing to customers, a quick revision by Steve and we had perfect gear changes all weekend which were now faster than ever before.

We qualified well and set about getting ready for the run off, I didn't push hard enough as just didn't have the right feel from the tyres and circuit meaning I was pipped by Steve Miles into 5th overall with Mark 3rd.



For Sunday I re-thought my lines and choice of gears for a couple of key corners, gentle progress through the times runs but stepped it up for the run off, resulting in a first run of 81.64 which I failed to improve on with my second run, Mark got into the 80s getting us 4th and 5th overall. We came away from the event with a good points haul and looking forward to Pembrey in two weeks time.

Pembrey, 30 May

Steve: 6th in Class, 9th in Top 12 Run off 97.60s
Matt: 4th in Class 98.74, 12th in Top 12 Run-off 100.69s
Craig: 2nd in Class, 3rd in Top 12 Run off 94.28s
Mark: 1st in Class - 93.99s, 5th in Top 12 Run off - 95.32s
Carole: 3rd in Class 110.76s

Pembrey, 31 May

Steve: 7th in Class, withdrew from the Run off due to illness
Matt: 5th in Class, 5th in Top 12 Run-off 98.78s
Craig: 2nd Overall, 1st in Class, 2nd in Top 12 Run off 93.24s
Mark: 6th in Class, 3rd in Top 12 Run off - 95.34s
Carole: Ladies FTD, 3rd in Class 117.03s

Steve's comments: After a week of feeling under the weather, we were looking forward to testing some of the new set ups on the car over the weekend at Pembrey. Practice started off ok and I was the fastest 2.0L car. We could still feel the back end of the car was planted but had a plan of adjustments to make over the weekend to see if we could get to the bottom of the issue. Every time we came in after a run, Craig would rush over and set to his well rehearsed task of changing the rear camber and tow on the car as we went through the various set up changes. We were able to change the balance of the car over the weekend but the underlying issue would always remain. This meant that as the weekend went on, our customers' cars were able to improve their times but we struggled to go any faster.

The highlight of my weekend was probably the appreciation from the rest of the competitors by applause after completing my run which included a full 360-deg at 120mph on the exit to Honda.

We think we have an idea as to what is going on to the handling of the car and hope to get a dramatic improvement before we get to Anglesey.

Carole's comments: Last weekend was a double header sprint at Pembrey Race Circuit. I was sharing with Bill and we both love this circuit and were looking forward to a good weekend of racing. Friday evening we walked the circuit to remind ourselves of the layout and I gained some helpful tips from Craig on turning points round the circuit to create more speed. Saturday started bright and sunny and with a smaller entry of competitors this year, we were soon up for the practice runs. The timed runs started after lunch and we both managed to improve our times, with Bill laying in 13th place and needing to achieve at least a 1 second improvement on the last timed run. We both had an excellent 2nd timed run and we were very pleased to discover Bill had gone 3 seconds quicker, placing him in 12th place in the Top 12 Run off. I improved my run by 6 seconds and although this was a PB for me this was not enough to get into the Run Off.

Sunday started with pouring rain and although there was a lot of water on the track, we went out on slicks. I took the practice runs as an opportunity to try and improve my lines, rather than top end speed. Bill however, had complete confidence in the car and was 3rd fastest after 1st practice. The day proved to be challenging with times being slower than the previous day, which could have been due to the cooler temperatures and the tyres being cold. I was not able to improve on my times from Saturday, which was a little disappointing and Bill struggled also, but still managed to qualify 12th again for the run off.

We had a great weekend racing, Bill winning 1st in Class on Saturday and I was really pleased to be awarded Fastest Lady for the Sunday. A good way to finish the weekend.





Anglesey International, 13 June

Steve: 3rd in Class, 5th in Top 12 Run off 78.58s
 Matt: 5th in Class, 7th in Top 12 Run-off 79.58s
 Craig: 2nd in Class - 78.44s, 4th in Top 12 Run off - 98.01s
 Mark: 2nd Overall, 1st in Class - 76.90s, 2nd in Top 12 Run off - 76.80s
 Carole: 3rd in Class 92.00s

Anglesey National, 14 June

Steve: 1st in Class 98.36s, 7th in Top 12 Run off 99.52s
 Matt: 4th in Class, 5th in Top 12 Run-off 98.86s
 Craig: 2nd in Class, 3rd in Top 12 Run off 96.80s
 Mark: 5th in Class - 99.68s, 2nd in Top 12 Run off - 96.21s
 Carole: 3rd in Class 110.99s



Steve's comments: After a busy week for Bill, rushing around with the Dallara between the chassis dyno and Alan Mugglestone's, he finally brought it to Anglesey. The car has now been set up completely differently so both myself and Matt had no idea what the car was going to be like. Matt took the car very gently around for 1st practice to get a feel for all the changes, he commented that the car was completely different to drive so I took my practice driving a bit faster based on the information that Matt had given me. We then slowly made changes throughout the day, fine tuning the set up with Alan's help via text messaging even though he was at the Download concert at Donnington Park. By the time we had got to the Top 12, we had made some quite nice improvements to the car and we were both beginning to settle in. I managed to finish 5th and Matt was 7th.

Sunday being completely different, a much slower circuit, the changes we had made on Saturday were going in the right direction, for the tighter circuit on the Sunday further changes were carried out to improve the low to medium speed corners. Again we both progressed though the day, I managed to qualify 3rd for the Top 12 and faster 2.0L car. We made one more small adjustment, but this made things worse and we overheated the tyres, which resulted in me spinning on my 2nd Top 12 run.

We are both pleased with the improvement in grip and traction, the car should be significantly quicker on faster circuits but we are going to work to improve the downforce, which is where we are losing a lot of time on the on the medium speed corners.

Craig's comments: With only a short break between Pembrey and Anglesey we were still fired up and looking forward to what we would hope would be a good event for us. The rain on Saturday didn't amount to much so practice went by without any drama's, the only issue we saw from the weather was the headwind down the back straight on the International loop as this was dropping us around 5mph top speed, however the extra air speed over the wings gave for immense braking leading up the hill!

During the timed runs (qualifying) we were able to improve our times meaning we qualified 2nd (Mark) and 3rd (myself) overall, a continued reliability issue with the Calders Gearbox meant they could not complete the runs, leaving the other Gould GR55 to take top honours.

Things were much the same in the run off, although the extremely lightweight supercharged DJ Firehawk of Nick Algar did manage one fast run to push between Mark and myself in the finishing order.

Sunday practice would start with a small amount of drizzle meaning conditions varied slightly between runners, Mark being one of them with a spin but no damage so onto P2 to get settled where we were both only around 1 sec off the record which was promising. For the timed runs we wanted to try another set of tyres from last year to see what performance these had, turns out less! Pace was ok and I did have the added enjoyment of catching a GR37 on my final lap but ultimately we couldn't get on record pace with these tyres so we reverted for the run off. Mark would run first and straight away went 0.3 under the record! We swapped over and as I left the line I thought wow, what a launch! (more of that later), run felt good as a banker first run and I was confident a little more was to come with more confidence through school corner in my next run. We re-fuelled and sent Mark out, another amazing launch to the point the revs matched grip levels perfectly and the car went with virtually no wheel spin, however the drive shaft or drive joint couldn't cope with this any longer and let go, with us both side-lined for our 2nd runs we had to nervously sit and wait to see what everyone else could do, also feeling a little frustrated that I wouldn't get the chance for my fully committed run and a chance at the record.

In the end it turned out that we were safe with our first runs being a small margin ahead of the field with the only car ahead of us both was again the GR55 of John Graham. Another good points haul for us and thankfully a bit of time before Knockhill to carry out the necessary repairs..

Carole's comments: Last weekend was another double header at Anglesey race circuit. A long way to go but well worth it, as the circuit is extremely challenging and offers a different layout on both days. Bill and I were looking forward to tackling the challenge of the International Circuit on Saturday. We had two practices and two timed runs, so plenty of opportunity to try and improve our times. Bill had an excursion across the grass on the second practice, as he miss judged the first corner and turned too soon into the pit lane! Fortunately no damage done and he was only a few tenths slower than his first run. After lunch we started the timed runs. Craig had given me some tips during the lunch break, so I was really pleased to improve on both my timed runs.

Sunday was two laps of the National circuit. I have done this circuit quite a lot so felt confident in pushing myself to improve on previous times. The same format applied as for Saturday, two practice and two timed runs. Both practices went well and improved times for both of us. Bill was keen to try and qualify for the run off, as he had just missed out on the Saturday by 1 place finishing 13th. On my last timed run I came round the hairpin onto the straight for my second lap and spotted another competitor ahead, which was a challenge to push harder and try and catch them. I didn't catch them up but was pleased to have improved my time on every run of the day – very satisfying. Bill was a few tenths slower on his last run and frustrated he was pipped into 12th place yet again by one of the sand racers from Guernsey with a 6.2L engine!! It was a great weekend of racing for us both.



Mark's excursion at Anglesey on Sunday!

Knockhill, 25 July

Craig: 4th in Top 12 Run off - 91.74s

Mark: 2nd in Top 12 Run off 90.80s

Knockhill, 26 July

Craig: 2nd in Top 12 Run off, New 2.0L Record 82.88s

Mark: 5th in Top 12 Run off 96.54s

Castle Combe (0.75 lap), 25 July

Steve: FTD 55.29s [YouTube Video](#)

Matt: 1st in Class - 56.26s

Steve's comments: We arrived at Castle Combe to a nice bright sunny day, ideal for testing the new aero and suspension set up on the car as well as new software tweaks. Matt, the guinea pig, went first to test out all the changes and said the car was the smoothest it had ever been and very easy to drive. I went out for my first practice with confidence from the information from Matt and managed to be fastest in 1st practice.

We then tested the new software, which allowed me to experiment with speeding the gear changes up, which produced a definite improvement. We made a few small changes to the set up of the car for 2nd practice and 1st timed run, making the car feel very nice. I managed to go faster again, although I felt there was a lot more in the car to come and I wasn't getting the best out of it. For the final timed run, Bradley Hobday and Gary Thomas were getting very close, so I knew I would have to put a quick time in. Unfortunately I had a small issue with my gear shift bleeper, which was slightly distracting however I still managed to go slightly faster which I was surprised about and managed to win the event but there is still alot more to come. With the improvements to the aero, we were worried that we could lose some top speed, but even at the fastest part of the circuit going over Avon rise, we were still achieving up to 150mph from a standing start from the pit lane exit.

Carole: Unfortunately, although Carole got a timed run, she was bulked and when she was due her re-run, the car was unable to re-start due to the crank sensor failure. The sensor was a standard Suzuki unit and Bill hadn't got a replacement with him, so he was unable to have a timed run.



Hethel, 2 August

Matt: FTD 114.34s

Brighton Speed Trials 5 Sept

Carole: Fastest Lady, 1st in Class, 2nd in Top 6
Run-off 10.67s, 131.5mph finishing speed

[YouTube Video](#)



Blyton Park 13 Sept

Matt: 7th in Top 12 Run off 58.77s

Craig: 4th in Top 12 Run off 58.44s

Mark: 8th in Top 12 Run off 59.03s

Anglesey National, 3 Oct

Matt: 1st in Class 95.53s, 4th in Top 12 Run off 96.31s

Craig: 4th in Class, 3rd in Top 12 Run off 95.34s

Mark: 2nd in Class - 96.26s, Broke the tripod on the start line of the 1st Top 12 run-off, but had qualified 4th

Carole: 2nd in Class 114.98s

Anglesey International/Costal, 4 Oct

Steve: 4th in Class 133.82s, 4th in Top 12 Run off 134.63s

Craig & Mark: Unable to compete due to a broken tripod

Carole: 2nd in Class 155.32s

Steve's comments: The Anglesey weekend was the last 2 rounds of the British Sprint Championship and we had invited Alan Mugglestone along to share the car with Matt and me. He would share it with Matt on the Saturday and me on the Sunday. They both went out in 1st practice, the car was handling OK but not brilliant, Alan then made some changes to the car for 2nd practice. The car was about 4sec faster so a significant improvement. The car had improved again, then in the timed runs Matt managed to break the 2.0L record by about 1sec and he reckoned there was more to come. Alan was still getting a feel for the car and not pushing it to the limit. Alan would have qualified for the run-off had he been registered for the British Sprint.

On the Sunday we were doing 2 laps of the International/Costal circuit using the corkscrew once. Alan went out 1st practice and set an incredibly fast time and said he felt more comfortable in the car today. I was second driver and the advantage of warm tyres, Alan reckoned that Church could be taken flat out. On my first lap, I had a small lift and went through at about 110mph, on the second lap kept it flat and went through at 125mph. I was still a couple of seconds off Alan and still getting comfortable with the new car set up. Unfortunately on Alan's run he caught a slower car that had spun and was unable to take a re-run, he seemed to think the rear tyres were going off slightly by the end of his run. I started my 2nd practice feeling more confident and gained considerable speed through the first couple of corners, unfortunately when I tried to take Church flat this time, I was another 5mph faster at 130mph and the rear tyres lost grip putting me into a double 360 spin spoiling my 2nd practice. Unfortunately due to the length of the circuit and the number of cars entered, the event had to be shortened to 1 timed run so Alan went first and did a 126.85, which was 4secs faster than my practice to win the class.

After my excursion in 2nd practice, I took everything far more gently just to get a clean tidy run and still qualified quite well for the Top 12. The temperature for the single Top 12 run had dropped even further and because of the slight imbalance took a steady Top 12 run but still managed to finish 4th just 2/10th behind Steve Miles.

Great thanks to Alan Mugglestone this weekend, the car is going significantly faster and with a few small set up changes that Alan is working on now, the car will be even quicker.



Craig's comments: The year so far had gone well for Mark and myself to the point that we had already secured 3rd and 4th even if we didn't attend the last two rounds, however that's not racing and there was still a slim chance of us improving those positions, the V8 Gould GR55's of Colin Calder and John Graham were charging us down after a poor start to their seasons. Saturday practice went without problem and we set times putting us at the sharp end, into timed runs and the same continued although Matt was flying in the Dallara bettering my qualifying time, I didn't get a 2nd time run recorded so going into the run off a little unknown as to how close times were going to be. I began the run off with confidence in our car which paid off as I managed a 95.35 to take a new class record by 0.9s giving me a 3rd place in the run off. I was confident I could find more time on my 2nd run, however unfortunately an inboard drive joint would fail on Mark's run also damaging the lower wishbone as the driveshaft flailed around, this would end our weekend there and then as there was no chance of repair.

Sunday would see us spectating on the rest of the field and waiting for the final scores.....however with no opportunity to score points on Sunday, I was unable to improve my final position and would retain my 4th overall in the Championship and the number next year.

Mark bagged a well deserved 2nd overall.

Our 2.0L Duratec TP307 engine has done us proud yet again this year, taking the fight to the big cars on many occasions and setting a number of class records through the year. Thanks to everyone who helped us during the year.

Carole's comments: Last weekend was the final double header event of the season at Anglesey race circuit. We arrived late Friday afternoon and got the car unloaded and into the garage ready for the start Saturday morning. Saturday we were racing two laps of the National Circuit, which Bill and I had both done before and were looking forward to it. The day was dry and overcast and we were to start at 10am. I went out first practice and had a successful run, followed by Bill. We only had the chance of one practice run, so we were both soon onto our first timed run. Although my run went well, I was disappointed in my time and was further behind Bill's time than I usually am, so before the second timed run I went and spoke to Steve Miles to get some useful tips on how to improve my next run. We watched his video of his run and I could see some areas where I could definitely improve my lines and gain more speed. Bill also showed his video to Steve and he was pleased to see that his lines were good, but could also make a few changes to gain more speed. I was really pleased with my second timed run knocking off 3 seconds and Bill also went faster improving by 2 seconds. So our tutoring from Steve helped us finish the day on a high.

Sunday was to be a new challenge for all the competitors, because we were racing on the International Circuit, but including the corkscrew which none of us had done before. We walked the circuit Saturday evening, although it was really a bit too dark to see by the time we got to the corkscrew, but it did give us a good idea of where to position ourselves on the track to get the maximum speed through that section. Both Bill and I loved this circuit with its fast straight sections and enjoyed negotiating the corkscrew on the first lap, finding the lines we discussed actually worked well when driving through this section. My second practice was to be my best run of the day, but I wasn't disappointed that I made good improvements on my time. Bill was driving really well and continued to improve his times throughout the day and achieving 136mph top speed on the long straight approach to Rocket corner. Bill qualified 15th, which wasn't fast enough to get into the run off, but he was pleased with the result. We finished the weekend feeling it was a challenging end to the season. A great weekend of racing for us both.



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