

SBD Events 2016

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

Photos: Kim Broughton

Castle Combe (1.75 laps), 19Mar

Steve: FTD 116.68s, 2nd in Top 12 run off 117.63s [YouTube Video](#)

Matt: 1st in Class, 3rd in Top 12 Run-off 119s

Carole: 3rd in Class, 11th in Top 12 Run-off 139.98s

Steve's comments: *With the cooling system now revised, oil and water temperatures were now perfect and after 1st practice we were able to push on hard with the car and get a feel for all the improvements that had been carried out over the winter. The new EGAS software which allowed us to limit the engine power based on road speed further helped with grip in the cold conditions. As both myself and Matt drove the car faster, with the help from Alan by text messaging, we managed to improve the handling still further. We both feel there is still quite a lot more to come from the car from some tweaks to the set up and SBD is working on a further engine upgrade, which we are hoping will produce up to 20bhp more but this will have to wait until later in the season.*

With all the improvements we had carried out over the winter, the car is much easier to drive and was over 6 seconds faster than last year. We are going to fit a taller wind deflector at the front because I could barely keep my head in place at high speed! Really pleased to get FTD, although beaten by Terry in the run-offs. We can't complain since he is one of our customers.



Carole's comments: *Saturday was the first round of the SBD British Sprint Championship at Castle Combe. Normally I would double drive the OMS with Bill, but he is currently not 100% health wise, so he has been elected to be Team Manager, until he is feeling great again and can jump back into the driving seat.*

This is one of my favourite circuits, especially as we were doing 1.3/4 laps. The OMS has had some changes over the winter months, with electronic throttle being fitted and some cosmetic tidying with some new paint and powder coating of various parts. Not having had time to test anywhere before the event, the single practice run was to be my test run. The throttle felt different to start off, but I soon settled into the run enjoying increased speed on the second lap. There were some team talks from Bill after the run, with advice on improving my next go which was to be the first timed run. I got a much better start and improved my lines on this run, which showed in my time by knocking off 16 seconds.

More advice taken before the next run from both Bill and Matt Hillam on trying some different lines and making sure I was on full throttle at every opportunity. My start was brilliant and the car felt fantastic, almost like running on rails around the track. Another 2 seconds were knocked off my time and I had to sit and wait to see if I had done enough to qualify for the top 12 run off.

The announcement was made of the competitors who were to be in the Top 12 and my name was called at number 12!! I was over the moon that I had made it and really looking forward to another two chances to improve my runs.

The first run was a storming run, knocking another 5 seconds off my time which was a personal best time for me at Combe. After refuelling and cooling the car down I had to wait for the other competitors to take their first run. It was soon my turn again. My start was the fastest 64ft time of the whole day and I was determined to make more improvements on this run, but as I entered the first chicane after Quarry, there was a horrendously loud noise suddenly coming from the rear of the car. Not knowing what was causing this sudden loud noise, I decided to abort my run, switched off the ignition and coasted to a halt by the marshal station. The recovery truck came and towed me back to the paddock. After investigation it was found the exhaust had come adrift from the cylinder head and it was blowing straight out. So although disappointed I had to cut my final run short, it was better to be safe than do damage to the car by continuing to drive at speed. I finished in a respectable 10th position. All in all it was a great day.



Croft, 21 April

Steve: 4th in Class, 5th in Top 12 Run off 73.39s

Matt: 3rd in Class, 6th in Top12 run-off 74.47s

Steve's comments: We had made some set up changes after Castle Combe but unfortunately with the wet start to the day, meant we had no idea as to whether they were working or not. As the day went on and the circuit dried, we slowly dialled out the changes reverting ever closer to the original settings, unfortunately by this time neither myself nor Matt had got to grips with the circuit. The traction control and launch control were working fantastically to the point where if we selected a too low setting the car would almost stall. The starts in the wet were as good as we had been achieving on dry tyres previously. I managed to qualify reasonably well for the Top 12 and although we didn't have time to change all the settings back, the car was quicker again. The start was a 2.05s and although the car didn't feel perfect, I managed to get quite a lot faster than we had been in the timed runs and much closer to Steve Miles. He managed to pull out a very good run and get 3rd in the Top 12 behind the V8s. We decided to take part in the 3rd timed run to try some set up changes, the car felt far more comfortable at the front and my time was virtually a second up coming into the 3rd sector, where unfortunately the rear end wasn't performing as well as the front so overtook it!



Goodwood, 23 April

Steve: FTD 75.08s [YouTube Video](#)

Matt: 2nd Overall - 77.64s

Steve's comments: With further development to the ECU software and chassis set up, the car is becoming more and more comfortable and easy to drive at each event. We have made some changes to the chassis before the start of the day and me being the first driver at all the meetings this year get a chance to test them out first, so off the start line and into the first corner at over 120mph is a good way to find out! The car felt very nice to drive and we made further improvements throughout the day. The car got quicker and quicker.

Once I get a chance to get more comfortable in the car, there is still a huge amount of time to come. The car is faster than me at the moment!



Hethel, 1 May

Steve: 2nd Overall 115.53s

Matt: FTD - 110.01s

Snetterton, 21 May

Steve: 9th in Top 12 Run off 85.66s

Matt: 6th in Top 12 Run-off 82.55s

Carole: 95.31s

Snetterton, 22 May

Steve: 8th in Top 12 Run off 84.60s

Matt: Fastest 2.0L racing car, 4th in Top 12 Run-off 80.50s

Carole: Personal Best time of 91.69s



Steve's comments: It was a very cold start to Saturday morning, before starting the day myself and Zoe cycled 15 laps of the circuit getting her ready for her London to Brighton Cancer Research ride in September. In 1st practice I couldn't get any heat into the tyres and this was not helped being first driver, Matt fared better than myself. We made changes throughout the day to try and improve things. Matt was more comfortable, but I struggled throughout the day and we had a lack of grip on the high speed corners. Although we made changes, the car only seemed to go faster as the day warmed up, Matt managed to get 2nd in the 2.0L Class by 0.09s and got piped again in the top 12 by 0.08s.

We made some more changes before leaving the circuit on Saturday. Sunday being a hotter day meant the car had better grip, myself and Matt were already on faster times than we were in the top 12 on Saturday. I still struggled with the set up throughout the day, however Matt coped better beating Steve Miles to the 2.0L Class and again in the run off. We have got some ideas for improving the car for Pembrey and it looks like we have problem with the diff, which could have been the reason why I was so uncomfortable in the car (racing driver excuse 4010!) We will know more next week when Mark Bailey strips and rebuilds the diff.

Carole's comments: Snetterton 100 Circuit was the venue for the next sprint weekend. Unfortunately, Bill was recovering from an operation in Southampton Hospital and was kind enough to allow me to drive the OMS on my own for the weekend. On Saturday morning we prepared the car ready for the two practice and two timed runs. I walked the circuit with Matt Hillam, co-driver of the SBD Dallara with Steve Broughton. He was able to give me some very good advice on positioning into the corners and driving the straights. On the first practice run the track was quite slippery, but the run was smooth. We had another practice run, then we had a timed run to fit in before the lunch break. Between my first practice run and first timed run I had knocked off 11 seconds which I was extremely pleased with. After the second timed run, unfortunately I hadn't gone quick enough to qualify for the Top 12 run off, so I was able to do a third timed run and achieved my fastest time of the day with a 95.31. A PB for me at this circuit.

Saturday evening I studied the videos from the days runs and could see where I could push harder into some of the corners and keep my speed up down the straights. Sunday was a lovely bright and sunny morning which was helping to warm the tyres nicely while waiting for the first practice. After both practices I had got my time back down to match Saturdays results and was ready for my first timed run. After a chat with Matt and some encouraging words, I had what I thought was a fast run pushing myself and came in to the paddock to see that I had achieved a 91.69 putting me very close to several of my competitors who were also on 91 secs. I went out for the second time run, but the engine developed a misfire during the run which was due to a faulty spark plug and although my time was slower, had I not experienced the misfire I felt I was on target to get into the low 90's or even into an 89! That's something for me to aim for next time. It was a fantastic weekend of racing and I would like to thank Bill for allowing me to use his car.



Pembrey, 4 June

Steve: 3rd in Class, 6th in Top 12 Run off 95.84s
Matt: 1st in Class 94.58s, 5th in Top 12 Run-off 96.23s
Fastest 2.0L Racing Car
Carole: 1st in Class 115.45s

Pembrey, 5 June

Steve: 2nd in Class, 6th in Top 12 Run off 95.38s
Matt: 1st in Class, 7th in Top12 run-off 95.85s
Carole: 1st in Class & Personal Best 109.80s



Steve's comments: We arrived at Pembrey with some new ideas for the set up of the car and straight away it was a big improvement and the car began to feel more comfortable. Just by chance at the end of the first timed runs on Saturday, we made some adjustments to the rear dampers and I instantly felt more comfortable in the car. On Saturday, Matt was having a good day and it was too late for me to catch him. On the Sunday morning, track conditions were quite different from the Saturday and we tried a few other changes just to see if we could improve it further. Matt was very quick in practice but as the day warmed up, he couldn't match his time in the timed runs however was still fast enough to win class. We managed to put all the adjustments we had made together on the car for the Top 12 and to me the car was the best it has felt at any time, but the temperature was so hot at the this point we were beginning to lose grip. Steve Miles put in a blinding first run to be the fastest 2.0L of the weekend and I managed to pip Matt in the Run offs.

Carole's comments: Last weekend was another two day sprint at Pembrey for the SBD British Sprint Championship and I was privileged to be able to compete again in Bill's OMS. Having not been there since last year, the two practice runs on Saturday morning were crucial in getting my lines right and increasing speed. It was a warm day with hazy sunshine which helped to get the tyres up to temperature fairly quickly, giving good levels of grip. This gave me more confidence after studying the data and some helpful advice from Matt as to where I could gain more speed and improve my time. I finished the day 5 seconds off my PB from last year, so I was confident I could achieve this on Sunday. Sunday was a very bright sunny day and my first practice runs were faster than the day before. During the lunch break I studied the data with Matt again and although my lines were good he could see where I could improve and gain a few vital seconds. Colin cleaned my tyres so I could start the timed runs with clean rubber. After the first run I had improved by over 3 seconds although I had gone into the tight right hander after the complex section with too much speed which caused the car to slide, but I managed to correct it and cross the finish line safely. I thought my final run went very well, but wasn't sure I had done enough to beat last year's result, but when Colin came up and told me my time and I realised it was personal best I was really pleased. An excellent weekend of racing.



Anglesey International, 18 June

Steve: 2nd in Class, 5th in Top 12 Run off 78.68s
Matt: 3rd in Class, 4th in Top 12 Run-off 77.76s
Carole: 2nd in Class 88.13s



Anglesey National, 19 June

Event cancelled before 2nd timed run & Run Off due to bad weather

Steve: 3rd in Class 128.02s
Matt: 2nd in Class 123.28s
Carole: 1st in Class 126.53s

Steve's comments: We arrived at Anglesey with the car set up as it had been at Pembrey, both myself & Matt were quite comfortable with the way the car was going. In 1st practice I drove first, the tyres were a little cold so not quite enough grip, however Matt had the advantage of warmer tyres to lead 1st practice in the 2.0L Class. We swapped round for the 2nd practice so I had the advantage of warmer tyres to take the lead in the class with 78.77s. By the time the timed run had started, the conditions were warming, we now found that the advantage of being second driver has both a positive and negative effect, you got the advantage of the warmer tyres at the start of the run but they got too hot by the end of the run. The first driver had slightly cooler tyres at the beginning of the run, but they were up to perfect temperature by the end of the run. We had made some slight adjustments to the car to try and overcome this, but my times were slower than practice and got pipped to the class by 1/100 second by Nick Algar.

When it came to the Top 12, the temperatures had dropped slightly and the car began to handle more like it had in the morning. We both instantly got into the 78s, but trying too hard in the 2nd run-off I managed to lock the rear brakes putting the car 45-deg sideways when braking for the final hairpin, but I just managed to keep it together and surprising still managed to go a bit faster. I finished on exactly the same time as Steve Miles, but because I was faster in 1st run-off, I get 5th place. Fortunately for Matt, he made no mistakes achieving a 77.76s to be the fastest 2.0L Racing Car. This meant that the SBD powered cars finished 4th, 5th & 6th in the Top 12.

Sunday was a completely different day, the sunshine has totally gone and started with an overcast morning. Matt drove first and said the car felt ok but not a lot of grip. I went out on the warmer tyres and even though it had started to spit with rain managed to be fastest overall by quite some margin. In 2nd practice Matt had the advantage of the warmer tyres and managed to go a second faster than I had gone, we were now both way out in front in practice. The weather carried on deteriorating and the later you got to run, the wetter the track got. Matt went first and put in a reasonable time for the conditions, but was more than 20s slower than practice. Unfortunately when it came to my timed run, Nick Algar had come off and taking out some of the timing gear, so I sat on the start line for 30mins. By the time I got to go, the weather conditions were so bad that I couldn't even see the track so was much slower than Matt.

Unfortunately it was decided to abandon the meeting due to the weather conditions so the class and Top 12 points were awarded based on that run, which was unfortunate for my overall standing. We have learned a lot more with the car set up this weekend and feel we can make further steps in the performance of the car. However the 2.0L XE engine has continued to perform perfectly with the launch and traction control of the MBE9A9 making the car easy to drive in all weather conditions.

Carole's comments: Anglesey is a lovely circuit to race on and last weekend we had a two day sprint as part of the SBD British Sprint Championship. Bill was happy for me to race in the OMS on my own, as he is not strong enough yet to be able to compete. Saturday started with a beautiful sunny morning. At the drivers briefing we were advised they would try to get as many runs in the day as possible, as the entry list was not as large as normal. We were doing the International circuit and I was determined to try and beat last year's time. I had two practice runs and improved my times and then we were offered a third practice run. I decided not to take this as the time wouldn't count. For the two timed runs I pushed really hard and had improved enough to qualify for the top 12 run off in 11th place. The first run off lap felt amazingly quick until I saw the finish clock as I crossed the line, only to be disappointed that it was a second slower than my fastest timed run. I wasn't worried, I had another go yet, which was fast but a bit slippery and I wasn't convinced it was any faster, but I was amazed to see I had gone 2 seconds quicker to give me a PB for the day and had finished in 10th place. What a good days racing it had been and all to play for on Sunday.

Sunday started with spots of rain while driving to the circuit. Steve Miles had already advised us the rain was on its way, so we were hurried along by the marshals to get out for the 2 practice runs as quickly as possible. Today was a 1.3/4 laps of the National circuit. First practice was slippery and slow but I didn't want to spin off in practice. By second practice it was raining harder, but the track felt ok and I improved by 12 seconds. All to play for now with the 1st timed run before lunch break. Waiting for the slot for us to go up to the pit lane and the rain was coming down quite hard now. Another competitor, Colin Metcalfe came in and stopped to advise me it was quite slippery in the corners, so be careful. By the time I was on the start line, still on slicks, the tyres were wet, track was wet and I had to just try my best. It was a clean run, slower than the practice run. We stopped for lunch and I found out from my competitors that I was now leading the class. This was surprising and exciting news and after lunch we were advised by the officials it was too dangerous to continue and the event was cancelled. I had finished 1st in Class and 9th overall – a great result, despite the rain.



Blyton Park, 9 July

Steve: 4th in Class 61.65s [YouTube Video](#)

Matt: 3rd in Class, 3rd Overall 60.87s

Blyton Park, 10 July

Steve: 4th in Class 60.72s

Matt: 1st in Class, 2nd Overall 58.50s

Steve's comments: I had only ever been to Blyton once before for a test but was ill for the whole day so only did a few laps. I cycled the circuit on the Saturday morning for a couple of laps to try and learn some of the track. The morning started off dry but by the time it got to the single seaters, it had started to rain. Matt got to drive first and since this weekend was all about testing new set ups and electronics, Matt got to try out a set of Pirelli race wets that we had borrowed from Alan Mugglestone. Matt put in a good time and was fastest out of the single seaters, then I got my go to try the new wets and managed to go even faster by over 1s. I was surprised to be the fastest single seater overall, since it was the first time I had driven the car in anger at Blyton. Second practice Matt managed to go faster than me but we were still 1st and 2nd out of the single seaters. By the 1st timed run, it was almost completely dry with only a few traces of damp, I managed to be fastest overall but we had now switched to slick tyres, which we had borrowed from Bill Gouldthorpe for the weekend. By the time it came to the second run, it was completely dry and we were suffering a few handling issues. As my speed increased the handling got worse and only final fast sweeping left right section I could feel the back end going and got into a spin. This unfortunately messed up my final timed run and everybody else managed to go quicker, leaving me in 4th. It was a great shame as when you look at the sector times. Steve Miles got FTD and when you compare the sectors, I was almost 0.5s up until my spin, but obviously you have to finish to win!

Sunday track conditions had changed slightly, even though it was dry when we arrived the circuit felt quite different to dry on. although the car was reasonably quick, Steve Miles was already into the 59s for 1st practice, but both myself and Matt agreed the car wasn't handling well. We made a few changes but the car wasn't improving significantly. We even swapped back to our larger tyres for the timed runs, but these didn't help significantly and I couldn't get comfortable in the car. On the 2nd timed run, I drove first, I had made some other small changes to the car, it felt better than it had been for the rest of the day even though my time didn't show it. Fortunately I was able to give Matt the car with warm tyres and he managed to put in a good lap, winning the class and coming 2nd Overall.



Castle Combe (0.75 lap), 23 July

Steve: FTD 54.42s, New 3/4lap Course Record

Matt: 1st in Class 54.94s

Steve's comments: Bright and early start to Castle Combe, the car felt good for 1st practice. There were quite a few cars close on time, Matt was a bit slower than expected but he had to contend with cold brakes and tyres. Second practice I got to drive first and the car definitely wasn't as good for the 1st driver, so after practice Matt was fastest and I had even gone a little bit slower, so I knew it was going to be a tough day.

Fortunately for the 1st timed run I got to drive on the hot tyres and was comfortably in front of Matt. The 2nd timed run, the track temperature has risen quite a bit so driving first was quite such a disadvantage. I knew that Matt was close behind and had to put in a quite but tidy run to ensure I stayed in front. I managed to knock about 1sec off my time and break the 3/4 lap record for this event. Matt also managed to faster than he had done before, breaking the previous record but I managed to secure FTD by 1/2s.



Goodwood, 6 Aug

Steve: FTD 74.93s [YouTube Video](#)

Matt: 2nd Overall 77.93s

Steve's comments: Bright and early start to Castle Combe, the car felt good for 1st practice. There were quite a few cars close on time, Matt was a bit slower than expected but he had to contend with cold brakes and tyres. Second practice I got to drive first and the car definitely wasn't as good for the 1st driver, so after practice Matt was fastest and I had even gone a little bit slower, so I knew it was going to be a tough day.

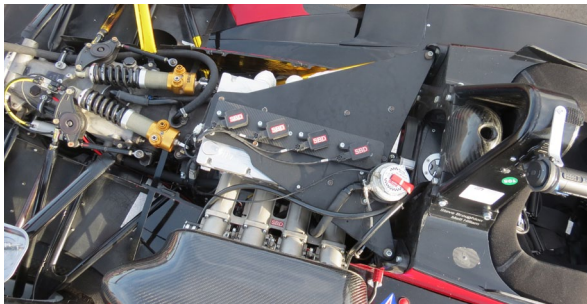
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Blyton Park, 11 Sept

Steve: 3rd in Class 119.45s 6th in Top 12 run off - 120.12s
Matt: 2nd in Top 12 Run-off 115.51s, Fastest 2L Racing car
Carole: Ladies FTD, 1st in Class, 12th in Top 12 Run-off 133.06s

Steve's comments: This was my first time at Blyton with the 2 lap layout, the car felt improved with the changes we had made from Goodwood and I was second fastest just behind Steve Miles after 1st practice. Both myself and Matt felt the car was still a bit loose at the back end, so during the practice and the timed runs we made some quite large changes to the settings to get an idea of what might be too much. The car wasn't perfect but we managed to dial out the nervousness at the rear of the car. Unfortunately the balance wasn't perfect which meant Steve Miles won the class, Matt was 2nd and I was 3rd. We made further changes for the Top 12, I felt the car was really good if not quite perfect but spun turning into the last corner just before the finish. Matt took his run which gave him a much slower time than his qualifying runs and wasn't happy. I decided to run on my second run off on the same settings and definitely decided the car wasn't as good, so while Colin helped Matt get in the car, I adjusted the settings some more. Matt managed to knock more than 5s off his first run off time to get 2nd Overall in a time of 115.51s and getting fastest 2L. Despite all our setting up issues, the engine and electronics performed faultlessly for the whole day and we would get repeated 64ft times in the 2.0s region every time.



Goodwood, 24 Sept

Steve: FTD 75.83s [YouTube Video](#)
Matt: 2nd Overall, 1st in Class 79.12s

Steve's Comments: We hadn't originally planned to do this Goodwood Sprint, but Bill Gouldthorpe, who has been having cancer treatment all year and been unable to compete until now wanted to do this event as his only event for the season and asked if we would go along and compete as well. It was a nice sunny day, perfect for a sprint at Goodwood. Bill was in the bay next to us and so excited we couldn't get him out of the car. Bill took it reasonably gently for practice, as he hadn't driven the car for a year. As soon as practice finished, he rushed off with John to go and look at a Porsche he had got his eye on. The first timed runs started slightly earlier than expected with no sign of Bill, he had actually got stuck in traffic and just managed to get back in time to be in the last group. He managed to knock nearly 8s off his practice time and was grinning from ear to ear, not only the fact that he was pleased to be back in the car but he is now the proud owner of a Porsche as well! The second timed runs Bill managed to go faster again knocking over a second off his time and finishing 7th Overall. Super pleased with his day, unfortunately he blasted the noise meters and had forgotten to bring the bracket to mount his extra exhaust box so was unable to do the 3rd timed run. He now can't wait for next season and should be a lot stronger and fitter by then, so good luck to Bill for next season. Zoe had kindly come along to help Steve and Matt with the car, even though the following morning she would be up again early to do her London to Brighton cycle ride for Cancer Research UK.



Anglesey National, 1 Oct

Steve: FTD 114.36s, 6th in Top 12 Run off 114.89s

Matt: 3rd in Class, 5th in Top 12 Run-off 113.75s

Carole: 1st in Class , 11th in Top 12 Run-off 119.52s

Anglesey International, 2 Oct

Steve: 3rd in Class 81.59s, 6th in Top 12 Run off 79.52s

Matt: 1st in Class 78.63s, New Class Record, 4th in Top 12 Run-off 78.59s

Carole: 1st in Class 94.66s

Steve's comments: We had made some changes to the car ready to test in the dry, so unfortunately with the wet start to the weekend and running the new wets for the first time, we had no idea how the car was going to handle! With only one practice, no time to make any changes. It felt like a very slow practice run, but the time was really good for both myself and Matt. The first timed runs, I was fastest 2L, it still felt like driving on ice though. Matt would drive first for the 2nd timed run and managed to improve his time, my 2nd timed run was delayed slightly but the track felt just as slippery as it was still raining during my run, but managed to cross the line in a 114.36s getting FTD by quite some margin.

The rain then stopped and the track began to dry, so we all switched over to slicks for the Top 12. Matt went first and when he came in, he said the car was understeering massively, we had just enough time to reconnect the rear roll bar for my 1st run and the car was now oversteering massively! In fact it was so bad, I couldn't even match my time in the wet runs. Matt managed to cope slightly better than me and get a faster time and although we both got reasonable times, Steve Miles relished the uncertain conditions and produced an outstanding time winning the Top 12.

It had been raining overnight and although the track was drying for 1st practice, the track conditions were fairly similar to how they had been for the Top 12 the previous day and the car still felt as if we were driving on ice.

Because of the uncertain conditions, neither myself or Matt could make a judgement on what needed to be changed to improve the car. Although the handling wasn't perfect, it was very predictable.

As the day went on the track dried further, Matt broke the Class record to win the class and I still wasn't comfortable and finished 3rd behind Steve Miles. By the time of the Top 12, track conditions had improve significantly and we realised that the car was still oversteering so we made some adjustments for each run. We both felt the car was getting better, Matt was unable to match his class winning time but with each adjustment I was feeling more comfortable and began to edge closer. Unfortunately we ran out of adjustment so Matt was the fastest 2L in the Top 12, followed by Steve Miles, then myself with less than a second between all of us.

It was a good last event and we were both feeling that the car had made another huge step forwards and was more consistent to drive. The 2.0L XE engine we had been using in our car, we have been running since 2014 and has run faultlessly, Steve Miles has been running his 2.0L Duratec engine for 4years, also perfectly.

Carole's comments: The first weekend of October was our last round of the British Sprint Championship at Anglesey.

On Saturday morning it was pouring with rain and it was not forecast to stop raining until late afternoon, so after attending the drivers briefing we changed the slicks for our wets. The running order was reversed for this event which meant all of the national A drivers were to go out first. As it was two laps of the National circuit we only had one practice. My run went well except I caught up a slower car on my first lap, but once they turned off I continued my run. The first and second timed runs went well with improved times and as a result I qualified for the Top 12 run off, improving my times on both runs and finishing 11th. A good finish to a very wet days racing.

Sunday was a completely different start with bright sunshine, but the track was still very wet with little grip. Today was a single lap of the International circuit, so two practice runs and 2 timed runs. On first practice I took it very steady after having come close to spinning during my lap. Throughout the day each run showed an improved time, but I was not quick enough to qualify for the Top 12 run off this time. The car performed faultlessly all weekend and I enjoyed the challenge of racing on both circuits. A good end to the season.



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