

SBD Events 2020

Matt Hillam and Steve are sharing the 2.0L XE powered SBD Dallara
Carole will be driving her Hayabusa SBD OMS CF04
Zoe will be driving the SBD 1.6L EcoBoost Westfield

Unfortunately due to the pandemic, the motorsport season didn't start until the middle of July and the first sprint was the Dick Mayo Sprint at Castle Combe.

Castle Combe, 18th July - Dick Mayo Sprint

Steve: FTD, New Course Record - 52.40s [YouTube Video](#)

Matt: 1st in Class - 52.83s

Carole: 2nd in Class - 60.18s

Zoe: 4th in Class - 64.57s New Personal Best [YouTube Video](#)

Steve's Report: *Nice to get out in a racecar for the first time this year, last time I even sat in our Dallara was at Anglesey last October. The car felt easy to drive straight away with all the changes we had done over the winter. Fortunately everything that had been changed was definitely a step forwards, the new barge board design thanks to John Hughes seemed to work perfectly. John also advised us to remove all the gurneys for Castle Combe and the car was showing good top speed at every part of the circuit. The geometry changes Darren Warwick had given to us made a significant difference to the feel of the car. The car still had initially some turn in oversteer, which always makes me feel uncomfortable and power oversteer on exit, which Matt hates. However, we slowly adjusted the rear ride height and can honestly say the car got better throughout the day. Matt pipped me on the 1st timed run to my horror and broke my course record by nearly 0.7s. I beat him on the 2nd timed run by just under 0.1s. Matt had a problem on the 3rd timed run, which meant it was all down to the 4th and final run of the day. I managed to get a nice run in to lower the course record by just over 1.1s to 52.40s and win FTD.*

It was great to see friends at the meeting and Steve Miles did a brilliant job in his 2.0L Duratec (307bhp) Van Diemen, he was also inside last year course record and was driving brilliantly, hopefully Alan Mugglestone doesn't give him too much more training! My thanks to John Hughes for designing the aero package, John Hansell at Fibre Lyte for manufacturing all the aero components, Alan Mugglestone for the set up of the car and driver tuition we have had in the past. All of these people have helped make the car and us go quicker.

In lieu of not being able to give a FTD speech at the event, thank you to Bristol Motor Club, all the marshals, officials and competitors for making run smoothly as it always does at the Dick Mayo Sprint.

Zoe's Report: *Castlecombe...Dick Mayo Sprint...first event of the season! 4 months later than we'd originally hoped the season would start so everyone was in good spirits to finally be back out on track!*

We'd all anticipated hot, sunny weather so when we got there to it trying to rain; we immediately got the wets out and at the right pressure because, as all racers know, if you get them ready for use they won't be needed.

Practice lap went well, started with a 70.43s! Dropped my time down to a 64.73s on my first timed run - 1 second lower than my time for the same event last year!

During the day, the sun started to peek its way out through the clouds! Unfortunately, the ever reliable ice cream man who is always there (even in March) was unable to be there with the social distancing in place!

My fastest time of the day was 64.57s which I'm pleased with as I achieved my aim of beating my time from last year! Car handled extremely well allowing me to reach 132mph over Avon Rise; thanks to all the hard work Steve put into the car outside of working hours during those lockdown months!

Finished the day as 16th out of 112 competitors which I am very happy about.

Pictures thanks to Steve Kilvington



Goodwood, 1st August - Eagle Sprint

Steve: FTD, New Course Record - 72.63s [YouTube Video](#)

Matt: 2nd Overall - 73.08s

Zoe: Fastest Lady, 4th in Class - 97.40s

Steve's Report: Brighton & Hove Motor Club's Eagle Sprint last year was the last time we were at Goodwood, so it was nice to be back. We had made a few more subtle changes to the set up since Castle Combe, as usual I let Matt go first because he is always steady on his first go and came back saying the car just felt fantastic and would be able to go much faster next time.

I use the first corner Magdwick as a gauge as to how well the car is going to handle on the rest of the circuit with its double apex and undulation as you head towards the second apex. The car is a huge step forwards over last year as we already knew from Castle Combe. It was still not perfect because I could tell from the change in feedback over the undulation, but I knew that I would then be able to take No Name flat out. The feeling through No Name was completely planted and was just amazing. The car didn't even move, I even had the option to change direction slightly in mid corner at about 155mph whilst braking and turning into St Marys! The rest of the circuit was also much easier to drive with the improvements. On first practice, I have already unofficially gone under the lap record with 73.43s.

Timed run 1, I was confident that I was going to be faster easily, but ended up be a tenth slower. Matt went out and was 0.03s faster than me. After looking at the data with Matt, you could tell that his lighter weight giving him an advantage of acceleration, but I was still quicker through No Name, so I knew I had to do a really good job to beat him. T2 was a much better lap and hoped I had done enough to beat Matt as he normally improved with each run. I had made a small camber change to the rear and definitely felt the car was even more stable. Still not quite flat through Magdwick, but it was enough to get 72.63s, which was almost 2 seconds inside the my record from last year. Matt was a bit slower on this run so it was all to go for in the 3rd and final run. I must admit I relaxed slightly and made a few mistakes, it was still a 73s run, Matt managed to improve to 73.08s but not quite quick enough. What a day, the car was great to drive throughout. Our thanks to Brighton and Hove Motor Club for putting a well organised event as always.

It was great to see Steve Miles there, I had done a few updates to his software and maps, unfortunately Steve hadn't been to Goodwood for about 10 years so was quite rusty. He was also having problems with the noise meters, which was off putting. For the final run, he had made another adjustment to his silencer deflector and managed to get round without tripping any of the noise meters and started to get to grips with the circuit again and get some good times. Hopefully Steve can come back and do some more Goodwood events next year and it can be a good fight.

We had been working on the car for 5 years and every time we improved the corner speed by increasing the downforce, we had also increased straight line drag so the net result was, it was faster round the corners but slower down the straights and Goodwood is one of the few circuits, that has the perfect balance of corners and straights that means that you effective go no faster unless you can reduce the drag when downforce is increased. All this is thanks to John Hughes, we are now picking up more top speed with reduced drag yet increasing the downforce at the same time. With the subtle improvements in the geometry set up, we are able to get more and more from the Pirelli tyres.

Pictures: Kim Broughton



Abingdon - Long Course 15th August

Steve: 2nd Overall - 98.45s [YouTube Video](#)

Carole: 2nd in Class

Steve's Report: We had carried out a lot of changes to the Westfield since I have last drove it and Zoe said it was much easier to drive but she had had a handling issue, which I had managed to sort before Abingdon. We had hoped Abingdon would be dry but it wasn't to be, so we had to run the car all day on wets and we were using 4 year old Michelin tyres. I took it very gentle on 1st practice and couldn't believe how well-mannered the car was. I kept using more and more of the engine power, which the car was now able to deliver to the road. I had been tuning the engine torque delivery to feel more like a normally aspirated engine and it was definitely very easy to drive.

Unfortunately each run got progressively wetter as I began to feel more comfortable in the car. I didn't realise how quick the Westfield was going until I looked at the times, after the first timed run when we realised I was 2nd overall 98.45s, just over 1/12 second behind Will Nichols in his ex-works Subaru World rally car, so it just showed how much of an improvement the car had gained over last year. I had one run left to see if I could get FTD, unfortunately the weather got even worse and there was now standing water on the circuit so I decided to go for it anyway and the car delivered all the power to the road. I was on 2/100th off my fastest time on a drier track (98.47s) and was fastest on that run overall but not quick enough. I had a fantastic day, had forgotten how much fun it was to drive the Westfield and looking forward to going back in September with some Pirelli wets just in case.

The event ran extremely smoothly even with the wet conditions and thanks to all the all the marshals, officials and Sutton & Cheam Motor Club.



Abingdon CAR-nival 26th September

Steve: 2nd Overall 86.28s [YouTube Video](#)

Zoe: 2nd in Class

Steve's Report: This is only the second time I have had a chance to drive the SBD 1.6L EcoBoost Westfield this year and the first time in the dry. Quite a few more small changes to the car for the weekend and couldn't believe how fast it accelerates, particularly in comparison with the Dallara. The speed based boost control means it effectively accelerates as almost the same rate all the time. It is amazing fun to drive and we are going to have to work on the handling some more to get it to deliver all of its 376bhp. The good thing is that the new boost control strategy has meant that on the track surfaces that we could deliver good grip where the tracks are less grippy as you can see on the Abingdon circuit, there are a few moments where I am having to work quite hard. On the Bentley sprint, which had lots of grip but tight turns, I was able to achieve 2nd overall up against a large number of single seaters, I thought it would be much harder to maintain this position on the Abingdon sprint with the large sweeping turns, where the cars with aero come into their own. I was surprised to still 2nd fastest overall, 2 seconds ahead of the rest of the field and only 2/10th behind Simon Wallis in his OMS3000, so extremely pleased with the day. I must admit it was exhausting double driving with Zoe having 2 practice and 2 timed runs on each circuit, which meant we were yo-yoing in and out the car all day and the event was finished by about 4pm. The event was seamlessly organised, as always, hopefully next year it will be able to be run under more normal conditions.

We were having fuel pressure issues during the day, the ECU was able to cope with this and make adjustments to compensate. When we got home we found a lump of metal had got jammed in the fuel line, that was almost big enough to block the complete supply off and this would keep moving, hence we were able to keep going. So a nice easy fix and back together again for Goodwood on Saturday.

Pictures: Kim Broughton



Goodwood Sprint 3rd October

Steve: 2nd Overall 81.38s [YouTube Video](#)

Matt: 3rd Overall 85.40s

Zoe: 1st in Class 102.94s [YouTube Video](#)

Steve's Report: *I had some understeer at high speed in the wet, made a small change and sorted it out. Matt wasn't comfortable all day. On the second of the 3 runs that counted, I was 7 seconds clear of Terry, the track was damp in places with a few very wet patches on the corners and nearly dry on some sections. The 3rd timed run was delaying quite a bit due to lots of cars going off. The track was looking very dry but still wet/damp on the corners and chicane. I made the mistake of going for a steady run. Terry was the second driver for the 3rd run, the track still drying so he was able to use his power on the straights and beat me. We had a 4th timed run for best improver, unfortunately just as we were about to go a Porsche dropped anti-freeze all over the fastest corner (No Name), Matt and Terry did steady laps, both now on slicks. I went out to prove a point and the car felt great, it looked ok at No Name until I span at 151mph! The car needs a little TLC because the side of the floor dug into the grass.*



Castle Combe 17th October

Steve: 2nd Overall 54.12s

Matt: **FTD 53.63s** [YouTube Video](#)

Zoe: 3rd in Class 67.80s [YouTube Video](#)

Carole: 1st in Class 60.95s



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