moleracing

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# moleracing 2017 season – mid season update

**Snetterton 100 circuit**

Refreshed from a weeks holiday in Umbria, the car was loaded up on Friday morning and I drove to Snetterton, back past Stansted Airport where I'd landed the day before!

Borough 19 motor Club run a slick event on the 100 circuit, whilst the rest of the paddock was crammed full for a wide range of races on the 200 layout plus 1000's of minis anticipated for a big mini fest! All this meant plenty of spectators and a tight paddock.

The full contenders had arrived including for the first time this season the British champion Colin Calder and daughter Heather, meaning there were 5 V8's and a dozen 2 litre cars plus a returning Simon Bainbridge after some 18 months out in his 800bhp carbon tubbed Audi TT monster. So no relatively easy points today then!

Some damp practice runs with intermittent showers made tyre choice tricky, but as the forecast was mostly dry, we stayed on slicks all day and slithered in the damp periods! By end of qualifying, I was pleased to be 4th overall, top 2 litre and just behind the double driven Calder V8 and Terry - the now retired chip shop owner - in the Tegra Lola V8. Despite many improvements all round in the run offs, I maintained this position for some good points at the end of the day in both the main championship and the 2 litre battle. A new PB, points on the board, so best have a beer then.

Martin Pickles drove up to help for the weekend, but was not competing as he was focusing on his upcoming French Hillclimb round (The GB masters section was subsequently won by our Matt Carter). I was under strict instructions by the moleracing management (my wife), not to overdo the beers as Martin had the potential to encourage the weak willed celebrating driver!

The evening ended well under the stars on a viewing bank with the large outdoor TV display playing the Italian Job – I didn't stay however till the 'blow the bloody doors off' bit as I had another days competition ahead!

The development to the car continued during the Sunday – progressively increasing the rear ride height with the aim of gaining downforce from the underside of the whole car and reducing the drag by minimising the wing.

I was beaten by Nick in the 2 litre class and qualified 5th, but this was bumped to 4th in the run off as John Grahams freshly engine Gould had a small fuel pump fire and had to withdraw after the loom melted. But despite the fire extinguisher being deployed there was no serious damage and it could have been a lot worse.

**Pembrey**

A sunny evening, good company, a curry, a great racetrack tomorrow what more could you want! Bill is seen here. I hope I'm still doing 130mph plus when in my mid eighties!

The Saturday was run on the traditional layout, and it rained on and off all day. I was 2nd fastest in the wet, but ended the day 5th and top 2 litre in the dry, just a few tenths ahead of Matt and Steve. There was no run off due to time limits so points were awarded on qualification order.

I was helped by Colin all weekend, and he spotted a rear bearing hub bolt, prompting emergency repairs.

Matt pipped me into 6th on Sunday, but it was very close both days with everything to fight for. We drove a new circuit layout that added an interesting variation. Can't wait to go back! Poor Nick had a catastrophic transmission failure and now is in rebuild mode for Blyton.

In pursuit of more development, I used balsa wood under the car that got scraped away at high speed as the downforce pushes the car to the track. This established the vertical movement range, which was then calibrated in a highly technical way by loading the car and measuring as shown below!

Based on load and deflection, the car is developing around 600kgs of downforce at the rear and 200kgs at the front – it only weighs 425kgs! Just to drive faster and trust it!

Post event, all wheel bearing bolts were removed, binned and replaced with new following the failure, the temporary loom repair from the first round was sorted properly with a plug and socket d=from SiLeck  and the car was given a thorough check over.

**Curborough**

This weekend just gone, I had an enjoyable Saturday competing at the local circuit, Curborough. This is a tight, challenging track and although I have been driving there for some 20 years, I hadn't done a single lap event since 2013. My aim was to go under 30 seconds, which I achieved with a 29.06 and took FTD to boot.

This is the very short onboard video of the run.
https://www.youtube.com/watch?v=tGuzxe3rxvY

So, a quick car check over and then a double event at Blyton Park next weekend – I definitely won't be leading the British championship after that. But hey, I am at the moment!

Steve
smiles@moleracing.com

| British Sprint Championship 2017 – after 6 of 14 rounds – best 9 scores to count | | |
|---|---|---|
| Steve Miles | 2.0 Van Diemen RF96mm17 | 53 |
| Matt Hillam | 2.0 SBD Dallara F3 RB01 | 50 |
| Heather Calder | 3.5 Gould55 Nicholson McLaren | 49 |
| Terry Holmes | 3.5 Lola Tegra Judd | 47 |
| Colin Calder | 3.5 Gould55 Nicholson McLaren | 46 |
| John Graham | 3.5 Gould55B  Nicholson McLaren | 38 |
| Nick Algar | 2.o DJ Firehawk | 34 |
| Steve Broughton, | SBD Dallara F3 RB01 | 29 |
| Tony Jarvis, | Dallara F399 | 27 |
| Graham Porrett | 3.5 Lola Tegra Judd | 24 |
| Simon Bainbridge | 2.5 Chrono | 16 |
| Simon Boulter | 1.1 OMS | 14 |
| Martin Webb, | Dallara F399 | 11 |
| Matt Carter | 1.3 radical PR6 | 10 |
| Grahame Harden | 1.0 Jedi | 8 |
| Scott Pillinger | 1.4 SP special | 8 |
| Graham Blackwell | 1.6T ecoboost Mygale | 5 |
| Jim Belt | 3.0 Juno TR400 | |
| Chris Bennett | 1.6 Force | |
| Martin Pickles | 1.1 Jedi | |
| Dave Cutliff | Van Diemen | |
| Bill Gouldthorpe | 1.6 OMS | |
| Carole Torkington | 1.6 OMS | |
| Nick Houston | | |

| 2 Litre Class 2017 after 6 rounds | | |
|---|---|---|
| Steve Miles, | Van Diemen RF96mm17 | 278 |
| Matt Hillam, | SBD Dallara F3 RB01 | 277 |
| Steve Broughton, | SBD Dallara F3 RB01 | 265 |
| Tony Jarvis, | Dallara F399 | 248 |
| Martin Webb, | Dallara F399 | 232 |
| Nick Algar, | DJ Firehawk | 221 |
| Dave Cutliff | Van Diemen | 45 |

| Remaining Events 2017 | | |
|---|---|---|
| 8 July | Blyton | Gainsborough |
| 9 July | Blyton | Gainsborough |
| 15 July | Lydden Hill | Kent |
| 6 August | Hethel | Norfolk |
| 26 August | Knockhill | Scotland |
| 27 August | Knockhill | Scotland |
| 2 September | Blyton | Gainsborough |
| 3 September | Blyton | Gainsborough |
| 9 September | MIRA | Leicestershire |
| 14 October | Anglesey | N Wales |
| 15 October | Anglesey | N Wales |

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