

Good Afternoon Guards Racers.

Thanks to all of you who went to a hot Brands last weekend.

We had a total of 28 cars; no comparison available to 2018 as we were not invited; 9 GT's and 18 SR and 1 Invitation.

It was good to see some new and old names and cars out for the first time this year. Please come and race with us again!

I have no doubt the attraction of the Brands GP circuit has a lot to do with it and I was really sorry not to be there.

Great to see an SRB car on pole, ideally suited to Brands GP circuit I guess; clearly variation is the spice of life, a GT on pole at Donington, an SRD at Silverstone and all change again at Brands. It would seem that Marcus Pye agrees as well, judging by his Facebook video of the Guards race start.

I cannot comment on the actual racing as I was not there, however I have had some comments from drivers and from HSCC office with regard to pit stops.

Please bear with me on this one; the final instructions have the Guards pit stop details included. There is nothing in the Guards Regulations about pit stops.

The final instructions tell us that the pit stop must be with the car stationary for one minute (Oxford English dictionary definition of stationary is "not moving") the instructions also give us a pit lane speed limit of 37 mph / 60kph for all tracks. The timekeepers calculate an elapsed time for the pit lane speed limit and the one minute pit stop and for Brands this was 1 minute 16 seconds. We can see from the timing results that no one was less than that elapsed time; the fastest elapsed time was 1 minute 18.576 seconds and the slowest was 1 minute 50.840 seconds.

My view is that we must follow the final instructions, ie. stationary for 1 minute; unless or until HSCC clarifies or changes the ruling.

My pit crew times the pit stop from the moment the wheels stop turning and then counts down the 60 seconds. Normally we can manage the driver change and still have time to spare prior to getting the release signal, (I admit to being ticked off once or twice, rightly or wrongly, for being too quick to release).

The one minute duration was agreed for safety reasons and I would defend that thinking for the future. I race in other series, one of which has one minute duration and two that have no limit on duration. I know which I prefer.

In reality we must trust each other to respect the rules as they are written, maybe I am old fashioned, but that's the way I see it.

I believe the HSCC will be clarifying the pit stop detail in the final instructions for future races.

If any of you have any suggestions or proposals for pit stops that we may like to discuss at the Drivers Meeting in October, please tell me.

Next race is Croft on Sunday 4th August, the online entries close this week. Currently we have 12 entries, again some new or returning racers have entered which is great. Croft is a brilliant track to race, the meeting is a Goodwood revival affair if you like dressing up, and we had Spitfires overhead a few years ago. This has to be the most cost-effective Guards race of the year in terms of track time, only (!) £405 for a 40 minute race and space for 32 on the grid. As I said in the last newsletter, it's not that far up the A1. Really!

After Croft, Gold Cup time at Oulton Park, another fantastic track, all qualifying and racing on Monday 26th August.

As before, if any of you have any comments or suggestions as to how we can do better or different; get more cars on the grid; any pros or cons; anything; please do not hesitate to give me a call or email.

I look forward to seeing you all at Croft and Oulton.

All the best, Hugh Colman.

9th July 2019