

Good Afternoon Guards Racers.

As usual, thanks to all of you who made the trek to the near north at Oulton Park two weeks ago.

We had a total of 26 cars, 11 GT, 14 SR and 1 Invitation; in 2018 we had a bumper entry of 39, 16 GT and 23 SR.

It was good to see more new faces and cars and some returners and even a driver from the BTCC; fame at last for Guards Trophy!

An SRD on pole this time round, although before the qualifying red flag it seemed that Dan Eagling in the Ginetta G4 was going to do it for the GT A class.

The race was good, plenty of action all round from where I was.

Once again, we had a safety car and for the spectators and drivers the excitement of a do or die last lap. Well done to Charlie Allison and Benn Tilley for making it a thrilling race to the finish.

Hopefully those of you who had incidents will get back into action as soon as possible.

Thanks to everyone for being so well behaved during the pit stops, the TSL data was very revealing and no doubt we all want to know how to run it so fine and win the race!

A minor point, but one that I find incredibly frustrating; when we have a safety car, please can we all safely hurry up and catch the car in front.

The Blue book tells us "all competing cars will reduce speed and line up behind the Safety Car, no more than five car lengths apart and maintaining the same speed as it".

Over to all of you on that one, hopefully it is not just me!

At the HSCC Board meeting on Thursday, I raised the points made at the Oulton drivers briefing; Anglesey and Castle Combe for 2020, rolling starts or split grid starts.

The 2020 calendar has yet to be finalised, although I hope we will have a good provisional calendar to discuss by the time of the Silverstone finals.

With regard to rolling or split start grids for SR and GT; the most likely alternative would be a split grid with SR and GT starting between 10 and 20 seconds apart. At this stage HSCC has no problem with the proposal, so my suggestion would be that we discuss it at the Drivers' meeting at Silverstone in October and take a decision there. I am assured by some GT drivers that a split start will increase GT numbers next year.

Next stop, Spa 6 Hours Closed Wheel races, currently the grid is 48 cars, (10 Guards) 65 spaces on the grid, only £750 for 30 mins of qualifying and two 30 minute races at the best track in the Northern hemisphere. Then to wrap the season up, Silverstone Finals.

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 some of you at Spa and lots of you at Silverstone for some great racing and Drivers' meeting to set the scene for 2020.

All the best, Hugh Colman.

4<sup>th</sup> September 2019