



Historic Modsports & Special Saloons



So 2023 is here, licences are in the post, and the festive season hopefully provided us with some racing goodies

I can honestly say, I am looking forward to a great season, we are busy re-building all the bits I broke last year and looking to improve the car to compete in what promises to be a very competitive class 4. We have an excellent programme of races at first class events with the full support of the HSCC.

The plan is to fully establish the series in 2023 and then move onto a full blow Championship in 2024. There are numerous cars already prepared, others on the way and a real feeling of positivity, even in such a difficult economic climate.

Last year, the three pilot events, resulted in 14 competitors on track, with others who have already said they are joining, we should be in the mid-20's before we know it.

There is one area though where pragmatism is going to be required for 2023. As you probably already know Avon will be pulling out of motorsport at the end of 2023, couple this with the fact that tyre manufacturers still haven't been able to replenish stocks depleted as a result COVID. The manufacturers naturally have to fulfil their contracted obligations first, such as F1, Le Mans, BTCC etc., and all this means tyre supply is extremely tight. I managed to speak to some tyre manufacturers and get some pointers on tyres for 2024.

Goodyear will be increasing their supply of crossply slicks currently produced in the USA across to the UK, the place to keep an eye on the sizes, which includes the smaller 13" and 15" sizes is the HP tyres website, where there should be a gradual increase during 2023. The fact however is that this will take time and it is not commercially viable to replace every size and compound previously produced by Avon

HP Tyres will also continue to supply the Dunlop range

Yokohama supply slicks but only radials. There are ranges of sizes and compounds, and if your suspension is adjustable then they would be suitable, but the tyres prefer camber to make them work well.

There are also other manufacturers out there, Hoosier, Hankook, Kuhmo, Toyo etc..

I know some of you are having difficulty sourcing tyres, so hopefully this information will be of some use.



Newsletter: January 2023
Steve Watton
Chairman Historic Modsports & Special Saloons





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The regulations state: **Tyres are free - 15" maximum diameter, but it also says 'Variation by Agreement'.**

This is where the pragmatism comes in and it will require cooperation from both parties.

The obvious and easiest way is to allow larger diameter's maybe moving to 16" maximum, the issue with this is that competitors tend to take advantage of the extra room inside the wheels and start including big modern brakes, something which we want to avoid. The traditional wheel sizes also help to retain the historic look of the cars.

However, if you can't source tyres and want to move to 16", please let us know and also, please resist the temptation to upgrade the brakes at the same time.

I hope this compromise will be viewed in the spirit that it is intended, and that is to allow competitors to source tyres, which will allow their car to perform in the way they want, at a reasonable cost. It is also in response to what is a difficult time in the tyre world.

Finally, we will be represented at the Race Retro show, where Andy Wilson will be displaying his DAF Special Saloon on the 'Motorsport News' stand, please pop along and say hello to us if you are going.

Kind regards,

Steve



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