

**HSCC**  
**Chase Equipment Historic Modsports & Special Saloons**  
**September Newsletter**

Hi everyone,

Wow, what a weekend we had.

Croft Historic Festival really delivered on all fronts last weekend, the weather finally decided to turn up, the atmosphere and social scene was brilliant all weekend and the racing was close and fast.

There was a little trepidation in the air prior to qualifying, as the programme of events meant for this session we had three sets of cars having to qualify together, meaning 46 cars on track at once, with a couple of others qualifying out of session. It has to be mentioned however that the session went off exceedingly well, no stoppages were needed and only a single slight touch between 2 cars showed how well drivers can be on track together without any issues.

The HSCC also split the series class wise and made combined grids to provide good close racing for all their races, this was due to some cars being eligible for and competing in multiple series. This meant 4 races for the cars split across 2 grids.

The real plus point though is that 14 cars, which had previously competed in the Historic Modsports & Saloons, were back out on the grid. Couple this with the 8 other cars which have raced with us this year who couldn't make it to Croft and a number of new cars being built and prepared, I think we can safely say, the series is looking in good shape for 2024.

In the first race which took place on the Saturday for the smaller engine cars, which also included the Historic Touring Cars, saw Alastair Baptie in his Fiat X1/9 deliver a fine performance to come from the back of the grid (one of those qualifying out of session), to finish an excellent 2<sup>nd</sup> behind the perfectly prepared Ford Anglia of Neil Wood. Joe Sledmore, Steve Platts and Gary Thomas completed the top 5. Paul Bowers finished a solid 9<sup>th</sup> out of the 23 starters and Charles Colledge put in a really good display, now starting to get to grips with his lovely Gulf liveried Mini Marcos.

Saturday evening saw some fine 'social interaction', that's BBQ, Beer and Banter to the uninitiated, the weather stayed fine and good times were enjoyed by all.

First race on the Sunday morning was the first race for the larger engine SMRC cars and more of the HMSS cars, this was headed all the way by Paul Sibley in his deceptively quick MG Midget, his quest was assisted though by a series of problems for the others. Andy Robinson lost a gearbox plug in the Falcon, Andy Wilson shed a belt in the DAF55, now going really well and although only completing 4 laps put in a lap time just 0.06 sec slower than the winner. Andy Willis put a wheel on the grass between Sunny In and Sunny Out and spun into retirement and Ray Rowan in the Maguire Stiletto, deputising for Paul Knapton, had a problem with gear selection. Ray will be out in his own Twin Cam powered Imp at Silverstone next month. The most spectacular retirement however went to Nigel Reuben, his Griffith shedding a half shaft as he exited Sunny Out sending him spinning down the track. At the front though, Sibley was supreme and his fellow MG Midget exponent Martin Morris was embroiled in a three way battle with John Kinmond and Alastair Baptie, now in

his pristine MGB GTV8, all of them posting almost identical lap times. Mark Campbell was next up, just in front of Steve Watton in his Turner, who just managed to get the better of Tim Moll's Mk1 Golf after a race long battle. Andy Graham TR8, Adam Kinmond Rover SD1 and Donald Dewar Mk1 Golf rounded out the top ten of the 23 starters.

The second race for the smaller engined SMRC, HTC and HMSS cars witnessed a repeat of the top 5, but this time Alastair Baptie finished well clear of Neil Wood to take a well earned win. The only non-starter of the 23 cars was Pete Richards, who was unable to cure the issues, which led to a non-finish in the first race.

The last race of the weekend again only saw a single non-starter, Nigel Reuben, unable to take the re-start. So another 22 cars stormed off, and continued storming until the finish. This time Sibley was initially led away by John Kinmond in the SD1 Rover but was past on lap 2, but from 20<sup>th</sup> on the grid, Andy Robinson in the 'Fabulous Falcon' was a man on a mission and only had eyes for the back of the little blue Midget. Using all the considerable grunt and not a little skill he was up to 3<sup>rd</sup> on lap 2 and wrestled 2<sup>nd</sup> from Kinmond on the next tour, he was now after the Midget!

A battle now ensued which epitomises exactly the outcome we are trying to achieve with this series. Andy's speed in the Falcon was just over 131mph on the run down to Tower, with Paul Sibley's Midget topping out at only 105mph, yet the lap times of the 2 differed by only one-tenth of a second, in favour of the Midget.

Behind these two was an outrageous battle, taking place between Andy Graham in his TR8, Steve Watton in his diminutive Turner, Andrew Willis in his brilliant canary yellow Austin A30, John Kinmond's ever sideways (road tyres) SD1 and Alastair Baptie in the MGB GTV8. Swapping high-speed places throughout. The five of them were covered by just over 3 seconds across the line. 'Spectators – Officially Satisfied'!

Unfortunately Andy Wilson in the DAF was not in the mix this time and neither was Nigel Reuben in his mighty Griffith. I have no doubt though that they will be featuring at the front very soon.

So at the end of the meeting it was another double for the 'Sibley – Midget' combination, something we have heard on many occasions across the year. Well done, Paul.

The final race of the season is now on the horizon at Silverstone over the weekend of 14<sup>th</sup>/15<sup>th</sup> October, its not yet known whether this will be over both days or all on a single day. The format will be the same though. 20 minutes qualifying and 2 x 20 minute races.

We need to talk through our thoughts intentions etc., for next year and discuss the type of cars who are wishing to join us next year. Once the programme of events is finalised I will set something up for us all to be able to attend and contribute.

For the first full year of a totally new series, in the current economic climate we have done brilliantly so far. Lets make Silverstone a fitting finale to the year.

With kind regards,

Steve.