

## **Historic Modsports & Special Saloons** **April Newsletter**

Hi all.

You may have seen that Cadwell will be a 1-day meeting for us, all on the Sunday. **This was an error and we will be spread over the two days.**

Entries are already starting to come in; I think we are already half way to our target. No fees are taken when you enter, the HSCC wait until the closing date and then depending on how many have entered we get a discount and this is the figure taken. If you leave it until after the closing date, no discount is applied, so please don't hold back entering.

Please see below report from Snetterton:

### **CHASE Equipment Historic Modsports & Special Saloons**

**Snetterton 20<sup>th</sup> – 21<sup>st</sup> April 2024.**

Last weekend witnessed our first race meeting of the season at Snetterton, in a Norfolk landscape, which dawned bright but cold and very windy.

Entries are continuing to steadily increase with the field 30% up on the same time last year, because of this the new HSCC discount system meant that our entry fee was only £340. Having said that early season maladies saw some attrition, some even before the racing began. Through it all though Joe Ward in Baby Bertha majestically strode to two outright victories, although its clear the competition is there.

Following qualifying, the race one front row was an all Vauxhall affair with Joe on pole and Tony Davies in his Firenza, a car he's been racing since 1978 alongside. Row 2 saw Andy Wilson in the beautifully presented ex-Tony Hazlewood DAF and Myles Castaldini in his Davrian following a winter of engine challenges. Andy Willis in his 5.0 litre V8 Austin A30 and Ray Rowan in his fabulous Maguire Imp closed out the third row. Making a guest appearance in the series, Kevin Jones in his Le Mans TR7 V8 was next up with Steve Watton in his Turner. Another two new faces on the grid were next in the form of David Morrison in his pristine White and very quick MG Midget and Matt Digby, bringing his superb Ginetta G4, previously raced by his father John back in period. The 6<sup>th</sup> row was made up of Nick Lyford in the Simon Diffey charity backed MGA and Charles Colledge in his cracking little Mini Marcos, one of the most favourite cars out there although suffering from alternator problems in practice. Despite herculean efforts both Steve Barnard racing the Paul Knapton Imp couldn't quite get the gearbox issues sorted and John Pugsley had to withdraw.

As the lights went out on the rolling start the field all vied for position through the first few corners, all very tightly packed but respect from everyone meant they all got through without a touch. Andy Wilson very quickly charged to the front in the Richardson V8 powered DAF55 and showed some real pace. Joe Ward led the rest

and once he had the tyres warmed up on Baby Bertha, what we all hoped would be a long and entertaining battle started to take place at the front. Two of the most iconic Super Saloons, battling it out for the honours. Sadly it wasn't to be though and Andy started to experience the gear linkage issues that would eventually cause an end to both his races. It was clear though, that once the DAF is finally sorted it is going to be very quick indeed. Ray Rowan took up the challenge and showed just how quick the smaller cars can be. The performance envelope the regulations are achieving for all the cars is working, when you see that the Vauxhall was more than 10 mph faster down the back straight, yet the difference between their fastest laps over the weekend was less than a tenth of a second, Joe on a 1:19.6 and Ray on a 1:19.7. So Joe wound up the winner, Ray was second; Tony Davies in the other Firenza took third, just, after a monumental battle with Myles Castaldini in the Davrian, finally holding the lead over the line by one tenth of a second. Steve Watton and David Morrison enjoyed a further tussle for the next two places until Watton encountered clutch problems in his Turner and Morrison sprinted past. Matt Digby and Andy Willis were also retirees but Nick Lyford and Charles Colledge enjoyed another fine battle swapping almost identical lap times with Charles finally getting the place by just over a second.

Race two followed a similar pattern with the DAF taking the early fight to Baby Bertha, but this time both Andy and Ray retired early and Tony Davies came home second with Andy Willis in the Yellow A30 third. Myles developed a misfire mid-race, but not before he'd set the fastest lap of the race, and he just got over the line in fourth before David Morrison who was catching him fast. Matt Digby, going much better in the Ginetta in race two was next and Charles Colledge.

Andy Cameron in the Diffey Charity MGA had an unfortunate start to his racing career, when a slight off at the esses meant he couldn't continue, better luck next time at Cadwell Andy.

Kevin Jones in the LeMans TR7 V8, making a guest appearance, had a disappointing weekend. Always a complicated car the Green Monster was highly impressive when running but a problem curtailed its weekend after practice, which meant Kevin didn't manage to start either race. It was a real pleasure and a privilege though to host the cars first foray onto the track since 1981, hopefully the car will be sorted in time for its next outing at Classic LeMans. We are happy to receive other applications for guest appearances from other period cars of interest.

The new HSCC Hospitality Hub was well received and a mini hog roast along with hot dogs etc., was enjoyed over the lunch break and many thanks to Patrick from Black Shuck Distillery for presenting the awards. Thanks must also go to Mike Bainbridge for his efforts in providing the hub, something we will all provide assistance with over the coming meetings. Outside the hospitality unit, Steve Cooper provided his stunning Peter Baldwin special saloon replica for display, a real credit to him, It would be great to see it on track with us one day.

Joe Ward picked Nick Lyford's name out of the hat, in the draw for £100 off the Cadwell Park entry, so we'll look forward to seeing the MGA in a month's time. The class chosen for prize rewards at Snetterton was Class C; at the end of the meeting this meant that Myles Castaldini will receive a £75 discount voucher from the HSCC

off his next entry, with Ray Rowan receiving a £50 voucher and Steve Watton getting £25. All monies, courtesy of our series sponsor CHASE Equipment. Class 'A' is the chosen class for the rewards at Cadwell Park.

Many thanks to all those sponsors, competitors and supporters who braved the Norfolk wind this weekend, at least we stayed dry. Looking forward to seeing you all at Cadwell Park on Sunday 19<sup>th</sup> May.