

## CHASE Equipment - Historic Modsports & Special Saloons May 2024 Newsletter

There doesn't seem to be a track in the Country, which divides opinion more than Cadwell Park, with many competitors reluctant to travel to the Lincolnshire venue. But those who made the trip to the Wolds Trophy event last weekend were rewarded with beautiful blue skies and a gentle breeze, which renders the venue as one of the most picturesque and challenging in the UK.

This reluctance meant numbers were suppressed, with us experiencing our first drop in numbers since the series began, with only 11 making it. There would have been more but personal circumstances intervened preventing another 5 or 6 entering, myself included. It has to be said though that the quality of the racing was not diminished.

Matt Digby in the Ginetta G4 his father raced in period is now well on song and he set pole position from Myles Castaldini in his Ford Crossflow engined Davrian.

David Morrison and another new competitor to the series Stephen Watkins, both in MG Midgets closed out the 2<sup>nd</sup> row. The third row typified the diversity of the series with Andrew Willis in his monster 5.0 litre A30 alongside Ray Rowan in his Sunbeam Stiletto, separated by a few tenths of a second. John Pugsley another new competitor in his beautifully turned out Imp powered Davrian Mk6, which has been built since the turn of the year next to Stephen Barnard, driving Paul Knapton's Maguire Imp, whilst his own Mk Escort BD powered car is completed these two again only separated by a few tenths, as they seemed to be for the whole afternoon. Perennial rivals, Charles Colledge in his Mini Marcos and Peter Richards in another Imp powered car, this time a Clan Crusader shared the final row.



Stephen Watkins



John Pugsley

Things didn't go well for the Crusader at the start of race 1 though, the Imp engine exploding in no small way at the start leaving a rather large hole in the side of the block. At the front though there was a 6-car battle, Digby leading Castaldini, with Morrison, Watkins, Rowan and Willis all in close company. Pugsley and Barnard were having their own intense battle never separated by

more than a couple of cars length and Colledge having lost his sparring partner Richards at the start was behind these two.

At the end of the first lap the first 6 were Digby, Castaldini, Morrison, Watkins, Rowan and Willis. Matt led for the first 4 laps until he started to slow with rising water temperature, allowing Myles in his Davrian to take the lead, David Morrison never far behind him though badgered him hard throughout. Ray Rowan was the main mover though, slipping past Steve Watkins on lap 2 and then managing to surpass Andy at the end of lap 5. This left Steve and Andy to battle royal for the rest of the race, Andy closing down the straights at just under 130mph on the circuit speed equipment and managing to get past Steve on the Park Straight on lap 6. The John Pugsley-Steve Barnard battle also kept us entertained, both pulling exactly the same speeds down the straights until the 6<sup>th</sup> lap when Steve sensed handling issues and pulled off. Charles Colledge ran consistently well until the finish, despite circulating on his own.



The result then saw Myles Castaldini as the winner with David Morrison and Ray Rowan completing the podium with Andrew Willis and Stephen Watkins both in close attendance.



Double Winner Myles Castaldini in his Davrian.

Unfortunately, we lost Matt Digby, Peter Richards and David Morrison for race two, but the competition at the front was no less intense, Myles running out winner again with Andrew Willis second this time from Stephen Watkins, Ray Rowan, Steve Barnard and Charles Colledge.

In terms of financial rewards, Matt Digby was the name out of the hat for the £100 discount on the next round and with Class 'B' being the selected class for this meeting, Steve Watkins took the £75.00, Charles Colledge £50.00 and Steve Barnard £25.00, all discounts off their next entry fee.

The next round of course is at Donington Park, one of the premier circuits in the Country. Because of this and the fact we are in the middle of the season its also our most expensive entry fee at an initial £650. However the discount system from the HSCC means the more we get on the grid the lower the entry fee becomes. So if we get 15 the entry fee would drop close to £550 and another 5 we would be down near the £500 mark, which for an hour on Donington is a reasonable figure in today's market.

Don't forget you can enter now and no monies are taken until 3 days before the meeting, when we will know how many are going to be going, and then the reduced figure is all you pay. So the more we get out there the lower the price will be.

Many thanks to all those who made the trip to Cadwell, and looking forward to seeing lots of you at Donington.

Steve.

