



CHASE Equipment Historic Modsports & Special Saloons

Supported by Black Shuck Distillery

2024 Season Review - Part 1

Snetterton 20th - 21st April 2024

2024 has been another year of development for the series and has witnessed some stirring performances. Firstly I'd like to thank Derek Sweeney of CHASE for his fabulous support over the year and Patrick & Sarah from Black Shuck for providing some lovely prizes for the winners from their wonderful selection of gins, rums and liqueurs. I am happy to announce, that both companies will be supporting us again in 2025.

The 2024 season kicked off at a chilly but dry Snetterton on 20th - 21st April and through it all Joe Ward in Baby Bertha majestically strode to two outright victories, although its clear the competition was there.

Qualifying over, the race one front row was an all Vauxhall affair with Joe on pole and Tony Davies in his own Transpeed 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 Ford following a winter of engine challenges. Andy Willis in his 5.0 litre V8 Austin A302 and Ray Rowan in his fabulous Sunbeam Stiletto 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 6th 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 neither Steve Barnard, racing in the Paul Knapton Maguire Imp or John Pugsley could resolve their respective gremlins and had to withdraw. They would both be back though as the season unfolded.

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 just like it was back in the day. 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. The evidence was there though, that once the DAF is finally sorted it was 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 Baby Bertha 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 his own gear selection 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.



Andy Wilson leads Joe Ward in the early stages of race 1.

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 in front of David Morrison who was catching him fast. Matt Digby, going much better in the Ginetta in race two was next and finally 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.

Although a bit cold it was lovely to see all those sponsors, competitors and supporters, at least we stayed dry.

Final results for Snetterton Race 1:

Position	Name	Car
1	Joe Ward	Baby Bertha
2	Ray Rowan	Stiletto
3	Tony Davies	Vauxhall Firenza
4	Myles Castaldini	Davrian Ford
5	David Morrison	MG Midget
6	Steve Watton	Turner Sports
7	Charles Colledge	Mini Marcos
8	Nick Lyford	MGA



Sear corner first lap

Race 2 on the Sunday saw the grid line up in the finishing positions from race 1, although Pugsley, Watton and Jones all failed to make the start. It was a diminished field then and was a Joe Ward master class, Baby Bertha leading from lights to flag. Andy Wilson and Ray Rowan both made the first few laps interesting but when they both had issues and retired it left a three-way battle for 2nd spot between Tony Davies, Andy Willis and Myles Castaldini. Myles held second until lap 11 when Tony got past and as the Davrian started to slow Andy Willis slipped past to take third. Dave Morrison, Matt Digby and Charles Colledge all class B were the other finishers.

Final Results for Snetterton Race 2:

Position	Name	Car
1	Joe Ward	Baby Bertha
2	Ray Rowan	Sunbeam Stiletto
3	Tony Davies	Vauxhall Firenza
4	Myles Castaldini	Davrian Ford
5	David Morrison	MG Midget
6	Matt Digby	Ginetta G4
7	Charles Colledge	Mini Marcos

[Cadwell Park 18th - 19th May](#)

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 in the middle of May 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 2nd row. With the third row typifying the diversity of the series with Andrew Willis in his monster 5.0 litre A302 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 sat next to Stephen Barnard, driving Paul Knapton's Maguire Imp, whilst his own Mk1 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.



John Pugsley in his Davrian with Peter Richard's Clan close behind.

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.



Stephen Watkins – MG Midget

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 6th 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.

Final Results for Cadwell Park Race 1.

Position	Name	Car
1	Myles Castaldini	Davrian Ford
2	David Morrison	MG Midget
3	Ray Rowan	Sunbeam Stiletto
4	Andy Willis	Austin A302
5	Stephen Watkins	MG Midget
7	Charles Colledge	Mini Marcos



Myles on the top step, Ray and David take the spoils in race 1



Double Winner Myles Castaldini in his Davrian with Steve Barnard in the background.

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 the winner once again with Andrew Willis second this time from Stephen Watkins, Ray Rowan, Steve Barnard and Charles Colledge.

Final Results for Cadwell Race 2.

Position	Name	Car
1	Myles Castaldini	Davrian Ford
2	David Morrison	MG Midget
3	Ray Rowan	Sunbeam Stiletto
4	Andy Willis	Austin A302
5	Stephen Watkins	MG Midget
7	Charles Colledge	Mini Marcos