

The

# GASKETT



THE OFFICIAL NEWSLETTER OF THE H.R.S.R

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## FROM THE DRIVING SEAT

The clocks have gone forward, the evenings are lighter, the sun is putting in the odd appearance and it's getting a little warmer – all sure signs that the motor Racing season is about to start.

As usual, we start at Donington Park and not until the second weekend in April – a bit of extra time to make sure all the last little bits are done (oh really! – ed).

Unlike the last three years, the awards presentation and get together will not be held before this first race. We have moved it to the first Silverstone round in May. It will take place in one of the pit garages, immediately after our race – which we are arranging to be in the early part of the afternoons programme – so there is as much time as possible for everyone to have a glass, nibble and chat before needing to get away. With any luck, the weather will be good and with everyone there for the race anyway we are hoping to make it “a bit of a do”. We will make sure that you all have full details before the day – but it could be a good idea to sound out TT drivers if you want to enjoy a glass or two of wine.

As you know, we have been very fortunate in securing backing from Mark Garritt's logistics company – ByBox for the 2007 season. Les Ely has organized new logo stickers, so please make sure you all have them in place for practice at Donington. They are supporting us, we must make sure we give them our best support.

Everyone should know the very few amendments to the Technical Regulations for this season but incase they have slipped by you, the sections concerned are: 5(2),5(4),5(8).2,5(14) and 5(15).3. Please check them out to see how they affect your car – saying you didn't know, will not wash with Dallas!

There are 2 that affect nearly all cars. They are: 5(4) which makes it a requirement to have 2 adjacent head bolts cross drilled for lockwire. We also strongly recommend that engine, gearbox and diff drain plugs are lockwired. This is a common sense precaution to avoid the possibility of them being lost on the circuit – oil spillage can cause serious accidents, not to mention damage to your own car. The second is 5(14) Weights, all cars except App K, will be weighed with the driver – this could be quite interesting, so make sure you have checked your all up weight – as you intend to race.

Elsewhere in this issue, you will see that we have issued an invitation to drivers of 50's saloons to join us. There are some very nice and competitive 50's cars which we feel would add further depth to our already strong representation of period makes and models. At the same time they would be able to enjoy the benefits of our top class racing at the best venues and be assured of being welcomed by fellow enthusiasts. We have a couple entered at Donington, lets make sure they enjoy the experience and can tell their friends how good it is with the HRSR.

We are the premier Historic Saloon Championship, with another season of top meetings at top circuits – this doesn't just mean we get to race at all the best places, it means a lot of eyes are on us – organizers - other competitors and spectators – so there is a responsibility on each of us to make sure they like what they see. The highest standards of presentation and driving are expected and must be delivered – the reputation of the HRSR depends on it.

Lets make 2007 another cracking season – good close racing – good grids – good fun. Good luck everyone.

Bob Sherring



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