

## Our Champions for 2017



**Richard Plant** leads the pack in Keki's Morgan followed by **Will Plant** in a similar Morgan and **Peter Shaw, John Davison** in their Elans giving chase...sorry Will, Editors privilege

## Wow, Wow, Wow... What a final!

Before I go into the fantastic finals weekend, can I take this opportunity to thank our wonderful sponsors, who help us with the support of this newsletter, our web site, drinks and nibbles at the Gold Cup, our winners jackets and awards; many thanks indeed for your assistance.





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**Many congratulations to our Joint Champions and class winners:**

- Overall Champions for 2017 are **Will Plant** and **Dick Coffey** as shared Champions on 69 points each, with **Peter Shaw** a very close third overall and class C winner, also with 69 points, but dropping to third on the countback. Believe it or not we could not split Will and Dick, even with a count back to places as far down as P6!
- Winner of Class B is **Johan Denekamp**.
- Winner of Class C **Peter Shaw**.
- Winner of Class D was **Paul Brown** on 19 points overall, although Nik Spencer scored a total of 21 points, Nik is not eligible for the overall class victory as he competed in three rounds only and our regulations state that a driver must do a minimum of four rounds (*Sorry Nik, you will just have to do more rounds in 2018!!*).
- Winner Class F is this **Richard Owen** who has been a fantastic supporter of our series for many years.
- The Gerry Marshall Novice awards this year has been quite well contested with 5 new recruits joining us. **Ian Ross** in Peter Bornhauser's Ginetta G15 being the winner.
- I am delighted to say that the David Barraclough Trophy for Spirit of the series goes to **Peter Chappell**; a unanimous decision at the recent class reps meeting. Well done Peter and very well deserved.



Dick Coffey as Joint Champion



Will Plant Joint Champion

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## Silverstone Finals

The Historic Road Sports Championship concluded with a bumper grid and a compelling race.

Unfortunately, the race had to be restarted after a dramatic incident at Becketts involving **Barry Davison** and **Andy Shepherd** from which they both emerged unharmed.

**Will Plant** needed a class maximum to be in the running for a shared title with **Peter Shaw** but both Plant and **John Davison** lost time early on.

Plant's Morgan was in neutral when the lights went out and Davison had a spin at Brooklands. Will's father **Richard**, in Kevin Kivlochan's Morgan, set the early pace but did not defend when Will caught up. Davison charged back up to second at the expense of class rival Shaw, leaving it all to a tie-break also involving the Turner of **Dick Coffey**.



**Johan Denekamp** Class B Winner



**Peter Shaw** Class C Winner



**Paul Brown** Class D Winner



**Richard Owen** our Class F Winner

**View from the Cockpit** – Unfortunately I was personally unable to make the finals, so I asked our three title contenders for their view from the cockpit at Silverstone, here are their stories...



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## View from the Cockpit

### Dick Coffey

Well at least we had a dry and bright day, even if it was a bit windy and somewhat chilly at times.

Great to see 28 cars out to play this weekend and also great that this time our garage allocation actually worked so we had the majority of cars all together for once which certainly stimulated the camaraderie.

Silverstone is a power circuit and therefore not best suited to the smaller engine cars but qualifying brought a satisfactory result, coming in 19th. This was two places below where I would have hoped to be but the Elan of Mervyn Selwyn and the Turner Climax of Shaun Hadrell beat me by 0.3 and 0.1 of a second respectively.



Great to see Ian Burford out with the G4, but his 'overheating issue' in quali turned out to be a faulty temperature gauge and not a mechanical problem so his 'grumpy demeanour' soon changed to that of 'happy bunny' when he realised he was going to get a race after all.

The initial race start was a bit hairy as Shadi Eddin in his G4 did not get away from the line straight away which meant that several of us behind him had to take avoiding action which cost us a few race positions. Fortunately, though this meant I missed the dramatic coming together of Barry Davidson and Andy Shepherd, we came upon Becketts after the incident. The flames looked horrendous but thankfully both Barry and Andy were ok and the fire did not, in the circumstances, do too much damage to the Elan.

My re-start was a bit ponderous so let Shaun get away and was never able to catch him after that. He does drive that car well, and with apparently 20 horsepower more from that climax engine to my meagre Ford, there was not a lot I could do.

Had a stonking race though with Mervyn in his Elan, we were 'up close and personal' all the way. For most of the time I was able to keep just ahead of him, I had a bit more speed through some of the corners which balanced out his straight-line advantage but towards the end of the race, he got by me on the back straight. (Think I am too old to concentrate for that long with a 25-min race!). However obviously full of excitement from getting past me he overcooked it at Becketts, went off the track allowing me to re-pass and then stay ahead until the chequered flag. Great race though!

It has been another terrific season, I have enjoyed it immensely, and the HRS Drivers are such nice people, it makes for some really happy race meetings. To emerge as Class E winner, and also as Joint Champion for the year is a fantastic result for me but my heart goes out to Peter Shaw who really should have won the championship this year, I would really like to see that. I think he deserved it really, however .... Here's hoping to winter well and come out 'blazing' for 2018.

Thanks also to Kevin for another sterling job as HRS Chairman this year, much appreciated. Without his efforts we would be in lot worse position.



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### Peter Shaw

Both qualifying and race was run in sunny, dry conditions which was a nice surprise for late October, albeit with a typically strong Silverstone wind.

Qualifying went well for me with logging a 1.07 second lap which not so long ago would have been a sure-fire pole. However, things move on and as it happens it was only fast enough for 3rd behind John Davison and Will Plant. John's time of 1.06 was exceptional and indicated the size of the forthcoming class C battle. It was good to see ex-Champ Toomsy back in an HRS Elan again and as usual he wasn't far behind on the grid in Larry's red S1. Class C was particularly well supported with Robert Rowe next in his Elan and then the G4's of Patrick Ward-Booth and Shadi Eddin also showing great pace.



At the start of the race I made an average start dropping just behind KK's Rowdy V8 Morgan driven by William Plant's wingman AKA Father Plant. With John and Richard Plant battling around Luffield on lap 1 they left a nice gap for me to nip by into second behind William. By the time William and I got to Copse the race was red flagged and heading past Becketts we saw Barry's smoking Elan. The Marshall's clearly did a fantastic job as the fire was out already and Barry standing outside the car – what a relief.

At the restart I made a much better launch and tagged onto John beating the two (Plant) Morgans' to turn one. Heading down the Wellington straight I got a run on John and nipped up the inside into the lead. John was right behind for a couple of laps and then pulled the same move back on me to retake the lead. Still clear at this stage of the Morgan's John and I continued the duel but at Brooklands John had a half spin allowing me through again. My security in the lead only lasted a couple of laps further though as the two Morgans' caught up and went by whilst John powered back towards me in 3rd. Ultimately John had a whole second a lap speed advantage and was able to retake 3rd and went off in pursuit of the two Morgan's ahead.

Paul Tooms had held 3rd in Class C for most of the race but was slowed by a misfire towards the end leaving Bob Rowe to take the 3rd class C position. Quite a result for Bob who has only contested a few rounds this year but clearly has plenty of speed in him. In fact, his great result secured him the HRS fleece for Silverstone, so well done to Bob!

Congratulations to Will and Dick on their joint championship win and thanks to John and Will in particular for all the wonderful, competitive and safe races we had this year. I'm sure there have been many great HRS Championship seasons, but this was the most enjoyable for me.

Thanks to all my fellow drivers for the great competition and to KK for running the series with his great enthusiasm and no-nonsense common sense.



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## Will Plant

What a fantastic weekend the Silverstone finals were.

Qualifying went well, however John was blisteringly fast and I had to settle for second off the start. I got off to a fantastic start taking the lead, as we came in the complex Dad and I both lead the race 1 -2 until the red flags came out. I was glad to hear that Barry Davison was well after the scary accident he suffered. Once the race got restarted after 25 minutes the second restart didn't go to plan as I didn't select a gear and I dropped back to 10th; I was thankful that everyone missed me off the line! From then it was a battle to make my way to the front and get to the leading pack of Peter, John, Paul and my Dad. I manage to slowly make my way forward eventually catching Dad and passing him for the lead of the race. I would say that the race was most exciting one of the whole season as no one knew who was going to win and no one's races went to plan by any means.



This was my first season of Historic racing with the HSCC and I can't thank the HSCC enough for running such a wonderful championship with exceptional people both on and off the track. I've enjoyed the season immensely with the close racing between John and Peter at each event. John and Peter were fantastic to race against all season and I have the up most respect for both of them as we managed to have exceptional races with zero contact; it just shows the quality of the drivers that race with the HSCC.

I must congratulate Dick Coffey the victor of the championship; we may not have raced wheel to wheel but he is a worthy fellow champion; who would have thought we would have ended the season with a tie with no means of determining a sole winner.

In all the season was one of the most exciting and exhilarating seasons I have been a part of in my relatively short racing career of 7 years and I'm grateful that I was able to participate in a great series with great people.

Thanks to all.



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## Race Report from Barry Davison

Certainly, the weekend did not go quite as planned.

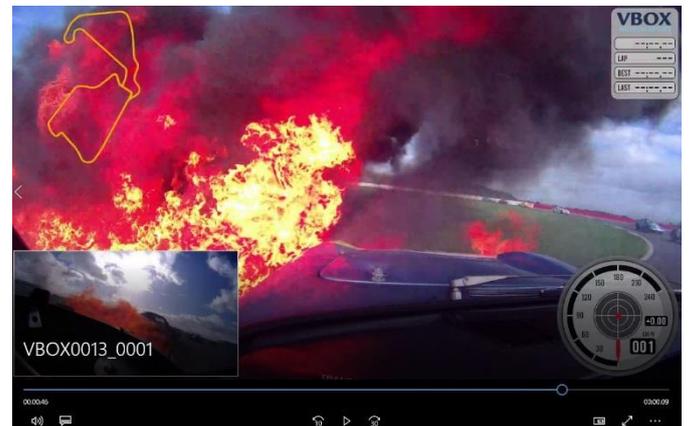
Although John wrapped up the Guards Trophy with another win, my day ended badly. I made an excellent start, lots of grip at Copse but a Ginetta and a Mustang spun at the hairpin, I tried to go inside them but spun myself and just as I got 3/4 way round, the back bit-in and did the reversing thing so I got hit by someone on the rear 3/4 which completely took out the fuel tank and much else, so the spin then continued the other way!

You could say "I went out with a blaze of glory". The fuel tank, complete with several gallons of Mr. Shell's finest, exploded spectacularly as it overtook me, but thankfully it ended up about 30 yards further down the road. The little car did its job and protected me, and I am fine. On the bright side I got a comprehensive free medical, so that's a hundred-quad saving towards the costs. As always, the Marshalls and medics were totally brilliant.

The good news: I beat the extraction test, the "Get out of the car in 5 seconds" test, by a full 4 seconds!

PS. I should have heeded the signs:

- The meeting was called Silverstone FINALS.
- The V Box was on Clip 13.
- The car really did not want to start in the garage and needed a last-minute battery charge.



View from Shadi's Ginetta





Results

Silverstone Finals Historic Race Meeting - 21 - 22 Oct 2017

HSCC Historic Road Sports supported by Witchampton Garage
Qualifying for Race 15 - Classification

Sheet No:

Table with columns: POS, NO, DRIVER/S, CLASS, POS, CAR MAKE / MODEL, TIME, ON, LAPS, GAP, DIFF, MPH. Lists race results for various drivers and car models.

Silverstone Finals Historic Race Meeting - 21 - 22 Oct 2017

HSCC Historic Road Sports supported by Witchampton Garage
Race 15 - Classification

Sheet No:

Main race classification table with columns: POS, NO, DRIVER/S, CLASS, CLASS POS, CAR MAKE / MODEL, TIME, LAPS, GAP, DIFF, MPH, BEST, ON. Includes a 'NOT CLASSIFIED' section and a 'DNF' entry for Paul Tooms.

FASTEST LAP SUMMARY

Summary table with columns: NO, DRIVER/S, CLASS, CAR MAKE / MODEL, FASTEST LAP, ON, MPH. Lists the fastest lap for each driver.





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## Gallery



**John Davison** heads the pack



**Mervyn Selwyn** in his gorgeous Elan



**Richard Plant** leads the rest of the pack through Copse (Sorry Will, Editor's privilege!!)



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Apparently, **John Davison** didn't know the way, hence **Dick Coffey** pointing it out!



**Ian Burford** in his Ginetta



**Ian Ross**, our Gerry Marshall Trophy Winner, is "Planted"!!



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John Davison leads Will Plant



Close racing by Johan and Nick



Shaun Haddrell had a superb race in his Turner to finish P12 overall



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Paul Tooms looking up the inside of John Davison



Paul Tooms having a slide



Nick Smith had a few moments in his MGB





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Colin Sharp sporting his fleece



Mike Eagles in his HRS fleece



**David Barraclough Winner**

The Winner of this year's David Barraclough Trophy for Spirit of the series goes unanimously to **Peter Chappell** - who in his Austin Healey Sprite Mk1 has been a strong supporter of our Championship for many years.



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## Caption Competition

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Photo courtesy of Peter Chappell

Please send your entries to: [kevin.kivlochan@oni.co.uk](mailto:kevin.kivlochan@oni.co.uk)

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## 2018

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### 2018 Race Calendar

Many thanks to all those who responded to my email questionnaire re 2018.

I only received five people who expressed an interest in running a Championship double header round at Spa, so as such I have decided that we will not do that in 2018. Should you wish to enter the closed wheel race, then you are more than welcome, but it will not be a Championship Round.

I had many people express interest at racing at different European venues including Zandvoort, Dijon, Ledenon and Croix en Ternois. Unfortunately, it is not realistic or possible for the HRS to do this on our own, it needs to be under the main umbrella of the central HSCC club. There are no plans to run a European round by the HSCC in 2018; I will of course make representations at the next Board meeting, however this would now be for a race in 2019, if we were to do that.

A few people expressed an interest in running a round at the Silverstone Classic, something I would personally love to do. The challenge here is the cost of the racing at this event as the venue cost is very high and unless we can guarantee a full grid, it is sadly unlikely to happen.

As we will not be doing a European double header in 2018 the regulations will revert to us dropping only one round in the year towards our tally of Championship points.

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### Daytona Go-Karting

We had very few expressions of interest and are therefore unable to put a race on at this time

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Press



# CLUB RACING SPOTLIGHT

*Nick Savage, his '69 Camaro and the spirit of racing's past*

"How did I get started? It was a bit of Walter Mitty syndrome at the age of 40," says Nick Savage. "I was always interested in the sport and thought, 'Don't wait until you are retired to have a go - do it now!'"

That was 1991, when he acquired an Alfa Romeo Giulietta Sprint and began competing in road sports events - driving the Alfa to meetings and, usually, home again. "Back then about half the competitors did that," he says. "I thought it the essence of club racing - and it's what I've always done."

He went on to race several historic Alfas, including a 2600 Sprint Coupé. "It was the only car of its kind then competing in Europe, which led to my being invited to compete at the first Goodwood Revival in 1998. I actually crashed it at Goodwood the following year, but was still able to drive home. I've usually been able to get back under my own steam - and the AA has agreed to recover me on the three or four occasions I haven't."

Savage's ethos hasn't changed since he began racing a '69 Camaro in 2012. "I was absolutely bewitched by the power from day one," he says. "On the Hangar Straight in an Alfa, you had time to open a newspaper, flick to the crossword and answer a couple of clues before Stowe. In this, you change up and the next corner is already there. It's fantastic."

The same can't be said for its fuel consumption. "I get 12mpg on my way to races," he says, "and about five once I'm there..."



## Davison does the double

John Davison took a pair of victories in the packed Road Sports races at the HSCC's Croft Nostalgia Festival on 5-6 August. The Elan driver overcame stiff opposition from a combined grid of Historic and 70s competitors, with



Elan 26R led home a mixed grid of sports and GT cars

Peter Shaw's similar Lotus chasing him to the chequer on both occasions. Mark Charteris' rapid Mallock Mk21 claimed a brace in the Classic Clubmans Championship, while John Harrison and Alan Cook - both also Mallock-mounted - took second and third. Andrew Park, meanwhile, won both Historic FF2000 encounters. Julian Stokes' Tecno was best of the Historic F2 runners, while Jon Milicevic (Brabham BT21) was unstoppable in F3 and Jonathan Hughes (Brabham BT6) likewise in Formula Junior.



Park's Reynard SF81 was class of FF2000

Richard Belcher (Lotus Cortina) and Jack Drury (Ford Falcon) shared the spoils in the Historic Touring Cars, while Steve Collier (MG Midget) won twice in the Sprite and Midget Challenge. Also victorious were Charles Allison (Chevron B8) plus Richard Tarling and Michael O'Brien in Historic Formula Ford 1600.



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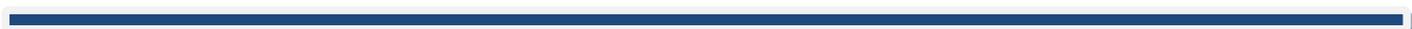
## Tech Torque

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### HRS Draft Regulations 2018

Please find attached to the newsletter Email a copy of Draft regulations for 2018; these still need to be ratified and signed off by the MSA. To assist you for next year I have enclosed these with any proposed changes for 2018 shown in green text...don't worry, there is nothing radical that will make you reach for your cheque books!!

Please note that you must bring with you to the first race of the year your MoT, Insurance, tax and HSCC ViF documents (that is not to say that you should not have them with you every race, as you should), However, we will be inspecting these documents at the first race of the year.





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# Yearbooks

\*\*\* The **HRS 2016 Yearbook** is now available  
Drop Charlie an email to order. £35 \*\*\*

[www.charliewooding.co.uk](http://www.charliewooding.co.uk)

**Charlie Wooding**  
 Dip.Ad ( Fine Art ) M.A. ( Photography )  
 Motorsports - Sports - Press - PR Photography






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For Sale

# Championship winner for sale!

1969 Morgan +8 • Moss Box • Rover V8 • John Eales engine • Bellinger gearbox • Alloy body

**2014**

HSCC HRS Winner  
Class A Champion  
and 2nd overall.

**2015**

HSCC HRS Outright  
Champion.

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HSCC HRS Winner  
Class A Champion  
and 2nd overall.



Photograph courtesy of Adam Price

*Race ready and set to win many more races  
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Price on application • Contact Kevin Kivlochan on: 07768 681211 • [www.homeofhorsepower.co.uk](http://www.homeofhorsepower.co.uk)



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**1969 Triumph GT6 Mark 2 HRS Class D ready to race £10,500**

Dickon Parnell +44 (0)7866052711

HSCC (Historic Sports Car Club) Historic Road Sports (HRS) Class D specification with VIF papers, current MoT and READY TO RACE or hillclimb, or could be easily converted back to a fast road car.



Complete restoration / race preparation completed in 2007, raced and developed for 3 seasons, then had a 'family' break between 2010 and 2015 until second half of season in 2015. Last out on test day in April 2017. Previous class wins against Porsche 911s and Alfas.

Genuine reason for sale as we have three racing cars and I can not use all of them so we're going to focus on our Marcos instead!

Brief spec below - happy to answer further questions / provide more detail/ more photos:

**Safety** - Full FIA Safety Devices 6-point roll cage; plumbed in mechanical pull cable operated fire extinguisher system; lexan / polycarbonate side glass for doors and rear quarterlights; current in-date 6-point FIA harness for driver.

**Engine** - 1998cc displacement plus 40 thou overbore. Ported head, uprated valve springs and valves; Stromberg CD150 carbs; flowed inlet manifold; 6-3-1 stainless exhaust manifold; aluminium forged pistons; JE rings; ground and polished con rods; ground and balanced crank; duplex timing chains; lightened and balanced flywheel with AP twin plate racing clutch; modified oil feed system; spin on oil filter; re-cored uprated radiator; Kenlowe electric fan; hi-torque starter motor;

**Fuel system** - 8 gallon RCI foam filled race tank; Carter electric fuel pump

**Chassis** - adjustable Leda front coil over dampers; uprated springs; uprated 1" front anti-roll bar; solid bronze bushed front wishbones; new front callipers; braided hoses; rear anti-roll bar; Rotoflex rear suspension with transverse rear leaf spring; Gaz adjustable rear dampers; polybushed rear wishbones and leaf spring

**Transmission** - four speed gearbox plus uprated racing overdrive; 3.89 differential w/polybushed mounts

**Wheels and tyres** - I have a multitude of wheel and tyre combinations available to the buyer and spare wheels / tyres up for negotiation. Currently on 6 x 13 magnesium Minilite front rims and 6 x 13 aluminium alloy Compomotive rears all with Yokohama A048 205 x 60 x 13 rubber.

**Electrical** - Lightweight racing Odyssey battery; FIA cut-off switch; modern bladed fuse box and single circuit electrics for better reliability and easier fault finding - all new wiring; electrically heated front windscreen (saves weight of fan and blower)

**Interior** - original headlining in great condition; fibreglass racing / kit car seats for passenger and driver; current in-date 6-point FIA harness for driver; 4-point harness for passenger (FIA spec but now out of date); alloy passenger foot rest;

**Collection / Viewing/ Test driving / Delivery:** I am based near junction 8 of the M25 motorway south of London in the UK. Viewing or test drives need to be arranged by appointment.

**FOR  
SALE**



# FOR SALE

## Ford Winnebago Access Motorhome with Slide Out to lounge area Ford E450 Super duty

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Inbuilt generator

two TV's - one in main lounge area and one in master bedroom

Length - 31st 8in - 9.65 meters

Height - 10ft 11in - 3.34 meters

Width - 8ft 5in - 2.6 meters

Price £40,000 \*REDUCED PRICE\*

Contact: Kevin Kivlochan - 07768-681211



**FOR  
SALE**



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## Thank You's

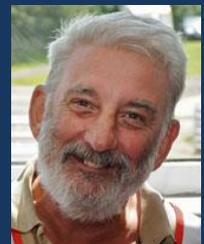
### Our Sponsors



Many thanks to Charlie Wooding for all photos

Please do take a look for your car on his website, there are some great shots!

[www.charliewooding.co.uk](http://www.charliewooding.co.uk)



## Historic Road Sports Championship

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Chairman

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For more details about the HSCC, please visit [www.hsc.org.uk](http://www.hsc.org.uk)

Details about the individual championships can be found at:

[www.historicff.co.uk](http://www.historicff.co.uk)

[www.historicroadsports.com](http://www.historicroadsports.com)

[www.70sroadsports.co.uk](http://www.70sroadsports.co.uk)

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