

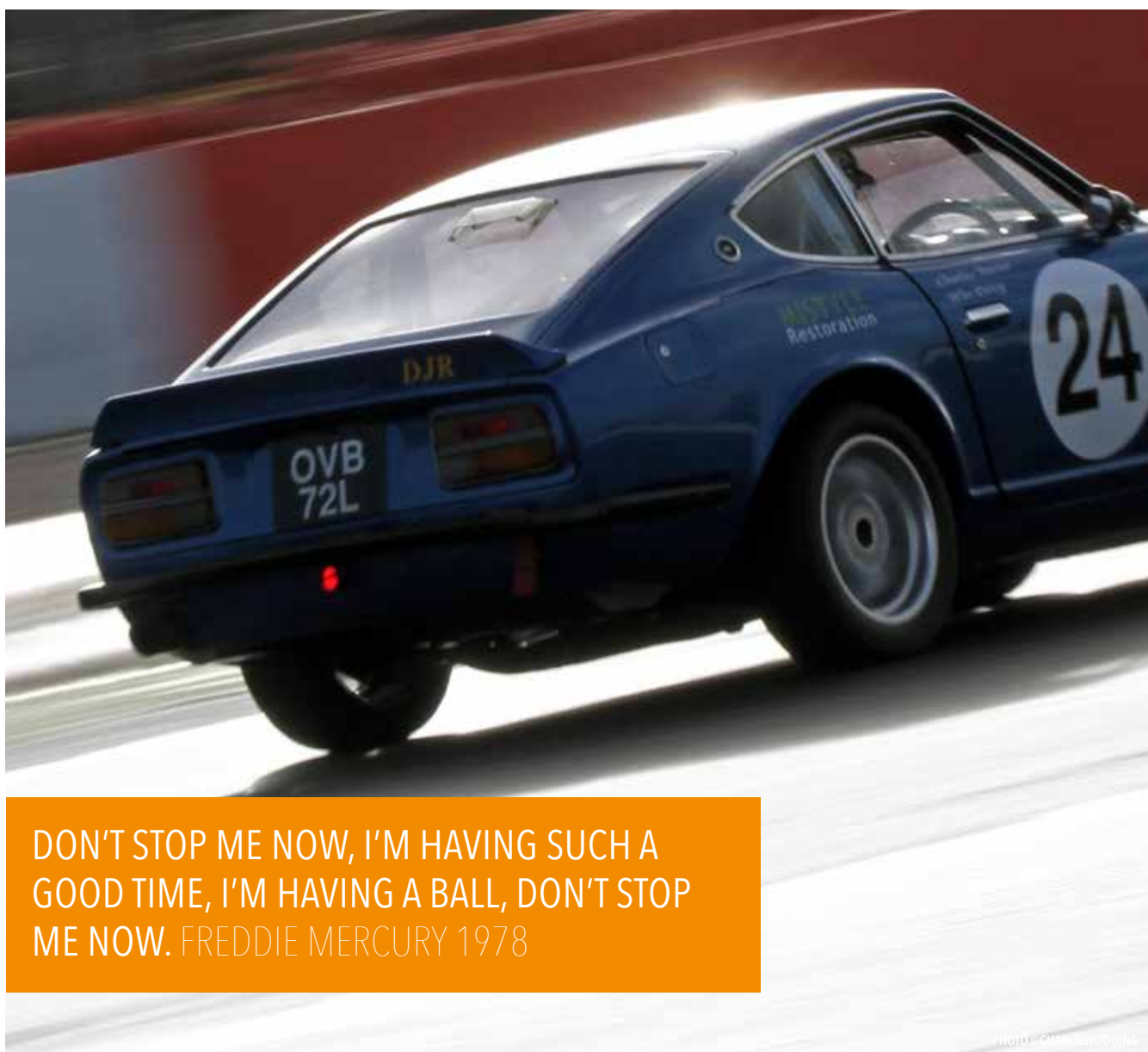


# 70

# seventies

AN HSCC CHAMPIONSHIP SINCE 1996

November 2017 - No6



DON'T STOP ME NOW, I'M HAVING SUCH A GOOD TIME, I'M HAVING A BALL, DON'T STOP ME NOW. FREDDIE MERCURY 1978

**70S  
CHAMPION  
2017**

**CHARLES  
BARTER**



# comment

Often this is a time of year to reflect but also more importantly to look forward to another year, as we all know Christmas will be here in a flash then in a blink the early April Donington meeting will be upon us.

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There is no doubt 2017 will go down as one of the best years ever for our 70s Championship, we had a comprehensive list of events, a little gap in September if one didn't venture to Spa, however we had Donington back which will hopefully stay on the annual calendar now, and good entries with a wide range of cars – well if you ignore Europas which seem to want to take over the world.

But the most pleasing aspect is the fun we have had alongside our racing, the BBQs and soap box derby, in particular the camaraderie, not to mention the banter, that exists, and there is no better example of this than Steve and Andy who just up pitch everywhere, whoever needs help. I was absolutely delighted to announce they had been jointly awarded the "Spirit of the 70s" trophy for their enormous contribution to our racing experience.

There are of course many others who give their time willingly to make a difference – where would we be without our Newsletter and the social side – we are all very grateful, thank you.

The profile of our Series went up a notch or two when Porsche UK decided to celebrate the 40th anniversary of the 928, the result being

we were honoured, I feel, in having Richard Attwood compete at most of our events, he has been absolutely charming and I do believe he has really enjoyed racing with us.

Well what about next year. From all the firm enquiries we have received it is very likely the grids will grow again, apparently more TVRs – hell!, but I think we would really like to see the smaller capacity cars increase in numbers.

We have an excellent calendar, although Cadwell is a month earlier, the good news is we are back at the Silverstone Classic although we are currently looking for a suitable meeting to fill the gap between these events. The Board would also love to see an HSCC event on the continent, but it looks as though we will have to wait until 2019.

For 70s we would love to see a little more checking of cars against their VIFs so we will be speaking to our Registrar in due course, although your Committee have no concerns, on the other hand we must not be complacent.

Remember there will be our Annual 70s Dinner on Saturday 17 February with our special guest Richard Attwood, I am promised it will be a hoot, booking details are on the News pages of this magazine, so look forward to seeing you all there.

The weather man warned things were going to be wild for 70s qualifying at the HSCC Silverstone Finals, but that didn't deter 33 hardy souls from taking on the challenge, and putting on a stiring display of close competitive motor racing, followed by cake and coffee.

# Silverstone Finals

SATURDAY 21ST OCTOBER 2017







The boys from the Porsche Classic Partner Centre continued to hone their skills at Silverstone despite the blustery weather at the end of a successful 40th Anniversary season for the Porsche 928.

Ollie Ford, Julian & Iain Daniels were still searching for the fault in the Assembly Area but the Europa got no further than Maggotts on the warming up lap.



Charles Barter was visibly quicker than everyone else in his Datsun 240Z, finding grip while many others felt they were trying to control ducks on a frozen pond. Topping all the timing charts for the first time this year, setting the quickest times through each sector and highest speed through the speed trap to qualify on pole by almost three quarters of a second from Will Leverett. Julian Barter was back in Peter Shaw's Europa but the car had a mysterious electrical fault which only allowed him 4 laps to qualify, although this was sufficient time for him to set third fastest time just half a second behind Will's Europa.

Dave Karaskas is progressively getting to grips with his TVR qualifying fourth, fractionally ahead of Howard Payne who always out performs his car when conditions are tricky. Howard in turn was only a couple of tenths ahead of Daniel Pickett's Morgan +8 who qualified just 0.033sec ahead of Richard Attwood in the Anniversary Porsche setting up the prospect of an interesting class A battle.

Mark Oldfield qualified 10th in his Lancia Monte Carlo to be the filling in an Elan sandwich, fractionally behind Jim Dean back in the ex Iain Daniels Elan and ahead of Mark

Leverett who only just held off Chris Fisher. Chris usually shines when the conditions are challenging although on this occasion may have found the grippy line by chance, arriving at Brooklands a bit more bravely than on previous laps and realising the apex was not going to be an option, the Arkley simply stuck to the wide line whilst others who found the racing line realised they couldn't hang onto it.

Sarah Hutchison was another to impress qualifying 14th, dropping only 0.039sec to Steve Bellerby's TVR and it was good to see Adam Bagnall back in his Jaguar E-Type. Class D leader Neil Brown was languishing in 22nd place although ahead of Brian Jarvis in his Porsche 924 confounding the prediction of Hurricane Brian storming across Silverstone, qualifying in the late 20's along with Mark Bennett's MGB V8.

Heavy black clouds scooted across the horizon causing a lot of sky gazing as the 2.30 start time approached, although Will Leverett had already withdrawn his Europa from the race. Julian Barter also had an inkling that he was in 'lots of trouble usually serious' as the dark blue Europa rolled to a halt beside the Silverstone Cafe on its way to the Assembly Area, although



encouraged back into life by the combined efforts of Ian Daniels and a visiting Ollie Ford it faltered again on the warm up lap leaving Julian a frustrated spectator on the outside of the Becketts hairpin.

When the lights went out Charles just disappeared from the front of the 30 car grid, such was his pace that he started lapping other competitors as early as lap 3 and had lapped everyone up to 6th place by the end of the 25 minute race, although there was plenty of entertaining racing going on in his wake. Mark Bennett had a storming first lap gaining 15 places dragging Ken Rorrison and Brian Jarvis with him, although after holding off Brian for a couple of laps Ken's Alfa began to falter with a loose earth wire forcing him to retire on lap 8.

Adam Bagnall also made good progress on the first lap gaining 8 places in his Jag, whilst Chris Fisher dropped back with the more benign track conditions preventing him from his regular giant killing antics, although he still had his sights set on stealing 2nd overall in the Championship from Neil Brown by setting the fastest lap in Class E and taking the Class win. Class mate David Tomkinson got embroiled in a frustrating fight, quicker over a lap than the

cars around him, the Spitfire was being hijacked on the straights and delayed in the corners before finally getting molested by Peter Richards at Brooklands. Regaining his composure David then dragged himself back up the order to finish 18th, only separated by Sarah Hutchison's Lancia Beta from Class E winner Chris Fisher who achieved his goal of 2nd overall in the Championship.

Daniel Pickett made steady progress moving into 2nd overall by lap 5, with Richard Atwood following in his wheel tracks, latching onto the tail of the Morgan +8 by lap 8, where he applied consistent pressure until the end, given another 23.5 hours Richard was sure he would have claimed 2nd place and the Class win. Dave Karaskas held his own to finish 4th although by the end he had Mark Bennett mounting a challenge having moved up from 28th on the grid. Steve Bellerby kept out of trouble to finish 8th although Steve easily retained the prize for the most polished car in the 70s Championship.

Brian Jarvis drove a very patient race, progressively gaining places until catching Nigel Ashley's quick Europa on lap 8, trying every manoeuvre he could think of without

Class Pole, Fastest Lap & Class Win, Chris Fisher did all that was needed to snatch the Championship runner up position.





putting each car at risk Brian finally made a move that stuck on lap 14 before setting off after Neil Brown, just failing to claim the Class D victory by just 0.826sec after gaining 17 places during the race.

There was a good turnout of Alfa Romeos with Peter Sloan the best of the Italian contingent, Dave Erwin was celebrating his 120th start in his GTV Bertone although was distracted by a creeping water temperature and called it a day on lap 18 with a blown head gasket, although Dave had covered sufficient distance to be listed in the final classification to record his 119th finish. William Jenkins' contribution to the race in his Porsche 914-6 was relatively low key but as he joined the 70s Championship in 1996, its first year, he has already had plenty of time to set some enviable longevity records.

With the loss of two Lotus's before the race started the challenging Championship season had clearly put a strain on these lightweight racers. Jim Dean had a very impressive first lap moving up to 2nd overall before retiring his Elan on lap 4. Mark Leverett indulged in a half spin through Maggots on lap 2 but was making good progress until lap 19 when the engine in his Elan declared enough was

enough and threw a rod through the side of the block, leaving Steve Skipworth to steal a very rewarding Class victory.

Extending from April to October with 11 races and over 4 hours of racing involving 49 competitors and 9 Invitation drivers another wonderful season of racing drew to a close, and in the tradition of the 70s, racers, family members and friends retired to a Silverstone garage for tea and cake – still living the dream.

The Italian contingent were out in force at Silverstone.

Image:  
@Charlie Wooding  
Photography

**RIGHT**  
Steve Bellerby's TVR is cleaner than most dinner plates.

**BELOW**  
Charles & Richard  
Attwood in good humour  
after the Silverstone race.

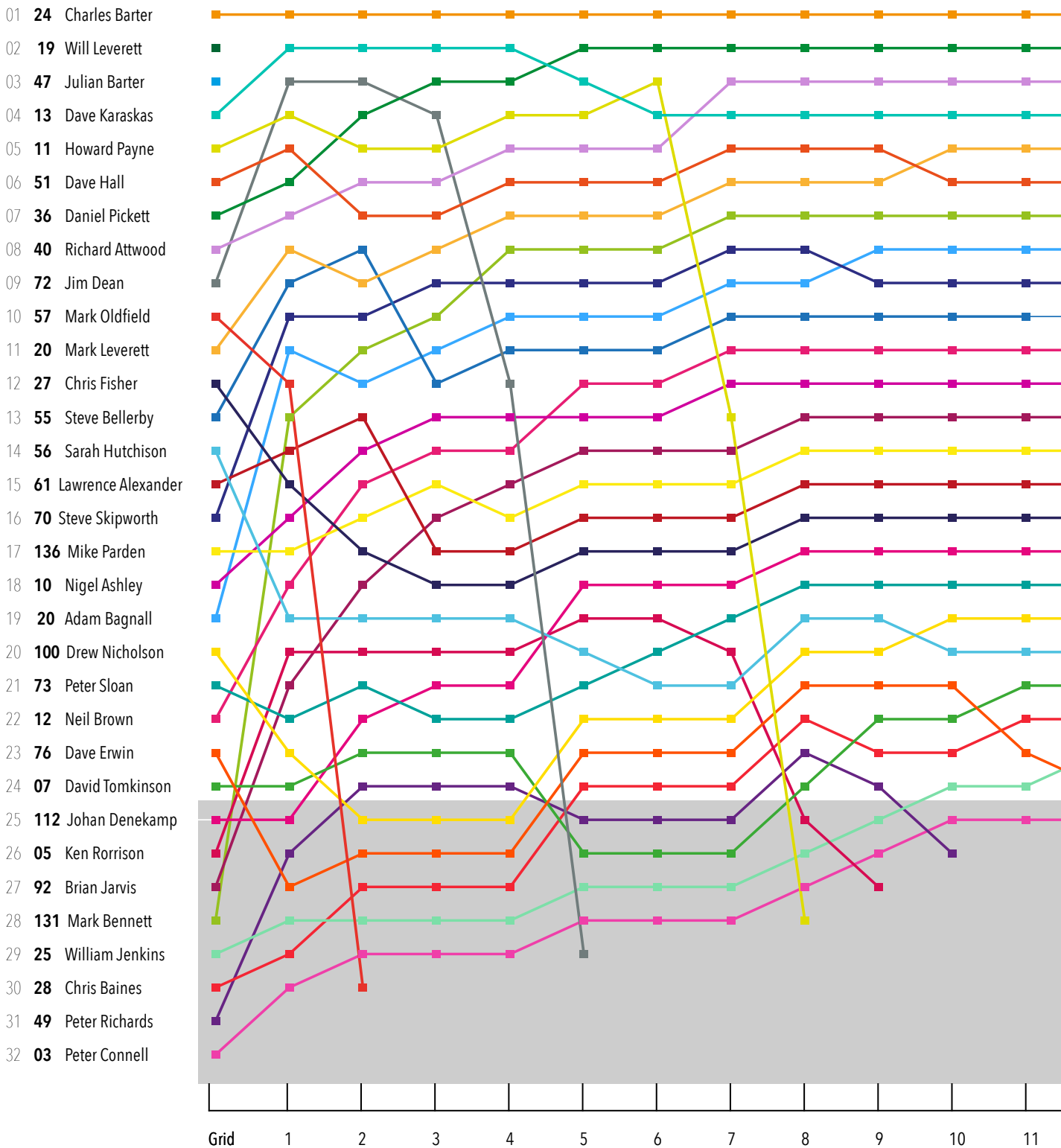


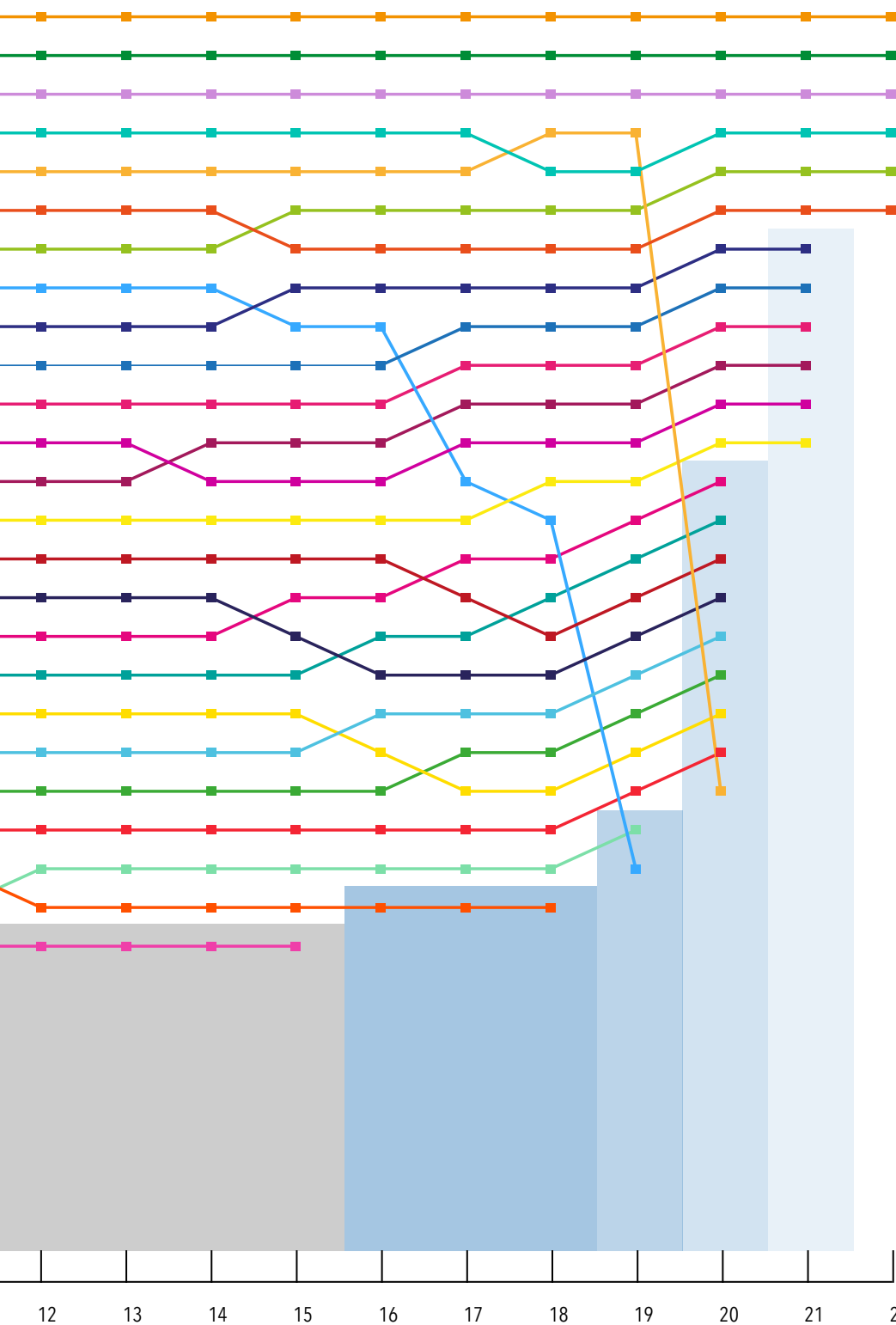




# LAP CHART

SILVERSTONE FINALS: SATURDAY 21ST AUGUST 2017





- 01 **B 24** Charles Barter
- 02 **A 36** Daniel Pickett
- 03 **A 40** Richard Attwood
- 04 **B 13** Dave Karaskas
- 05 **A 131** Mark Bennett
- 06 **I 51** Dave Hall
- 07 **C 70** Steve Skipworth
- 08 **B 55** Steve Bellerby
- 09 **D 12** Neil Brown
- 10 **D 92** Brian Jarvis
- 11 **C 10** Nigel Ashley
- 12 **I 136** Mike Parden
- 13 **I 112** Johan Denekamp
- 14 **D 73** Peter Sloan
- 15 **I 61** Lawrence Alexander
- 16 **E 27** Chris Fisher
- 17 **D 56** Sarah Hutchison
- 18 **E 07** David Tomkinson
- 19 **I 100** Drew Nicholson
- 20 **D 28** Chris Baines
- 21 **C 19** Mark Leverett
- 22 **I 25** William Jenkins
- 23 **A 20** Adam Bagnall
- 24 **D 76** Dave Erwin
- 25 **I 03** Peter Connell
- 26 **E 49** Peter Richards
- 27 **D 05** Ken Rorrison
- 28 **C 11** Howard Payne
- 29 **C 72** Jim Dean
- 30 **D 57** Mark Oldfield
- 31 **C 47** Julian Barter
- 32 **C 19** Will Leverett

WITH THANKS TO SIMON ADKINS FOR SHARING AN HONEST AND CANDID VIEW OF HIS FIRST SEASON IN MOTOR SPORT AND WE WISH HIM ALL THE BEST FOR THE FUTURE.

# TheEndofSomething

A 'RACING' DRIVERS STORY...

You know how exciting it is to see a picture of yourself come back at you as a recommendation of Instagram, well it happened to me. I have a red Alfa Romeo GTV 2000 race car and a picture of it and me racing at Silverstone came through on my feed.

I was thrilled to think that someone had taken a photo and posted it and it was me. At this point I should say that I have only raced a few times and I am not very good at it, but hey, I'm famous now! That's what I imagined for a moment. I had to read the caption. "Beautiful car, shame it was so slow". And there it was, 7 words that tell it as it is.

The car is beautiful, those classic lines, the way it sits low to the ground and the barking 2-litre engine. I remember writing last year that I'd bought the car thinking that if I'm not competitive then at least the car will be interesting. And that is what has happened. The car isn't slow, it's the driver. Very early on I read an article about car modification which explained that until you

can drive a car as quickly as its previous owner don't waste your money on the car, become a better driver. Therefore, the good news is that I didn't waste too much money on the car but I haven't become a better racing driver.

I wanted motor racing to be fun and exciting and I found it difficult and stressful. I had not appreciated that it is a sport and I'd approached it as a hobby. Sport requires training, practice, dedication and a path to show progress. I just jumped in and unsurprisingly was not able to keep up or really appreciate all of the rigours of preparation.

I found pulling a trailer with the Alfa on it difficult enough and parking so stressful that'd rather arrive 2 hours early at the track to avoid





having to reverse park. I found my heartrate getting into three figures every time I tried to start the car from cold. There is a knack to getting it to start and I rarely achieved that level of competence. And in case you are thinking that it must be a very difficult and highly stressed performance engine, my engineer never failed to get it to fire. If my heartrate was high to start the car it was nothing compared to the feeling of dread that having to take the car scrutineering created. I had a sickening feeling in my stomach every time caused by that fundamental knowledge that I had no idea how to answer any of their questions and a secondary feeling that I really didn't belong with these people who knew about engines and safety procedures. I just wanted to drive.

Most of the track time was spent learning the car and the track. What in sports language is known as training and I was so undertrained. I had passed the test and had a race licence but was underprepared for racing. Each time I went

out on the track for practice or a race I was still learning how the car would perform and where the corners are, where to brake or even if I needed to brake. The subtleties of drafting, judging overtaking and trail-braking were topics for discussion after a race that I was unqualified to participate in. I'd get to end and know for certain that I needed to learn more.

Having said that there was also something else missing. It wasn't fun. The stresses of race preparation were never enough to make up for the rare 2 minutes when I managed to get a lap right. I don't think I ever completed two consecutive laps getting better each time and I know I never came off the track at the end knowing how I could improve next time.

I have come away with enormous respect for all those who race. I know the dedication they've given their sport. They know the dangers and they push themselves and their cars towards the limits. Some push those limits on every

corner and that makes it exciting for them and the spectators. Some are brave enough to know the limits and still push and that's amazing to watch from inside the car behind. I can say with certainty that I am not that brave. I didn't knowingly get even close to the edge while on the track and when I got there by incompetence I didn't like it. I never felt in control of those moments and the lack of grip and "edginess" stimulated fear, not excitement.

I have, however, enjoyed being part of the scene for a while. As well as the respect I have for those who race I have found them a really friendly and supportive group and generally encouraging in my efforts. And I loved the attention my car received from competitors and spectators alike. I only wished I'd known more about the intricacies and mechanicals of the car and its pedigree to be able to talk authoritatively when people came over and took pictures.

I raced safely and competently enough times to no longer be a formally classed as a "novice" (indicated by a yellow square sign on the back of the car with a black X in the centre) and enough times to know that I am not going to be competitive without getting a significant amount of training and racing with other beginners as one might in a different sport. And the reality is that I didn't want another sport, I wanted a new hobby. My Alfa is beautiful and the soundtrack, if someone can start the engine for me, is awe inspiring. But I'm not a racing driver.

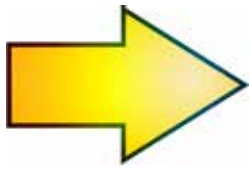
I have had 18 months of stories and memories, some of which I have had the privilege to be able to share. I have photos and even a few video clips. I had a crash in the wet and a trophy for not getting in anyone else's way. I spun in the wet, didn't crash and didn't finish last. I've made friends and I will see them as a spectator in the future. I've learned that it is enough to drive, but in order to race, something more is needed.

Motor racing is a sport, populated by people who dedicate their time and resources to improve and compete week in week out: people who have motorsport as their main sport in most cases, and for a select few have it as their career.

I enjoy cars as objects, as art with a soundtrack. I enjoy driving. It is, I have discovered, not enough to enjoy driving and to think that's all that is needed. From now on I will return to being a spectator armed with a little more knowledge and greater respect for those who get into little boxes on wheels to race, to compete, to entertain and to risk life and injury as a sport.

I therefore decided to pack away my go-faster, flame proofed clothing and return the Alfa to its creator - Peter Smart of Peter Smart Classic Alfas in Dorset - so the car is ready for the next race driver to take on the sport. To make sure that I had strong and lasting memories of my time with everything that goes with looking after a race car the clutch on the LandRover I was using to tow the Alfa exploded mid journey leaving me stranded on the A31 on a Friday afternoon in August with all the holiday traffic heading West. The car got lots of admiring looks from holiday makers and I just hung my head.

**I'VE MADE FRIENDS AND I WILL SEE THEM AS A SPECTATOR IN THE FUTURE. I'VE LEARNED THAT IT IS ENOUGH TO DRIVE, BUT IN ORDER TO RACE, SOMETHING MORE IS NEEDED**



# FinalsDayDisaster

CAMBRIDGE REGIONAL COLLEGE – HISTORIC RACE TEAM

A disastrous Saturday at Silverstone saw Howard Payne and the Cambridge Regional College Historic Race Team post another retirement in the Historic Sports Car Club 70's Road Sports Championship.

**William Bagstaff**

The student crewed race team was really nervous after not completing the last rounds of the Championship. Their nervousness turned to joy when Howard Payne secured fifth after qualifying with his very last lap, on the world famous Northampton circuit.

The grid was made up of 32 cars but it was shortly reduced after two main competitors didn't start due to technical issues.

Howard managed to get his Europa off the line with a decent start. He has struggled all season with race starts, this was one of his best by gaining a place to move up to fourth overall by the first corner at Copse.

The team was impressed by how the Europa was running in the race. Howard was in a fierce battle with the TVR 3000M driven by Dave Karaskas in front of him and the Porsche 928 driven by Richard Attwood behind him. They raced into Copse three wide.

Howard was running really well in the leading group of the race, he had started to pull away from the Porsche behind him.

"After four-five laps I started to notice the throttle wasn't lifting off" said Howard, the student crewed team had no idea the problem was starting to happen again.

Howard had the same problem at Oulton Park which caused him to retire again. Even though the problem was present Howard was still fighting for first in class and third overall.

"On the seventh lap the car spun at Copse due to the throttle being stuck open" said Howard. The student crewed team called him into retire so they didn't damage the car and driver.

"We look forward to next season with the knowledge that, slowly but surely, the pace of the Europa has been improved and we're not far away from being 'in the mix at the sharp end'" said Howard.

The student crewed team preparing the Lotus Europa #11 in the Silverstone pit garages.





# NEWS

70s Annual Dinner, Thatcham Safety Award, Spirit of the 70s,  
2018 Event Calendar, Silverstone Classic Saturday 21 July



## **RICHARD ATTWOOD, 70s DINNER GUEST**

SATURDAY 17 FEBRUARY 2018

We are pleased to announce that Richard Attwood will be our guest at the 70s Dinner on Saturday 17 February 2018 at The Lambert Arms, Aston Rowant, Oxfordshire OX49 5SB,

This annual dinner has grown into a special evening for 70s and this year will hopefully see the return of 'Jim & Julian's Ridiculous Awards' featuring video clips and other nonsense.

Booking instructions are on the next page.





## 70S ANNUAL DINNER

SATURDAY 17 FEBRUARY 2018

The 70s Annual Dinner will again be held at The Lambert Arms, Aston Rowant, Oxfordshire OX49 5SB,

Website: [www.mercurethame.com](http://www.mercurethame.com)

All previous dinners at the Lambert Arms have been very sociable and enjoyable evenings and the food is excellent:

### Booking instructions

#### 1. Dinner

Will you please send a cheque for £35 per head made payable to: "The Lambert Arms" to:

Robert Barter  
Home Farm House  
Holton  
Oxford  
OX33 1QA

Please let Robert have a note of your email address (or postal address for those without email) so that he can confirm receipt and contact you regarding menu choices.

#### 2. Robert's contact details:

Email: [robert.barter@tiscali.co.uk](mailto:robert.barter@tiscali.co.uk)  
Telephone: 01865 872334  
Mobile: 07986 989589

Robert will be liaising with the hotel regarding these bookings but the cheques will not be forwarded to them until a week or so before the event.

#### 3. Rooms

If you wish to stay the night at the room prices have been held the same as last year:

Double/Twin (inc. breakfast) £95

Family Room (inc. breakfast) £105

Please make room bookings direct with The Lambert Arms on 01844 351496

Please quote the room booking code which is **17021HSCC** to get these room prices

If you have any special requirements regarding the room booking please speak to the Events Manager, Megan Munro



# NEWS

70s Annual Dinner, Thatcham Safety Award, Spirit of the 70s, 2018 Event Calendar, Silverstone Classic Saturday 21 July

## SAFETY FAST AWARD 2017

### CHRIS FISHER

Chris Fisher has been selected as the Thatcham "Safety Fast" winner for 2017.

Consistently quick, observant and alert to what is going on around him Chris is a thoroughly deserving winner of the £250 Demon Tweek voucher awarded by Peter Shaw, Chief Executive at Thatcham Research. An example of Chris's skill and commitment can be seen in his video recorded at Brands Hatch in July 2017.

## WIN PERCY TROPHY

### NOVICE AWARD

Chris Baxter is the 2017 winner of the Win Percy Trophy, 70s Road Sports Novice Award.

Chris competed in his first season of motor sport sharing a Lotus 7 with experienced 70s racer Chris Holland.



## CHRIS FISHER - MG ARKLEY

Chasing Steve Skipworth's Lotus Europa for 8th place at the 2017 HSCC Legends of Brands Hatch Superprix in the 1275cc MG Arkley SS en route to another class win and a new Class E (under 1500cc) lap record **1:54.244**

<https://www.youtube.com/watch?v=Y4QUoJay-ck>



## Spirit of the 70s

Steve Bellerby and Andy were jointly awarded the 'Spirit of the 70s' trophy for their enormous contribution to our racing experience

Whenever help is required Andy and Steve can be found elbow deep in an engine bay or with their heads stuck under a wheel arch.



## 70s RACE CALENDAR 2018

### RETURNING TO THE SILVERSTONE CLASSIC

An excellent race calendar has been put together for 70s in 2018, the Wolds Trophy at Cadwell Park will be a month earlier and it is great to report that 70s have been invited back to the Silverstone Classic for a combined 30 minute race with HRS on Saturday 21 July.

Although 70s will miss the Silverstone International and the Brands Hatch Super Prix weekends the Club is currently looking for a suitable event for 70s to fill the gap between Cadwell and the Classic.

There will be a real push in 2018 to make the paddocks more user friendly, for competitors and spectators. Parking together as Championships will be a great benefit for all.

## REVISED CHAMPIONSHIP POINTS

### TYRE REGULATIONS 2018

The vote for the revised points table proposed by your Committee was approved by approximately five to one. To be implemented from the start of the 2018 Season we will review the new points system as we progress through the year before considering any changes at the 2018 Drivers Meeting.

POSITION	NUMBER OF STARTERS IN CLASS		
	3 & OVER	2	1
1st	12	9	7
2nd	9	7	
3rd	7		
4th	6		
5th	5		
6th	4		
7th	3		
8th	2		
9th	1		

### Tyres 2018

Tyres permitted are from the MSA Year Book 2018. Section L Tyres list 1A and 1B. Tyres of the same type / compound must be fitted on both axles.

## DIARY DATES

### EVENTS CALENDAR

#### 07/08 APRIL

DONINGTON PARK

#### 21 APRIL

SNETTERTON (200 CIRCUIT)

#### 19/20 MAY

CADWELL PARK WOLDS TROPHY

#### DATE TBA

CIRCUIT TBA

#### 20-22 JULY

SILVERSTONE CLASSIC

#### 04/05 AUGUST

CROFT NOSTALGIA WEEKEND

#### 25-27 AUGUST

OULTON PARK GOLD CUP

#### 14-17 SEPTEMBER\*

SPA 6 HOURS (CLOSED WHEEL)

#### 22/23 SEPTEMBER

BRANDS INDY

#### 20/21 OCTOBER

SILVERSTONE FINALS

\*Non Championship



## VIEW THIS NEWSLETTER ON-LINE

<https://issuu.com/seventies70s>

## 70s WEBSITE

<http://70sroadsports.co.uk/>

## 70s TWITTER

<https://twitter.com/70sRoadSports>

## 70s FACEBOOK

<https://www.facebook.com/groups/202634583435/>

## CHARLIE WOODING

<http://charliewooding.co.uk>

Historic Motorsport Photographer



The **70s Road Sports Championship** is organised and administered by the Historic Sports Car Club [HSCC] in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association [MSA].



### **Historic Sports Car Club**

Historic Air Traffic Control  
Building  
Silverstone Circuit  
Nr Towcester  
Northamptonshire  
NN12 8TN

**web:** [hsc.org.uk](http://hsc.org.uk)

**tel:** 01327 858 400

**email:** [office@hsc.org.uk](mailto:office@hsc.org.uk)

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