



70

seventies

AN HSCC CHAMPIONSHIP SINCE 1996

February 2018 - No1



CLASS LEGALITY COMPLETED. ASTHMATIC CARBS
ON THIS WEEK AND THEN WOODEN BRAKES.
LAWRENCE ALEXANDER

**AND I LOVE
YOU COS YOU
FRICKING
ROCK. '70s
SPORTS
CARS??!!! IT
LITERALLY
DOESN'T GET
BETTER!**
BLACKTOP
MEDIA

comment

Mallory Park, a historic motor sport venue nestled in the heart of the Leicestershire countryside, offers fantastic viewing opportunities for family and friends, as well as a fast demanding track for competitors.

The HSCC have been working hard behind the scenes to locate one more double header date to complete the Championship Calendars, for both 70s Road Sports and Historic Roadsports.

It has been some years since the HSCC were at this pretty Leicestershire venue, which has been hosting motor sport events since 1956.

A truly Historic circuit, Mallory has entertained spectators with Formula 2, Formula 5000 and British Touring car events in its colourful past, including the return to touring car racing of Stirling Moss and Barry Sheene with Audi in the 1980s, and the infamous Radio 1 Race day in the 1970s, where fans tried swimming the lake to reach the Bay City Rollers.

We think you will have a fun action packed day although possibly not quite as exciting as some of the above. Both 70s and HRS will have individual double header races, with a 15 minute qualifier and two 15 minute races all on the Sunday.

Racing independently from the regular HSCC calendar and introducing 70s Road Sports and Historic Roadsports to a new audience we hope competitors will support this event with their usual blend of enthusiasm, competitive racing and beer.

The exciting date to add to your diaries is **Mallory Park, Sunday 10 June.**



"The finest event that I've ever been to with Radio One was a Radio One Fun Day at Mallory Park. and the Bay City Rollers were billed to appear, so hundreds and hundreds of small people in very expensive and badly fitting Bay City Rollers chic turned out as well.

So you got these rather short and stubby, sort of like tree trunks dressed up in tartan, and they are coming across the grass, and they start wading across this disgusting weed-filled water.

And the sub-aqua people were sort of standing

there in their rubber outfits, with flippers and catching these strange children and carrying them back and sort of dumping them on the other side of the bank.

While all of this was going on, Tony Blackburn was speeding backwards and forwards on the lagoon in a speedboat, driven by a Womble.

And I just thought, If I live to be 200 years old, I am never going to experience anything like this again in my life."

John Peel
May 18, 1975

MALLORY PARK

LAKESIDE TROPHY

ROAD SPORT RACES

SUNDAY 10 JUNE 2018



FIRST AWAY AND ALWAYS AHEAD



With 70s and HRS heading for a race weekend away from the regular HSCC Calendar we have reproduced an article by Rob Ladbroke with kind permission from Motorsport News which makes a good argument in support of going off-piste, now and again.



Mixing it up a bit

ROB LADBROOK @LADDERSMN – MOTORSPORT NEWS

February is an exciting month for motorsport fans. Next week will be the Historic Motorsport International at ExCel London followed a week later by RaceRetro, the countdown to the season ahead has well and truly begun.

Big announcements are made, drivers firm up their plans. But there's always one thing I feel that's missing from the surprise and intrigue – variation of championship calendars.

Each year the schedule for the big series seems to stay the same. Come August, you can usually guess where the British Touring Car Championship, British GT and the like will be headed the following year. And quite often it's the same ordering too.

Am I the only one who thinks the leading lights of the British motorsport scene should mix it up a bit?

Let's look at the BTCC as an example. This year it'll visit – in order – Brands, Donington, Thruxton, Oulton, Croft, Snetterton,

Rockingham, Knockhill, Silverstone and then Brands again.

Compare that to 2017, and the only change you'll find is Rockingham and Knockhill switching places. In fact, barring that reversal between the Scotland and Corby races, the calendar is identical all the way back to 2010. And even then the circuits remained the same.

You have to go back as far as 2006 to find any real change, when Mondello Park in Ireland held a round. Sure, there was the introduction of Brands Hatch's Grand Prix layout for 2009 onwards to spice up the finale, but that's hardly taking the series to a new audience.

That's 12 years of the same circuits, in largely the same order. Isn't it time to push the boat out a bit?

Now, I know there are varying factors that shape the calendar like it is. The BTCC is the UK's most popular series, so its calendar often has wide-reaching effects on other classes. All

The Italian contingent were out in force when the championship last visited Mallory Park. Mark Dudley, Alfa Romeo GTV 2000, leads from Alex Childs, Lancia Zagato, Robert Barter, Alfa Romeo GT Junior, Jon Wagstaff and John Dobson, 2000 GTV's

All images:
©Charlie Wooding
Photography



of its support series are largely dictated by it, and so are other classes that want to avoid a fixture clash, which is something British GT organisers in particular work hard to avoid whenever possible.

Then there's the marketing. Circuits – such as the MSV-owned Brands, Oulton, Snetterton and now Donington – handle their own marketing and promotion of the event, so holding a specific calendar slot helps form the product of selling 'the BTCC finale/opener' or the 'first round back after the summer break'.

There's also the logistics to think about too. Is the pit lane large enough to accommodate the full grid? Can the track start the correct number of cars? Where can the supports pitch up? Are the facilities up to scratch? And, lastly, is there enough space for the corporate hospitality units? I know that last one will wrangle with many, but it's a key part of the sport in the modern era.

However, the downside of this set-in-stone scheduling is a very predictable format each year. And that also brings a predictability to results, with rear-wheel-drive cars always doing well at the tracks in the middle of the calendar and certain drivers performing better at their

favourite tracks during certain months.

Yes, having a set calendar helps form routine and keeps everybody in the know about what they're doing and when. But it's not the best for entertainment value, or spreading the series to new audiences.

Outside of the current calendar Mondello Park, Pembrey, Anglesey, Castle Combe, Kirkistown and Goodwood could all theoretically host a championship like the BTCC.

OK, at Combe you'd have noise issues to overcome for a weekend and a tight paddock, but the track is licenced accordingly for safety and the required number of starters.

Two other circuits could also potentially host races. Cadwell Park could do the job, even though it can only start 28, rather than the capacity 32 cars. Mallory Park also, however it can start 30. Some entries can drop off towards the end of the campaign, but it would be an issue to overcome. But who wouldn't love to see a BTCC race at Cadwell?!

And I'm not just picking on the BTCC either. British GT is just as bad – Oulton, Rockingham, Snetterton, Silverstone, Brands and Donington. It's been that variety of tracks since 2010 when



Knockhill was last on the schedule. Granted there's been variation in the European rounds – Zandvoort, Nurburgring and Spa – but for British-based fans that's a bit irrelevant as those races are largely scheduled to entice British GT's main customers... the drivers.

Why not take British GT to somewhere like Anglesey for once? It has shiny new pit buildings, decent facilities and a good paddock space.

In my view, varying the schedules for Britain's

race series would add extra spice to those conversations that will take place hundreds of times at ExCel London and Stoneleigh, Warwickshire as well as freshening up the campaigns for the fans too.

With thanks to Motorsport News and Rob Ladbrook for allowing us to reproduce this article.

Motorsport News: The weekly paper for the motorsport die-hard, available from Newsagents every Wednesday.

Steve Cooke, Lotus 7 and Julian Barter, TVR 3000M lead the rag race out of the hairpin, followed by Josh Sadler, Porsche 911 & Bob Trotter, Jensen Healey

Close competitive racing is normally the order of the day at Mallory Park as demonstrated by Phil Briggs, Porsche 928 and Ian Jacobs, Jensen Healey.



The unedited 70s Season Review previously printed in short form in the December issue of the HSCC Historic Racing Magazine.

Season Review 2017

CHARLES DANCES TO VICTORY

For generations, scientists, novelists and romantics have searched for the secret of eternal youth. Watching Charles Barter balance his Datsun 240Z on its toes and sprint to the 70s Road Sport Championship was confirmation that age is just a state of mind.

I am biased, watching sunlight sparkle and shimmer across the metallic blue surfaces of the Datsun 240Z in full flight on a summer's day is in my opinion one of the most evocative sights in motorsport.

Charles put one hand on the trophy in the middle of April and hung on relentlessly until the seasons end taking five outright wins, four fastest laps and a full set of class victories.

Snapping at Charles's tailpipes was Chris Fisher, the youngest racer in the Championship who finished 2nd overall, stealing the position by a single point at the last race of the season. He was chased all year by his Class mate, the eternally optimistic David Tomkinson who drove the wheels off his Triumph Spitfire in

relentless pursuit. Chris's Championship achievements are even more remarkable as full points were often unavailable in many races due to insufficient entries in Class E, yet he could often be found challenging for a top 10 place in the diminutive MG Arkley.

Third overall was Neil Brown who had the opposite problem to Chris Fisher, with an abundance of competitive runners in Class D tripping over each other for Class glory. Neil unobtrusively collected Championship points with a quiet determination in his Lotus Eclat boosted by his four class victories.

Victorious in the competitive Lotus 1600cc Twin Cam Class C was Julian Barter who again played musical bucket seats skipping from Iain



Daniels' Elan to Peter Shaw's Europa and dipping out of the class to race an MGB at Brands. Jim Dean also shared his Elan (along with a couple of glasses of wine, frites & mayo) with Julian at Spa and by doing this sacrificed the points that could possibly have made him the 2017 Class winner, another wonderful example of the rapport that exist between competitors in 70s Road Sports.

The over 3000cc Class A was enlivened by Richard Attwood; joining the Championship to celebrate the 40th Anniversary of the Porsche 928, he charmed fellow competitors in the paddock and his instinctive touch and breadth of experience was never more apparent than at Spa where he clearly enjoyed having the space to let the big Porsche stretch its legs. Finishing just six points behind Richard in Class A was Mark Bennett in his stoically British MGBV8. The Class was further enhanced by Robert Gate's E-Type Jaguar and the rumbling Morgan Plus 8s of Daniel Pickett and Russell Paterson.

Charles's closest challenger in Class B was Steve Bellerby whose yellow TVR 3000M is prepared with the philosophy that 'when there is nothing left to polish, polish it again – this car wouldn't look out of place in a Concours d'Elegance and the quality of driving standards in 70s is reflected in this cars immaculate paintwork.

Matt Nichols' Championship ambitions ended when the engine of his TVR failed at Brands Hatch as Dave Karaskas moved up to Class B with a TVR which has become a 70s stalwart, despite numerous changes of ownership. The Porsche 911SC of John Williams and Ferrari 308GT4 of Charlie Ugo added to the variety within the class. Moving into a Lotus Europa for 2017, Will Leverett was lightning quick when everything held together and Howard Payne shone when conditions were tricky in his Europa maintained by Cambridge Regional College, who are using 70s Road Sports as a classroom for race engineers of the future.

Mark Leverett, Lotus Elan and Steve Cooke, Lotus 7 are no slouches behind the wheel but had to work hard to stay in the wake of the Europas. Steve Skipworth picked up a class win at the Silverstone Finals when the favourites wilted and Nigel Ashley ran his pretty blue Europa when commitments permitted. It was also great to have Chris Holland back, sharing a Lotus 7 with Chris Baxter.

Jon Wagstaff perhaps pushed for more performance than the artistic temperament of his Alfa was prepared to give but led the flamboyant Italian contingent in Class D, whilst Robin Eyre-Maunsell drew on his years of rally experience to grab a large haul of points at Spa. Brian Jarvis demonstrated speed, patience and resilience this year in a limited season with his Porsche 924 with two Class wins and an impressive drive from 27th to 8th at the Silverstone Finals.

Sarah Hutchison plugged away in her Lancia Beta to finish ahead of Dave Erwin's Alfa and Mark Oldfield, whose impressive turn of speed was often compromised by the unreliability of his Lancia Monte Carlo. Will Morton, who is more passionate about Alfa Romeos (and sheep) than a grown man should admit to surprisingly chose to tackle the season in his metallic Algae Green Porsche 924.

The colour and diversity in Class D was boosted by the Alfa's of Simon Holmesmith, Peter Sloan, Simon Adkins and Ken Rorrison. 'Jono' Baines dropped in briefly to demonstrate the potential of his brother Chris's Porsche 924 and Martin Dyson who suffered a disproportionate amount of misfortune, preventing him from enjoying the full potential of his Triumph GT6.

Extending from April to October with 11 races and over 4 hours of racing involving 49 competitors and 9 Invitation drivers including William Jenkins who along with Charles has been a competitive force within 70s virtually since its inception.

It's possible that in the sparkling clear water that trickles along the chalk streams of Dorset is the mythical elixir of youth but, more likely, the natural effects of laughter, the support of friends and family and healthy competition which 70s Road Sports has in abundance simply brings out the best in us all.



70S POINTS 2017

FINAL CHAMPIONSHIP POINTS (INCLUDING DROPPED SCORES)

Overall	Class	Number	Driver	Car	Points
01	B 01	24	Charles Barter	Datsun 240Z	95
02	E 01	27	Chris Fisher	MG Arkley	64
03	D 01	12	Neil Brown	Lotus Eclat	63
04	C 01	01	Julian Barter	Lotus Europa/Elan	58
05	C 02	72	Jim Dean	Lotus Europa/Elan	46
06	A 01	40	Richard Attwood	Porsche 928	44
07	C 03	19	Will Leverett	Lotus Europa	43
08	E 02	07	David Tomkinson	Triumph Spitfire	41
09	B 02	55	Steve Bellerby	TVR 3000M	40
10	A 02	131	Mark Bennett	MGB GTV8	38
11	D 02	68	Jon Wagstaff	Alfa Romeo 2000GTV	30
=12	=D 03	73	Robin Eyre-Maunsell	Alfa Romeo 2000GTV	29
=12	C 04	20	Mark Leverett	Lotus Elan	29
=12	=D 03	92	Brian Jarvis	Porsche 924	29
15	D 05	65	Sarah Hutchison	Lancia Beta	28
16	B 03	13	Dave Karaskas	TVR 3000M	24
17	D 06	76	Dave Erwin	Alfa Romeo 2000GTV	23
18	D 07	57	Mark Oldfield	Lancia Monte Carlo	21
19	D 08	21	Will Morton	Porsche 924	20
=20	B 04	30	John Williams	Porsche 911SC	19
=20	C 05	65	Steve Cooke	Lotus 7	19
22	A 03	36	Daniel Pickett	Morgan Plus 8	17
23	C 06	70	Steve Skipworth	Lotus Europa	16
=24	=C 07	11	Howard Payne	Lotus Europa	13
=24	=C 07	10	Nigel Ashley	Lotus Europa	13
26	A 04	172	Russell Paterson	Morgan Plus 8	11
27	D 09	77	Simon Holmesmith	Alfa Romeo 2000GTV	10
=28	=A 05	35	Robert Gate	Jaguar E-Type	08
=28	=A 05	40	Tom Bradshaw	Porsche 928	08
=28	D 10	28	Chris Baines	Porsche 924	08
31	B 05	15	Charlie Ugo	Ferrari 308 GT4	07
=32	=C 09	14	Chris Holland	Lotus 7	06
=32	=C 09	47	Peter Shaw	Lotus Europa	06
=32	=C 09	47	Paul Tooms	Lotus Europa	06
=32	E 03	50	Dave Karaskas	MG Midget	06
=32	D 11	73	Peter Sloan	Alfa Romeo 2000GTV	06
37	B 06	33	Matt Nichols	TVR 3000M	05
38	B 07	15	Paul Ugo	Ferrari 308 GT4	04
39	D 12	18	Martin Dyson	Triumph GT6	03
=40	C 12	14	Chris Baxter	Lotus 7	02
=40	D 13	28	Jonathan Baines	Porsche 924	02
42	D 14	74	Simon Adkins	Alfa Romeo 2000GTV	01
43	D 15	04	Ken Rorrison	Alfa Romeo 2000GTV	00
44	E 04	49	Peter Richards	Clan Crusader	00



NEWS

Scrutineering doesn't have to be the least enjoyable part of the weekend. Championship tyre regulation update.

...it was nothing compared to the feeling of dread that having to take the car to scrutineering created. I had a sickening feeling in my stomach every time

Simon Adkins
September 2017



SCRUTINEERING HELP AT HAND

Reading the musings of Simon Adkins, I recall from my own 15 years of competing as an owner and self-preparer that general scrutineering was often the most tense and least enjoyable part of the weekend – but with a little preparation during the previous week, it does not need to be so.

I am always pleased to spend time with any 70s competitor (novice or not) to take them through the HSCC scrutineering process.

Best regards and Happy New Year
Nigel Edwards

MSA Scrutineer Car & Eligibility (Licence 15190) and HTP Registrar

2018 CHAMPIONSHIP REGULATIONS TYRES 5.13

As we are a road going Championship we intended to revert to tyres listed in the MSA Yearbook Section L Tyres lists 1A and B for 2018.

However there is still no competitive 175/60 x 13 tyre available, mainly for Elans, the A048 Yokohama which has been used for some time is not E marked and falls into 1C.

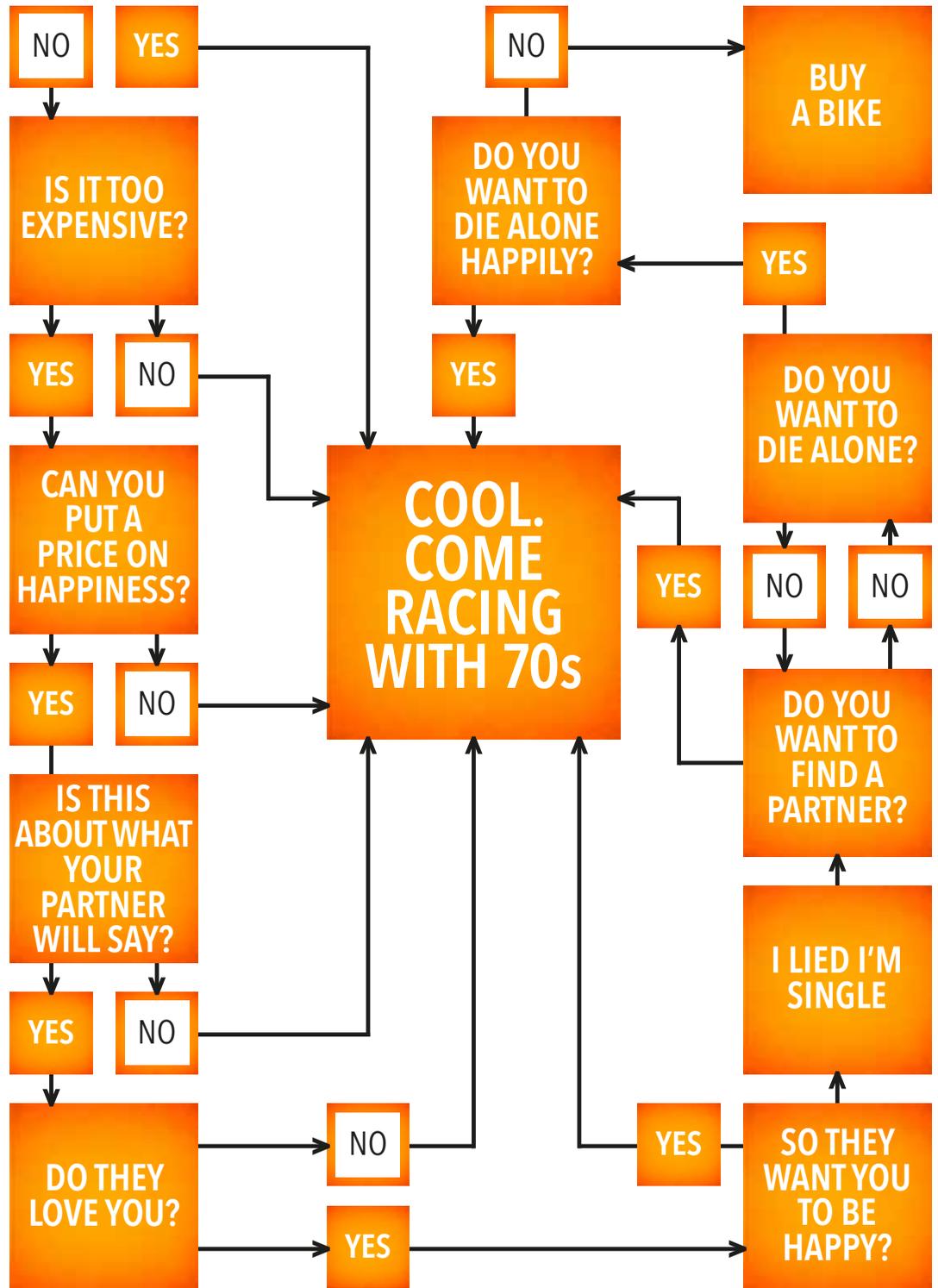
It is reasonable to assume the latest E marked tyres to comply with new EU regulations will be less competitive, not so sticky and quieter, therefore in the pursuit of fairness, all competitors will be allowed to use tyres from List 1A, 1B and 1C.

The final, published regulations will reflect that and will be issued shortly.

<https://hsc.org.uk/championships/hsc-70s-road-sports-championship/>



ARE YOU RACING THIS SEASON?





VIDEO OF THE MONTH

RICHARD ATTWOOD – RETIREMENT PLAN

Porsche AG

You can't keep a good man down. Nearly 50 years on from winning Le Mans, Richard Attwood is still racing and still getting podiums. The camera follows Richard during the Oulton Park Gold Cup meeting with 70s in August 2017 and includes archive footage from Le Mans in 1970.

<https://vimeo.com/236395689>

THE SEASON STARTS MONDAY

ENTRY FORMS

Entry Forms for the first two events of the season, Donington 07/08 April and the Snetterton Double Header on 21 April will be sent out from the HSCC Office on Monday 12 February.

Remember Entry Fees are not drawn until the week before the event so if you intend to race at these meetings please can you return your Entry Forms promptly as it helps the Office with the administration of the event .

Online Entry System

Racing Members can now enter HSCC Events online. Registration is required and you will need your Membership Number and email address.

<https://online.hsc.org.uk/signup>

DIARY DATES 2018

EVENTS CALENDAR

07/08 APRIL 1x20MIN
DONINGTON PARK

21 APRIL 2x20MIN
SNETTERTON (200 CIRCUIT)

19/20 MAY 2x20MIN
CADWELL PARK WOLDS TROPHY

10 JUNE 2x15MIN
MALLORY PARK

20-22 JULY 1x30MIN
SILVERSTONE CLASSIC

04/05 AUGUST 2x20MIN
CROFT NOSTALGIA WEEKEND

25-27 AUGUST 1x20MIN
OULTON PARK GOLD CUP

22/23 SEPTEMBER 2x15MIN
BRANDS INDY

20/21 OCTOBER 1x25MIN
SILVERSTONE FINALS



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CHARLIE WOODING

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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].



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