

SPIRIT OF THE 70S AWARD WINNER 2018
'THANKS TO EVERYONE FOR SUCH A GREAT SEASON'
WILL LEVERETT - LOTUS EUROPA

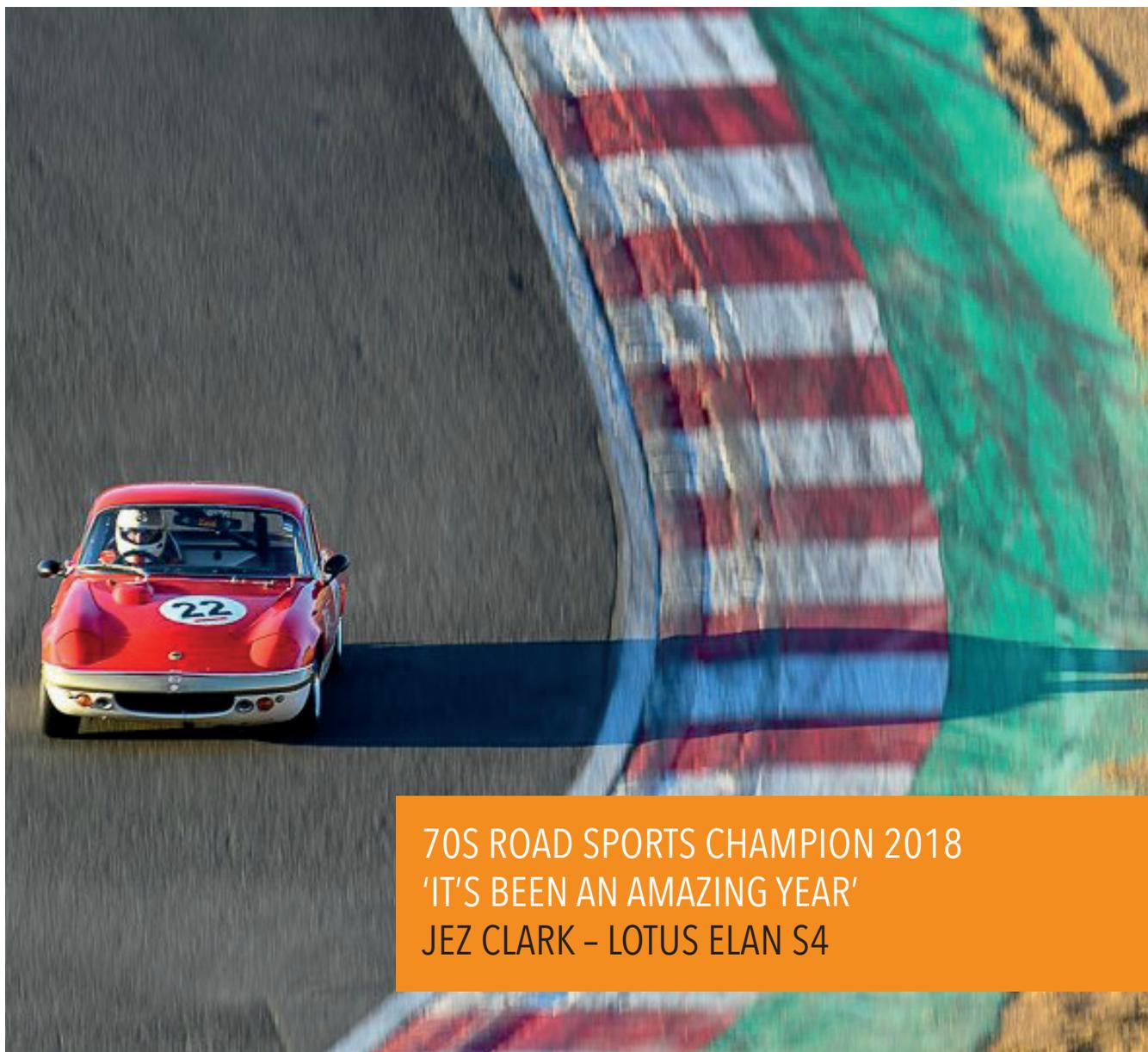


70

seventies

AN HSCC CHAMPIONSHIP SINCE 1996

December 2018 - No5



70S ROAD SPORTS CHAMPION 2018
'IT'S BEEN AN AMAZING YEAR'
JEZ CLARK - LOTUS ELAN S4

**IT'S A JOY TO
RACE IN 70S
WITH FAST
DRIVERS
WHO WILL
GIVE JUST
ENOUGH
SPACE SO YOU
DON'T TAKE A
WRECK HOME**

JEZ CLARK
2018
CHAMPION

comment

A superb year for 70s capped by Jez Clarke winning the Championship in his first year in our Series, a splendid effort given the fierce competition in his Class, but also at the front of the pack – again many congratulations.

The prestigious Spirit of the 70s award was given to one of the nicest and most helpful guys you are likely to meet, Will Leverett. Competitor numbers were strong throughout the year, which shows I guess we must be doing something right, in fact 70s produced the biggest grid at the Silverstone Finals.

I believe we all feel our regulations are pretty much ideal for those who want to race a classic sports or GT car, and the ethos is still there in that you can still drive your car on the

road and claim extra points. We are also flexible, if a regulation needs tweaking we take a majority view and make the changes, and we always have the cost of competing in mind. A good example is doing away with the MOT requirement but at the same time requiring the car to be road legal.

I wouldn't pretend this year's calendar was ideal, we have too many events just two weeks apart however we did have a race at the Silverstone Classic, a real treat and a full grid, and a real fun day at Mallory Park. What Mallory showed was the enthusiasm for competing somewhere new to us, or going back to a venue we haven't visited for some time.

Many of us on the Board feel our calendar has become too predictable, one knows we will be going to Brands for the Legends meeting at the end of June and the Gold Cup meeting over the August Bank Holiday weekend. In a way that is helpful, but equally it is the same for all the other events. Then add in next year where there are five events with just two weeks apart and a seven gap at the beginning, not great for budgeting and clearly it affects the size of the grids.

Now I am not saying arranging a calendar to suit all the Club's needs is easy, in fact over

Jez Clark was a worthy winner of the 70s Championship against talented opposition

Image:
©charliewooding.co.uk



David Tomkinson took to the conditions at Brands Hatch like a duck to water

Image:
©martincooperphoto.co.uk

the years Grahame White, our CEO, has done an incredible job in elevating this Club to its current dizzy heights; 2019 however is virtually set in stone now so we must be turning our attentions to 2020.

In line with other Championships and Series we will be looking to bring in new venues, consider the time of year we go to some circuits, attempt to space out our meetings – with a minimum of three weeks between races, and perhaps a clear July except for the Classic to allow for family holidays, and have what is as close as possible to our own event on the continent, I am thinking of iconic circuits like Zolder.

In addition we would like to build up the camaraderie, sadly lacking in some of our Series, we should be arranging for awards presentations after the race and some targeted hospitality, all basic stuff really but it would make such a difference. I would welcome your thoughts, we are after all a members Club.

It just remains for me to wish you all Seasons Greetings, look forward to seeing you at the 70s Dinner. We have some special guests, our new CEO, Andy Dee-Crowne and his wife, Alan and wife Lynn and Carrie from the Office. Jim and Julian are putting on some special entertainment, it is therefore an event you can't miss.

Charles Barter
charles.barter@thewatercresscompany.com



DIARY DATES 2019*

EVENTS CALENDAR

30 MARCH 1x20MIN
DONINGTON PARK

18/19 MAY 1x30MIN
SILVERSTONE INTERNATIONAL

15/16 JUNE 2x20MIN
CADWELL PARK WOLDS TROPHY

29/30 JUNE 1x30MIN
BRANDS SUPER PRIX

13/14 JULY 2x20MIN
ANGLESEY

03/04 AUGUST 2x20MIN
CROFT NOSTALGIA

24-26 AUGUST 1x30MIN
OULTON PARK GOLD CUP

21 SEPTEMBER 1x20MIN
BRANDS INDY

19/20 OCTOBER 1x25MIN
SILVERSTONE FINALS

*PROVISIONAL DATES & RACE DISTANCES



Challenging conditions greeted competitors at Brands Hatch in September

Image:
©martincooperphoto.co.uk



BRANDS INDY

SUNDAY 23 SEPTEMBER 2018

Competitors arriving at Brands Hatch early Sunday morning could be excused for thinking that Brands Hatch had become a viable alternative to the Olympic Park White Water Centre.

Images: Charlie Wooding & Martin Cooper Hack-writer: James Nairn



Such were the conditions that an alternative plan for qualifying might have been to simply float numbered yellow plastic ducks down Paddock Hill and let fate decide the grid.

What seemed like a sensible solution of running the first couple of qualifying laps under yellow flags allowing competitors to find their sea legs resulted in a train of cars becoming bottled behind a slower competitor lapping in the mid 1:30s whilst the others were quickly down into the high teens on their second qualifying lap. Charles was the first victim of this log jam getting stranded on the outside of Clearways as he tried to break free from the impasse.

Will Leverett is so comfortable hustling the

Europa that it was no surprise to see him at the top of the time sheets, half a second ahead of Jez Clark who was just keeping his title rival within touching distance. Tricky conditions favour the quick and the brave with Jim Dean and John Williams separated by fifteen hundredths of a second in third and fourth, ahead of Dave Karaskas who has to hold his snappy TVR on a tight leash to prevent it biting its owner. The E-Type of Adam Bagnall (the first of the road driven competitors) who had already provided an impressive demonstration of his wet weather skills in the previous round to qualified ahead of fellow Class A competitor Daniel Pickett in his Morgan Plus 8.

Lawrence Alexander was the surprise of



qualifying placing his Alfa eighth although judging by the way his tyres cut into the wet surface it seemed that his tyres were constructed from eight parts sponge and two parts rubber. Chris Fisher as always was revelling in the tricky conditions pushing the Arkley to the edge, to seek out new lines and boldly go where no man has gone before, just half a second slower than the Lotus's of Howard Payne and Mark Leverett but more than a second quicker than the Porsche of Brian Jarvis who was also feeling the pressure from David Tomkinson's Triumph Spitfire.

Ken Rorrison, another competitor to uphold the ethos of 70s Road Sports by driving his Alfa Romeo to events, clearly put in some useful wet weather practice on the M25 earlier in the morning on his way to the circuit, qualifying just behind the Lotus 7 of Chris Baxter and ahead of Mike Neumann in a similar 2000 GTV. Ken certainly fared much

better than compatriot Jai Sharma whose Ferrari became waterlogged on his drive to the circuit and was destined to miss the meeting. Steve Bellerby completed a cautious qualifying session ahead of Paul Tooms who did little more than dip his toes in the water with his Lotus Europa and invitation runners Peter Connell and Rupert Ashdown.

Adam Bagnall clearly enjoyed the handling of his E-Type in the tricky conditions and despite a quick spin mid race finished comfortably in front of Dave Karaskas's challenging TVR

Image:
 ©martincooperphoto.co.uk



John Williams did his best to match the pace of the Lotus's and was rewarded with two class victories

Image:
©martincooperphoto.co.uk

Championship races earlier in the afternoon had done their best to squeeze some moisture from the track but the surface was still tricky as 70s competitors lined up for their first race of the afternoon. Jim and John were quickest off the blocks when the lights went out but Will was back in charge as the pack completed the first lap with Jez paddling hard in his wake. Adam Bagnall jumped past Dave Karaskas and Mark Leverett had a good opening lap gaining three places, but all eyes were on the Datsun 240Z of Charles Barter and Europa of Paul Tooms making impressive progress from the boondocks, completing the first lap in ninth and tenth places.

Unfortunately for Charles this progress lasted only as far as Bottom Bend (as it was known in the 70s) tripping over his own talent. Throughout the season Charles has repeatedly demonstrated his ability to balance the Datsun on the limit of adhesion but possibly didn't appreciate quite how much quicker he was travelling than the cars in front. Instinctively taking avoiding action Charles's chance of retaining the Championship title slipped away as the Datsun scrabbled for grip on the wet grass. The challenge from Paul Tooms only lasted a further half lap as the pattern of the race like ducks began to fall into line.

Chris Fisher was able to maintain his qualifying form keeping the pressure on Lawrence Alexander's Alfa before nipping past

at mid distance to lead not only the under 1500cc Class but also all up to 2000cc Class D competitors. David Tomkinson also put on a good show managing to hold off the challenge from the quick Porsche 924 of Brian Jarvis for seven laps before a brief moment allowed the Porsche past, dropping David three places down the order.

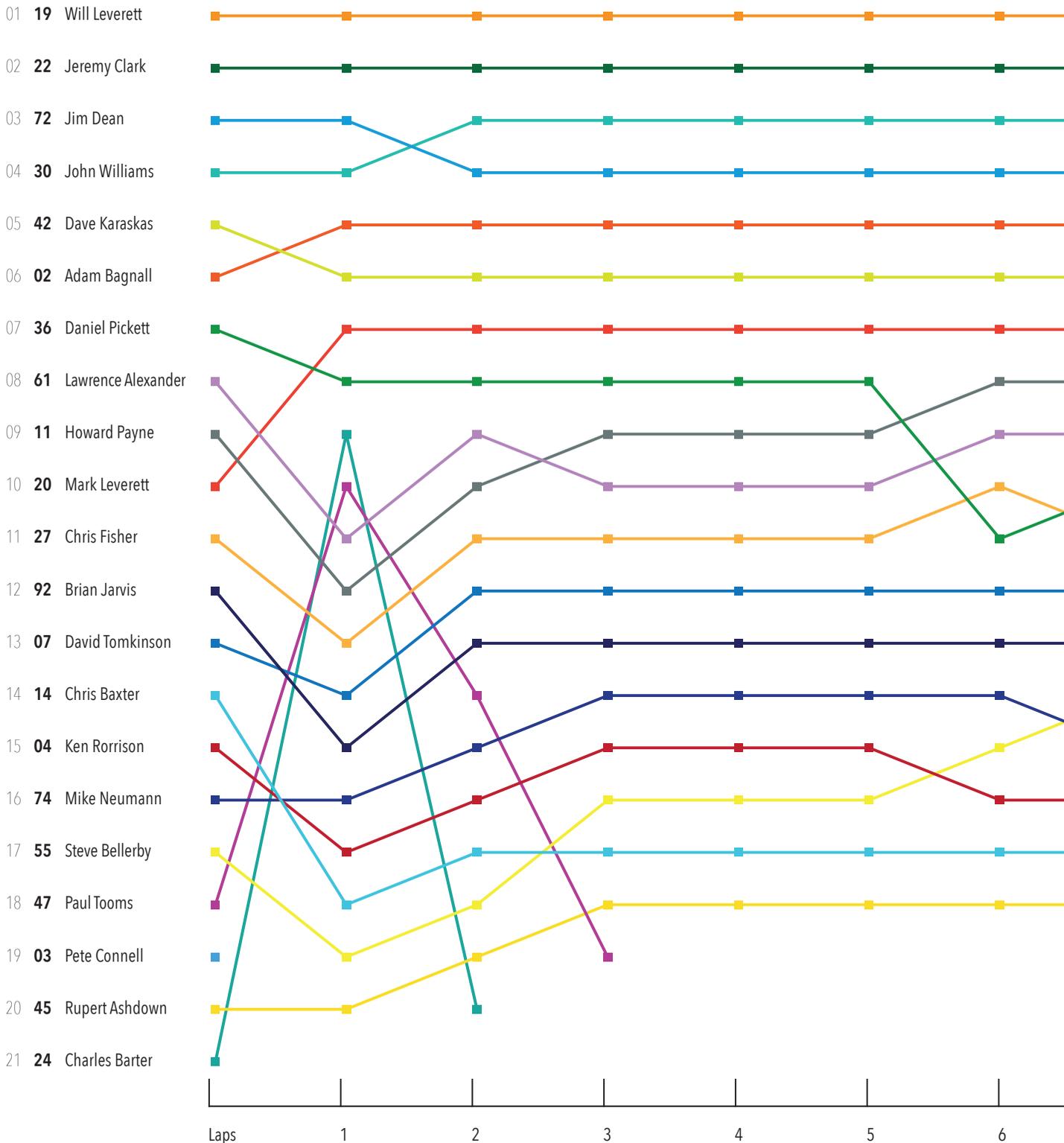
Steve Bellerby made good progress in the second half of the race to finish one place behind Lawrence Alexander who hung on to take his first Class victory and the first Class victory in a while for an Alfa, prompting much amusement on social media when it was remembered that many years ago someone had offered a bottle of champagne to any Alfa driver who finished ahead of Brian Jarvis without the Porsche being hobbled with a mechanical fault.

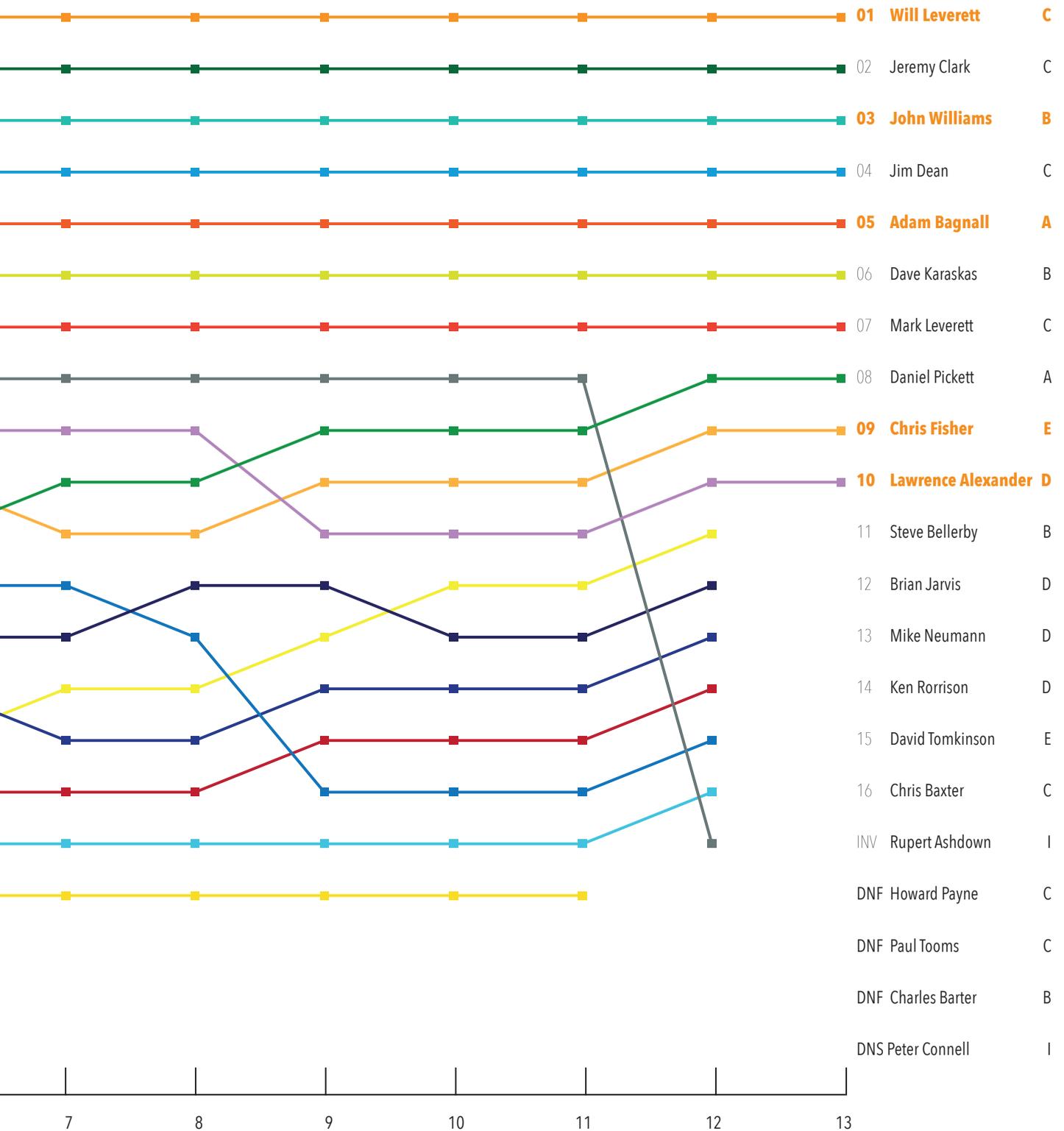
Jez dropped a couple of seconds behind Will early in the race but then closed the gap to less than three tenths at the flag. Curiously Jim Dean who had consistently lapped two seconds slower than Will and Jez throughout the race, suddenly posted a time right on the pace of the leading duo. It was suggested that Jim had been finalizing his winter bulb order and if he didn't also have the distraction of calculating cubic metres of bull manure during race two, Will and Jez would have their work cut out to stop him shaking their Championship applegart.



LAP CHART

BRANDS INDY RACE 1: SUNDAY 23 SEPTEMBER 2018





HA HA YEAH. JUST SAT THERE THINKING 'THERE GOES ANOTHER ONE...' DAVID TOMKINSON

If early morning qualifying had resembled Monsoon Season then by 5.40pm the start of Race Two saw glorious late sunshine bathing the track providing the circuit with the feeling of an Indian Summer. Will Leverett's mood briefly lost its normally sunny demeanor when the engine of his Europa faltered as the red lights on the start gantry went out, all relieved that the remaining 19 competitors avoided the stricken Lotus. Will set off to make up lost time and miraculously by the end of lap three he was up to fourth place and only

six and a half seconds behind Jez. The Elan driver was again facing the prospect of a second race staring at the back of a Europa, although this time the green and yellow one of Jim Dean who was comfortably matching the lap times of the red and white Elan.

In the much dryer conditions Brian Jarvis regained control of Class D with Lawrence's Alfa slipping back down the order. As the track conditions allowed the quicker cars to make more effective use of their power Chris Fisher also slipped down the order before retiring on lap nine. From the back of the grid Paul Tooms made rapid progress up to ninth position by the end of the second lap, while Howard Payne who started eighteenth eased his Europa onto the tail of Paul's similar car by lap four before swapping places on lap ten.

David Tomkinson suffered the ignominy of being overtaken by his own rear wheel, which actually had the audacity to rub along the side of the Spitfire before bouncing off down

Right: Jim Dean held the lead in race two until being tripped up by his rival

Below: After his delayed start Will Leverett mounted an impressive charge back through the field

Image:
©martincooperphoto.co.uk





Graham Hill in its bid for freedom. Despite deploying all his skills to carve back through the field Will's progress was repeatedly pegged back by the mysterious intermittent fault before the power of his twin-cam disappeared terminally and his Europa rolled silently to a halt on Cooper Straight, just two laps from the end. Mark Leverett was slightly perplexed by Will's erratic progress not realizing there was a fault with his son's Europa but was making good progress in his Elan rising from seventh on the grid past the TVR of Dave Karaskas and Adam Bagnall's E-Type to finish fourth ahead of Daniel Pickett's Morgan who also pushed Dave further down the order.

By tenths of a second Jim Dean appeared to have the measure of Jez, but as they flashed past a couple of back markers on the approach to Clearways Jez took a slightly tighter line and just kissed the back of the Europa, the lightest of touches but to a car

that was already on the absolute limit eased it into a spin, dropping seconds like a tree shedding leaves in Autumn. As Jim tried to ease his Europa back on track from the slippery infield grass he could not prevent John Williams nipping past into second.

Before the drivers reached the podium Jez was quick to offer his apologies to a pragmatic and much to his relief a surprisingly good humoured Jim Dean. Four points behind Will in the battle for the Championship after the first race Jez was completely amazed to be heading into the final race of the season with an eight point lead, although not quite as surprised as John Williams who found himself at the top of Class B leading Charles Barter by one point.

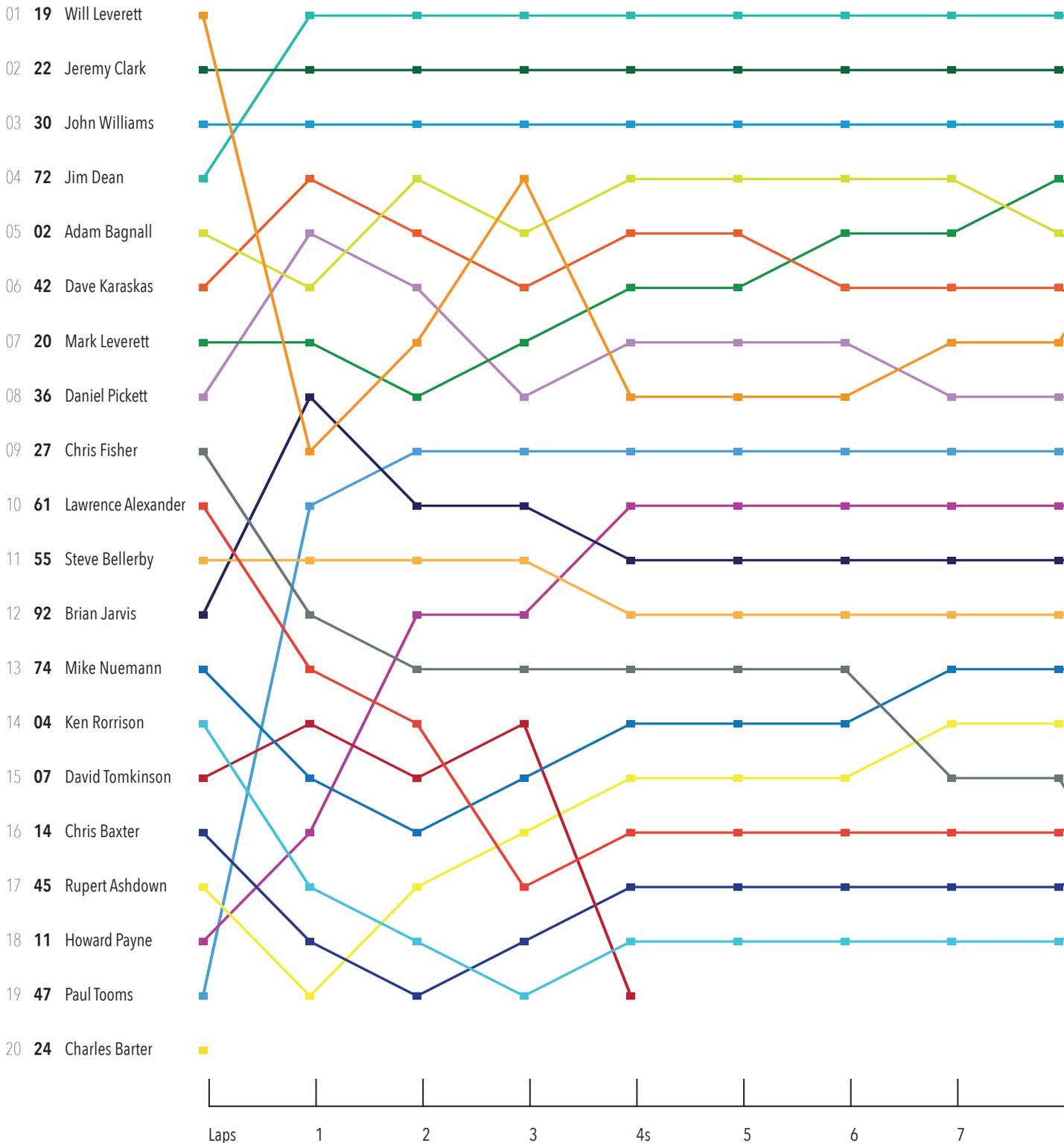
Almost unnoticed, Brian Jarvis drove his Porsche into second place in the points table just six behind Jez. It was going to be a nervous and tense four week wait for some before the Silverstone Finals.

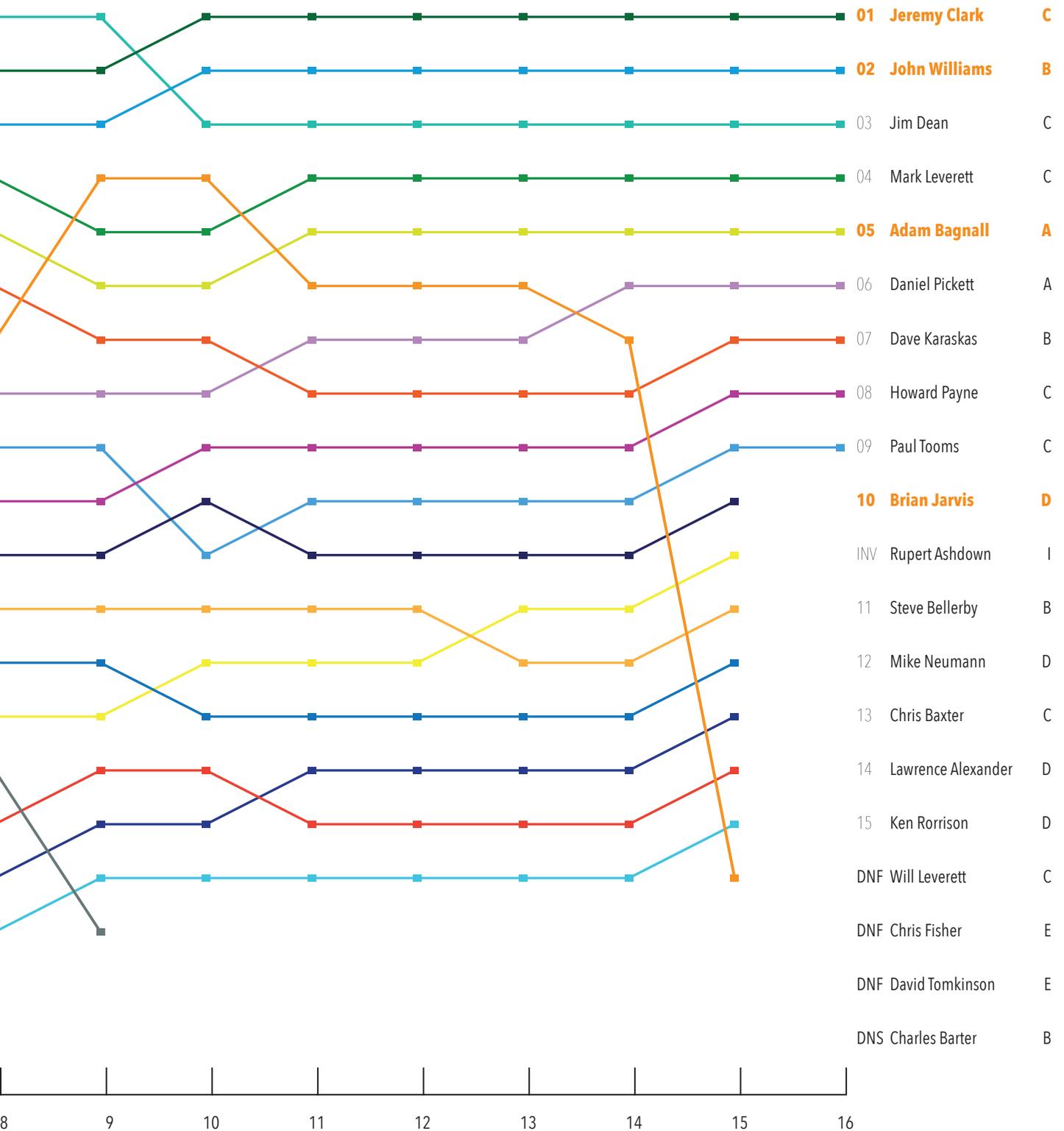
Steve Bellerby's TVR looked splendid in the late afternoon sunshine

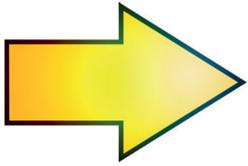
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LAP CHART

BRANDS INDY RACE 2: SUNDAY 23 SEPTEMBER 2018







LESSON LEARNT!

CAMBRIDGE REGIONAL COLLEGE

'Never take a non-working race car to a race meeting - it will bite you' is what I teach my students. "We did - and it did" confirmed Lewis Beales, Cambridge Regional College race team leader after a torrid time at the Silverstone Classic. "Lesson learnt the hard way".

A big thank you to all who helped when our desire to race at the 'Classic' turned sour. In hindsight, we should have scratched.

The desire to put on a good performance at the Classic drove the decision to up-grade the engine to hopefully find some of the missing horse power we are giving away to our Class C rivals.

We received the engine back just in time to insert it back into the engine bay but then ran into additional trouble with the throttle cable - a perennial problem due to having two fixed points at the pedal end. However when bleeding the front brakes the calipers sprung a leak resulting in a trip to the local TR Centre and a quick rebuild of the calipers, leaving no time to fix the throttle issue.

At the circuit we attempted a fix which we completed 30 minutes before scrutineering which was mid-afternoon. We had visited the two Silverstone based motorsport component suppliers (both could not have been more helpful) after unloading early in the morning.

In our haste to fix the car we left our transport in the pits, intending to move it shortly after, but forgot and got it towed away. Some may

say we deserved it but it just added to the already rather stressful situation.

We qualified mid- field. A little disappointed after all the hard work but we returned Saturday morning refreshed and re-timed the engine now that the throttle was fixed.

"I made a good start and started to pick off those ahead of me. The engine felt sharper and the handling better after adjustments" confirmed Howard.

"I had passed Mark (Leverett) and two other Elans earlier in the lap and knew I had cleared them as I know they are faster than us on the straights. The Morgan I was then chasing left me a clear out-braking passing opportunity going in to The Vale.

Unfortunately the driver didn't see me on his inside and he turned in, resulting in us clouting each other at the apex of the corner, putting both of us out - me instantly and the Morgan a lap or so later" continued Howard.

Then the 'real fun' started.

With damaged suspension and steering, the car was dragged into the pit lane and left. The pit lane marshals told us to move it as they

"NOT SURE I WILL EVER GET OVER THE TRAUMA" ADMITTED LEWIS.

Howard Payne did his best to remain optimistic despite some challenging races

Image:
©charliewooding.co.uk

couldn't start the next race until the pit lane was clear.

About ten of us man handled it into the nearest garage. Then we were told to move it from the garage as it wasn't ours and the people who were racing would need it shortly.

We got it out of the garage – paddock side – and got it stuck. No tools as we had cleared up (as had most people before the race) with the van parked some 1.5 miles away. After some hunting, we borrowed a jack to lift the car and disconnected the steering so we could turn it around and push it.

However, with a paddock full of people watching the Super Touring Cars line-up for their race, we had nowhere to go. When they disappeared we got it pointing backwards with the help of another jack (which we broke - sorry Dave Karaskas).

Then pushed it to the paddock entrance gate and the nice paddock marshal let us back the trailer into the gateway so we could load up.

Total time 90 minutes to do a job that should have taken ten. Nightmare from start to finish. "Not sure I will ever get over the trauma" admitted Lewis.



POSTSCRIPT:

We were unable to source the correct steering rack in time to take part in the Croft weekend. Instead watching the MST feed and listening to Marcus Pye's commentary of race one from the Yorkshire circuit while we fitted the steering rack and set up the suspension geometry.

Subsequently additional suspension issues encountered at the Gold Cup saw Howard return to the CRC workshop post qualifying.

"The car wanted to turn sharp left every time I applied any left hand lock" explained a disappointed Howard.

"I had no desire to start the race, which we all knew would be held on a wet track, with a car which I felt not in full control of."

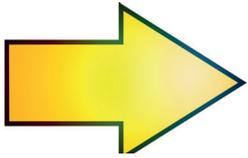
Lesson learnt!

Cambridge Regional College Race Team would like to thank its supporters: Borney Signs, EBC Brakes, Historic Sports Car Club, Huntingdon Coachworks, Jakob Ebrey Photography, Kwik Fit Tyres, Paul Lawrence/fmpr.com, SP Films and Tim Philpott.

Not the ideal line for
Paddock Hill

Image:
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BETTER LOOKING BACK...

CAMBRIDGE REGIONAL COLLEGE

"On reflection, Brands Hatch was better than I first thought" remarked Howard Payne after reviewing his performances on the in-car camera attached to his 70s Road Sports Lotus Europa TC.

"I caught and nipped passed Mark Leverett's Elan in race one before spinning and I caught and believe I would have passed, Dave Karaskas's TVR in the second had the race lasted one more lap".

Qualifying was held in awful conditions with Howard unable, at times, to keep the Europa pointing in the right direction and found himself facing the on-coming traffic at the bottom of Paddock Hill part way through the session.

"I just didn't have any grip" declared Howard. "I normally revel in wet conditions but not this time - maybe I need some better wet tyres".

The student-prepared race car would start the first race on the Brands Indy Circuit from ninth on the grid and a tardy start would see Howard fall to 12th place by the end of the opening lap.

Steadily the Europa made up places and began chasing after Mark Leverett's seventh place by mid-race, with Howard finding a gap just wide enough for the Europa to grab the position on the tenth lap at Paddock Hill.

Sadly a simultaneous mid-corner gear change momentarily locked the rear wheels and sent Howard spinning across the front of the Elan to bury itself in the kitty litter and bring a premature end to Howard's race.

Starting race two from the rear of the grid, Howard steadily made up places and by the fourth lap started a long chase after Dave Karaskas's TVR.

He had a peep up the inside approaching Paddock, but found a slowing Will Leverett Europa with an arm out of the window, blocking his path. Howard momentarily slowed thinking Will had just won the race. Doh!!

Howard kept to his task and on the final lap, hoped that the TVR might just trip over an Alfa the pair encountered at Clearways, but the experience of Dave Karaskas kept Howard's challenge for seventh place in check.

"After a tough summer, the team were very pleased to get a finish on the board" remarked race team leader Lewis Beales.

"The car isn't quite handling as it did but we will work on it before the Silverstone finals".

SILVERSTONE FINALS

SATURDAY 20 OCTOBER 2018

I had always imagined that the Phantom Menace was a creation for Marvel Comics from the brilliant mind of Stan Lee, it turns out the Phantom is a 70s Road Sports phenomenon especially prevalent at the Silverstone Finals.

Images: Charlie Wooding & Martin Cooper Hack-writer: James Nairn



Evocative sports cars from the 1970s filled the grid from front to back at the Silverstone Finals

Image:
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The popularity of 70s has been strong throughout the year and as the leading title contenders got into gear for the season's final showdown they were joined by an enthusiastic contingent of invitation runners, Phantom competitors that are not eligible for either awards or points but still take part in anticipation a great day's racing.

The Phantom Ferrari 308GTB of John Dickson had already shown form earlier in the year at the Silverstone Classic but surprised everyone by being almost 8mph quicker through the speed trap than the Datsun 240Z of Charles Barter. Charles was back on top form and had the Datsun dancing on its toes as if a contender in the Strictly Come Dancing Final to qualify almost a second ahead of Jim Dean whose once familiar broad grin was back in place now that his Europa was hanging onto the pace rediscovered at Brands.

The next quartet separated by just half a second was headed by Dave Karaskas who manfully wrestled the 'Hairy Canary' TVR covering the 1.63 miles circuit just two hundredths of a second quicker than Jez Clark, while Mark Leverett rediscovered his summer form to outqualify Will's Europa, separating the two leading title protagonists. Having driven his Ferrari 308GTB to Silverstone earlier Saturday morning Jai Sharma qualified four hundredths of a second ahead of John Williams who was pushing his Porsche 911SC to the edges of adhesion and

Nic Strong who scorched his dragster powered V6 Marcos into tenth.

Power is not always the answer to outright lap times as the best Mark Bennett could squeeze from his MGB V8 was only good enough for eleventh on the grid. In August 1973 British Leyland placed an ad in Autocar for the then new MGB GT V8 stating that 'If you've just bought a Datsun 240Z, this will ruin your day' that looked extremely unlikely on this day in 2018! Less than two tenths behind Mark's MGB was star guest and Autosport F1 Editor Ben Anderson who persuaded John Bradshaw to dust down the 40th Anniversary Porsche 928 in an attempt to discover whether the stories written in this Newsletter bear any resemblance to the reality!!!

The Lotus Europa of Howard Payne had lost some of its early season zing qualifying 13th just ahead of the second Phantom, David Hall. David is as regular a visitor to the 70s Finals, his evocative Firenza Droopsnoot revives memories from the heyday of Production Saloons in the mid 1970s when driven by the legendary Gerry Marshall, Barrie 'Whizzo' Williams, Tim Stock et al.

Steve Bellerby's TVR, presented as beautifully as ever, headed Brian Jarvis who still had a mathematical chance in the title race but realistically needed every point available and for an impartial Lotus driver in Class C to steal points from Jez and Will. With new Class D

competitor Drew Nicholson's Alfa tucked closely in the wheel tracks of the Porsche 924, Brian's task would certainly be challenging although the listing of Drew's Alfa as a GTV/GT Junior quickly became the subject of paddock conjecture.

Mike Neumann's GTV 2000 was only half a second slower than Brian but would have to find a route past four Phantoms if he wanted to challenge for the lead of Class D. The remaining competitors in the Class stuck together as they have always done in their individual dad disco dancing sort of way, led by Mark Oldfield's misfiring Lancia Monte Carlo, Ken Rorrison's road driven Bertone GTV 2000 and the Alfettas of Lawrence Alexander and Mark Dudley. Justin Wilson was late bringing his Alfa GTV 2000 to the Class D party but excuses were accepted as part of his journey to the circuit involved travelling by steam packet from the Isle of Man. 70s stalwart William Jenkins who has been part of

the Championship for as long as Charles, commuted from his home in Switzerland to compete in his much raced Porsche 914-6.

Tim Hayes led the final group of Phantoms although his appearance on the 70s grid is almost as regular as the appearance of 'Nearly Headless Nick' in the Harry Potter stories. Rupert Ashdown, Anthony Ross and Johan Denekamp are time travelers from the 1960s, the Marty McFly's of Road Sports, skipping between the two decades. Gold Cup regular Michael Parden had spirited his lovely dark blue TVR Vixen 2500 down from Carnforth.

Peter Head once more traveled in the hope that his troublesome MGB might allow him a bit of fun but the car refused to be a willing companion and was packed away after qualifying. The hugely varied and colourful grid was completed by the Porsche 924 of Simon Baines who was hoping to find more pace by race time.

The Italian contingent in Class D (with a 924 interloper) ensured there was entertaining racing throughout the grid

Image:
@charliewooding.co.uk



The Ferrari of Jai Sharma,
MGB V8 of Mark Bennett
and Ben Anderson in
the Porsche 928 also
entertained

Image:
©martincooperphoto.co.uk

A SPORTING CONTEST BETWEEN THE TECHNICALLY SUPERIOR ITALIAN AND GERMAN MANUFACTURERS AND THE TYSON FURY OF THE BRITISH MOTOR INDUSTRY



In the absence of David Tomkinson, a 70s tradition was maintained by Mark Leverett who took one for the team by shedding a wheel from his Elan on the formation lap as the rest of the grid, who were clearly in the mood for racing prepared themselves for 20 minutes of fast, frantic and entertaining action. The first two rows of the grid became live contestants in a game of 70s Road Sports Top Trumps, John Dickson's 3.0ltr Ferrari V8 sat alongside Charles's 2.4ltr Datsun straight six and directly ahead of Jim Dean's 1550cc Lotus Twin Cam straight four with Dave Karaskas completing the quartet in his 3.0ltr TVR V6.

In the drag race to Copse Jim squeezed his Europa between the door handles of the Ferrari and Datsun whilst Dave Karaskas, carrying more speed than all of them, aimed the TVR for the ever decreasing gap between the Datsun and inside barrier. Catching a glimpse of the yellow peril in the corner of his

eye Charles jinked towards Jim who reacted instinctively, John who has less experience of competition in the 70s had a premonition that he was about to find himself and his Ferrari sitting in the top row of the grandstand immediately backed out of the fight and found himself engulfed by the chasing pack, completing the first lap in seventh position behind the very speedy Marcos of Nic Strong who gained four places in the opening lap.

Aware of the speed of the Ferrari, Charles set about building a lead whilst Jim was tucked up behind Dave, with the Lotus balanced on the limit and carrying much more speed into Copse than the TVR. Jim ran out of space and the Lotus spun down the field rejoining in 19th position, promoting a surprised Jez Clark to third whose only ambition for the race was to stay ahead of Will Leverett but reluctantly realized that to keep ahead of Will he would need to get his elbows out in a battle with Dave's TVR.

Jai Sharma fell back into the sights of Mark Bennett who ducked past on lap four but was pegged back by the prodigious straight line speed of the Ferrari a couple of laps later. This speed was also causing problems for Ben Anderson, whilst the Porsche 928 was much quicker through the corners than the Ferrari it was left choking in a cloud of oil smoke from the V12 on every straight in what was turning into a sporting yet fascinating contest between the technical superiority of the

Michael Parden
showboating in his TVR,
travelling sideways
whilst looking at the
cameraman

Image:
©martincooperphoto.co.uk





Italian and German manufacturers and the Tyson Fury of the British Motor Industry, a product conceived in a former decade but still packing a formidable punch.

With time traveller Johan Denekamp progressively working his smaller engine Marcos through the field Brian Jarvis found his essential maximum point score being threatened by Drew Nicholson's Alfa filling his mirrors. Mike Neumann couldn't keep pace with Brian and Drew but found himself part of a Phantom Alfa Neapolitan, behind the Sprint of Tim Hayes but ahead of Anthony Ross's Spider before Nigel Ashley brought his Europa in to play for some end of season dolce vita.

Mark Oldfield disconnected the rev counter of his Lancia in a last ditch attempt to rid the car of the misfire, revelling in the free revving nature of the unshackled engine. Although Mark was aware that he didn't know at which

point all the engine components would make a break for freedom he led an entertaining train consisting of Ken Rorrison, Lawrence Alexander (until his Alfa expired after ten laps) and a reinvigorated Simon Baines whose season also came to a premature end a couple of laps after Lawrence. Michael Parden worked his Phantom TVR back to finish ahead of Mark Dudley, Justin Wilson and William Jenkins after a difficult opening lap.

By lap four John Dickson was back in second position and initially Charles seemed able to match the speed of the chasing Ferrari until they caught the first of the cars to be lapped and at a stroke the lead was lost. The Datsun fell almost five seconds behind by the flag but Charles was safe in the knowledge that he was still the actual race leader and the Ferrari was simply a figment of the timekeepers imagination. Jez squeezed his Lotus past the TVR on lap five with Will following in his wheel tracks a lap later.

Dave Karaskas, TVR and John Williams, Porsche 911 got down to some hard fast racing

Image:
©martincooperphoto.co.uk

Will drove with all the enthusiasm and skill he could muster but on the day Jez's Elan was simply a couple of tenths quicker than the Europa. Nic Strong was having a great race overtaking the TVR of Dave Karaskas on lap nine and moving ahead of Will three laps from the end for the final place on the podium.

Dave was doggedly fighting a losing battle of man vs machine and continued to slip back towards the Porsche of John Williams before digging in and becoming embroiled in an encounter that became rather more physical than probably either of them intended, allowing Jim Dean who had been lapping even quicker than Jez and Will to claw his way into sixth and rue what might have been.

Ben Anderson was clearly learning fast on the job, having patiently watched Mark Bennett's efforts to unseat Jai Sharma he worked out that his only chance to get past the Ferrari would be to carry far more speed through a corner then to slingshot the Porsche past on the following straight. The tactic worked perfectly as he broke free from Mark and Jai to take the lead of Class A. Unfortunately his efforts were spotted by the 'track limit police' who applied an unsporting five second penalty taking the shine of an excellent drive (There should be some leeway in the regulations to prevent a rigid application of the rules sucking the life out of a genuine sporting contest - in my opinion JN).

If Ben wanted to ask John Bradshaw whether he could have another go (if only to keep the cobwebs out of the 928) he would be warmly welcomed back.

Drew Nicholson managed to pass Brian Jarvis on lap twelve before the pair swapped back a lap later. After taking the fastest lap in class Drew finally made a passing move stick one lap from the end to apparently leave Brian second in Class and out of the Championship race. Jez meanwhile wound down the final laps to the flag taking the second step on the podium, saying that at the end of the race he was convinced he saw a Unicorn jumping over a rainbow that formed an arch over the finish line.

The day after the race Drew contacted the HSCC office, having decided that he was not to be defined by a number (#100) and shackled by rules and convention, he wanted to hang out with the cool kids, he wanted to be a Phantom. (My interpretation, for Drew's actual explanation of events see the 'news' section at the back of this Newsletter).

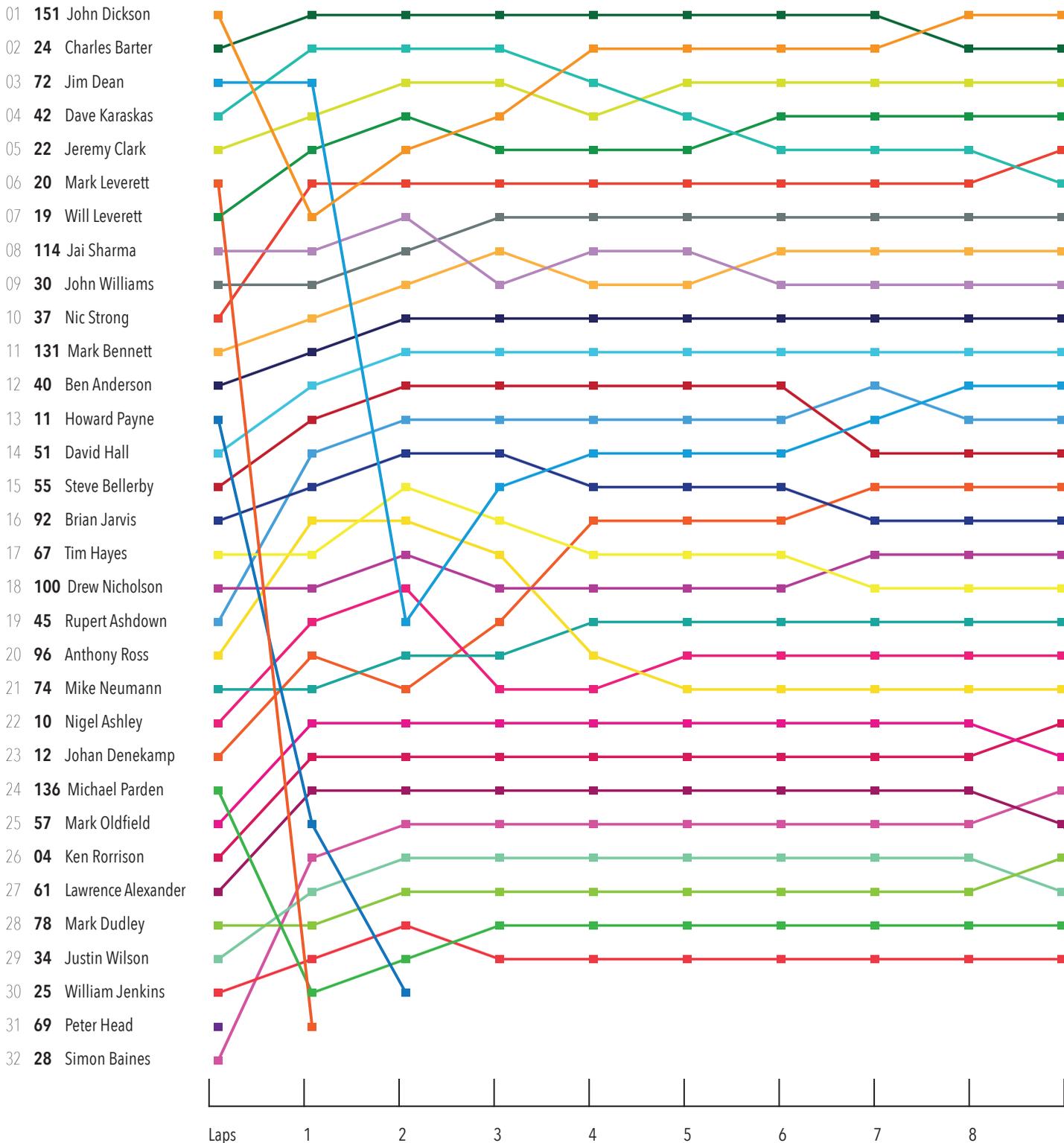
The consequences of this meant that Brian was gifted maximum points for the race, causing a hasty reshuffling of the abacus beads before Jez was finally confirmed as Champion having succeeded against the toughest opposition in the most competitive Class of the Championship. To celebrate Jez said he might even consider buying a razor in time for the HSCC Awards Dinner.

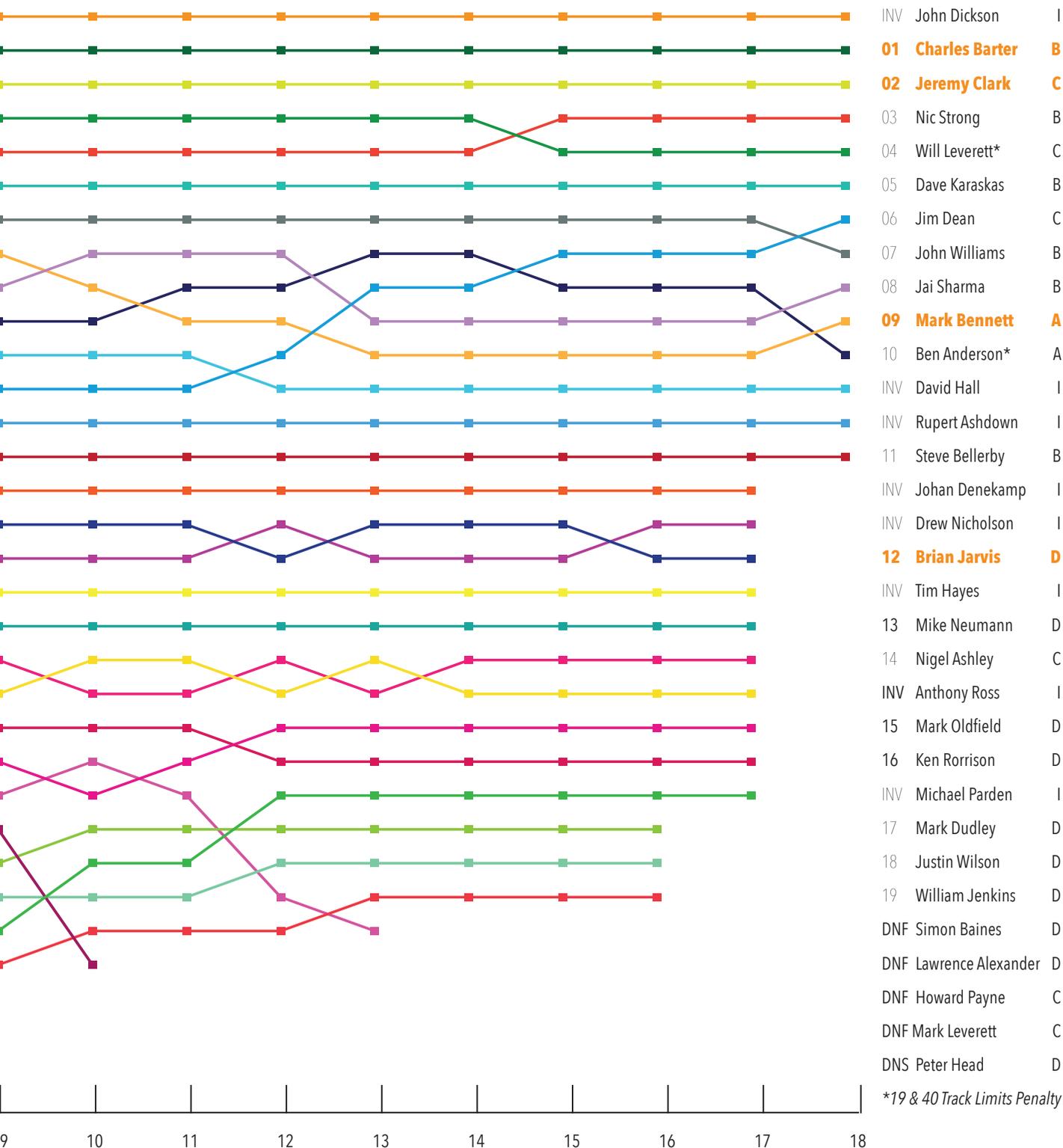
**WITH THANKS TO ALL 70S COMPETITORS
(& PHANTOMS), FAMILIES, FRIENDS AND
SUPPORTERS FOR A GREAT SEASON, SEE
YOU ALL AGAIN IN 2019**



LAP CHART

SILVERSTONE FINALS: SATURDAY 20 OCTOBER 2018





*19 & 40 Track Limits Penalty

news

Technical Regulations, Drew Nicholson, 70s Annual Dinner, Lucky Jims, Ballast, Charlie's Yearbook, Video of the Month

TECHNICAL REGULATIONS PENALTIES 2019

Our 2019 Championship Technical Regulations will include penalties that will apply for non-compliance, these will apply at all times and there is no leeway.

The possible ones that could be fairly easily altered at a race meeting are weight and ground clearance, for example:

Non compliance before qualifying:

i.e. at Scrutineering, an opportunity to comply without penalty;

Non compliance after qualifying:

an opportunity to comply but will start from the back of the grid;

Non compliance:

Any car that doesn't meet the regulations placed in the Invitation Class and start from the back of the grid;

Non compliance:

Any car that doesn't meet the regulations identified after the race, excluded from the results.

The full regulations will be posted on the HSCC website before the start of the season <https://hsc.org.uk>

#100 DREW NICHOLSON SILVERSTONE FINALS

I would like the opportunity to clarify events following my participation in the 70s Road Sports race at Silverstone on 20 October 2018.

What started out as a promising weekend (somehow, I managed to qualify second in Class) became an absolutely fantastic day when the race that I had was augmented by a Class win and a lovely trophy.

It's my first ever win so I hope you will understand how difficult it is for me to... offer it back.

To be honest, I am upset that having fastidiously completed my VIF to race with 70s this season (and me being 100% clear about the non standard aspects of the Alfa) someone I assume has put me in the wrong class. As I now understand it, I should have been accepted in to the Invitation Class that allows the modifications I have made and not in to Class D.

After weighing the car post race, even though it was under weight, the MSA felt they had no alternative but to confirm my Class win because my papers were all correct.

That said, I feel it has become a disappointingly hollow victory; one where I know the car was underweight, but the MSA say it should be allowed to stand, yet people will talk and view it as a dodgy result - all very unfortunate and ironically enough a situation where I can't win!

I think it would be a rather better option to hand back the trophy and give the win to Brian with whom I had such a great tussle. It's a great shame but I don't feel I have any alternative.

Regards
Drew Nicholson
Alfa Romeo GT Junior



70S ANNUAL DINNER

SATURDAY 16 FEBRUARY 2019

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

Website: 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
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 the room prices will be the same as last year:

Double/Twin (inc. breakfast) £95

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

Please quote the room booking code which is **HSCC160219** to get these room prices.

If you have any special requirements regarding the room booking please speak to the Events Manager.



more news

LUCKY JIM #1

WHAT 70S COMPETITORS DO ON A DAY OFF

On Sunday 4 November 2018 Jim Dean drove a single cylinder 8hp c1904 Cadillac owned by the Skipworth family in the London Brighton Veteran Car Run. A 60 mile trip from capital to coast along with almost 400 other competitors driving vehicles built before 1905.

The yearly spectacle dates back to 1927 and is acknowledged as the longest running motoring event in the world.

TECHNICAL REGULATIONS

BALLAST

5.14 Weights: Ballasting is permitted, if used it must be securely affixed to the vehicle as per MSA Regulation J5.15. Lightening cars then adding ballast to meet the minimum weight is not acceptable.

However clarification has been requested regarding the type of beer to contained in the keg. In the spirit of the 70s we feel that a Craft Bitter would be the most appropriate.



2018 YEARBOOK CHARLIE WOODING

Available to pre-order, the 70s Yearbook produced annually by Charlie Wooding consisting of the complete season in photographs, supported by race reports and lap charts.

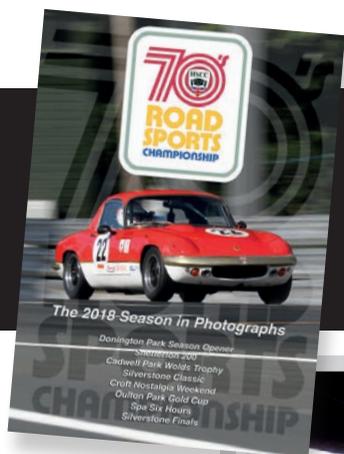
The Yearbook is a unique memento featuring the best moments from the year including every competitor and race car.

80 pages, full colour throughout – £35 + £2 P&P or collect at the 70s Dinner

To pre-order a copy send Charlie an email: charliewooding@btinternet.com

Or phone him on:

Mobile: 07778 393028 Tel: 01908 613529



VIDEO OF THE MONTH

DAVID TOMKINSON – BRANDS HATCH

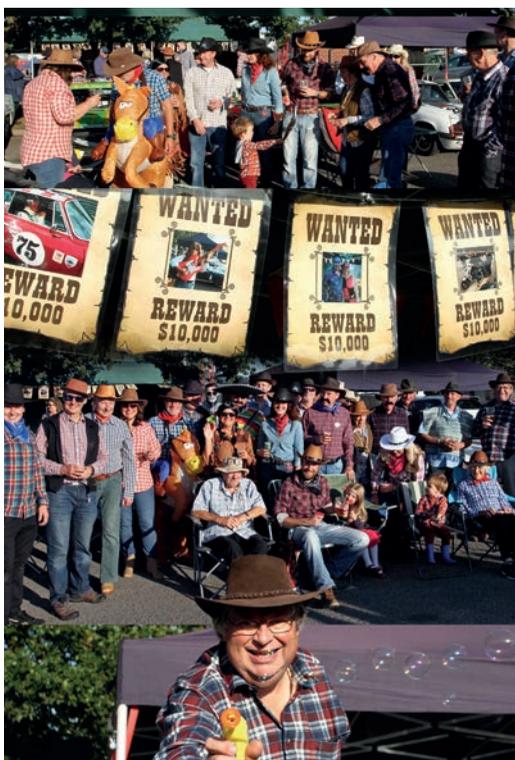
A great example of the mental resilience required to compete in motor sport, as also how a large engined car is not a prerequisite to having fun, as David demonstrates a bucket load of enthusiasm and a good sense of humour is all that's required. Hang on to the end and you will see a brief snippet of the enthralling battle for the lead between Jim Dean and Jez Clark.

<https://www.youtube.com/watch?v=NS7qOMNYfnc&t=202s>

LUCKY JIM #2

WHAT 70S COMPETITORS DO
ON A DAY OFF

Jim Nairn drove the Pace Car to head the Derek Bell Trophy race at the Silverstone Finals.





VIEW THIS NEWSLETTER ON-LINE

<https://issuu.com/seventies70s>

70s TWITTER

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

70s FACEBOOK

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

CHARLIE WOODING

<http://charliewooding.co.uk>

Historic Motorsport Photographer

MARTIN COOPER

<https://www.martincooperphoto.co.uk/work>

Automotive & Travel 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
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Northamptonshire
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web: hsc.org.uk

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The views and opinions expressed in this Newsletter are solely those of the original authors and other contributors. These views and opinions do not necessarily represent those of the HSCC.

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