



seventies

AN HSCC CHAMPIONSHIP SINCE 1996

AUGUST 2020 – No2



RETURN TO RACING:
LEGENDS OF BRANDS HATCH SUPER
PRIX 12.07.20

**“BUGGER, I LEFT
YOU MORE ROOM
THAN I THOUGHT”**

DAVE KARASKAS

**“YOU GAVE ME A
TAP, I HAVE THE
YELLOW PAINT TO
PROOVE IT”**

JEZ CLARK

“NICE DRIVE JEZ”

DAVE KARASKAS

**“FAIR DRIVING
MATE”**

JEZ CLARK

An example of the fine line top drivers walk and the considerable level of trust and respect between two of 70s leading Championship contenders.

COMMENT

It was great to be back racing at Brands Hatch on the 12 July, meeting old friends and getting to know the new boys, both the HSCC and MSV have stringent safety measures in place so please send in your entry for Cadwell Park as the current indications are, it will be a cracking weekend.



NEW HSCC CHAIRMAN

After an extended delay due to the #pandemia, Roger Bevan was finally elected as the new Chairman of the HSCC on the 24 July.

Roger has previously raced the ex-Emerson Fittipaldi Lotus 69 F2 car so it is difficult to see what's not to like. More significantly he rescued the Historic Formula 2 Championship when the FIA had declared it a basket case and which under his leadership went from strength to strength before winning the Royal Automobile Club, Historic Race Series Award in 2019.

Despite the disruptive effects of the pandemic the HSCC has miraculously rebuilt the season to include the Legends of Brands Hatch Super Prix, Oulton Park Gold Cup and Cadwell Park Wolds Trophy, probably the three best tracks in the UK. It would now be good if 70s competitors could show a united display of thanks for the team in The Office and support 'our' Club by entering as many of the remaining events of the season as you can.

BRANDS HATCH DRIVING STANDARDS

The red flag incident which halted the 70s race was the result of an unfortunate mechanical failure but the general view was that driving standards were on the edge of acceptable and it was fortunate that there were a few cool heads in with the hot heads to temper the excesses.

In the News section of this Newsletter we will again provide some advice on what we expect from competitors, although it actually all condenses down to remembering why we are involved in this sport – because it is 'fun'.

It's 'fun' spending a day with like minded individuals racing as fast as our abilities allow in a safe environment and returning home with an undamaged car and a smile on our faces.

We should also raise the subject of Rolling Starts, again this ground has been covered before and this is not solely a 70s problem but this is the 70s Newsletter and we can do better.

The fundamental rule of a rolling start is to keep the pack tight, if this is not done it puts fellow competitors at a disadvantage and causes irritation and frustration. If a competitor cannot maintain the speed of the Pace Car they should drop out of the line to avoid disrupting the race of the competitors behind.

It was good to see so many 70s competitors at Brands Hatch and to have the opportunity to meet the new drivers. Just being outside in a motor sport environment made a nice change. Perhaps in the open parkland setting at Cadwell Park on 19/20 Sept we can consider a socially distanced barbecue, sharing lockdown tales over a charcoal seared sausage?



RETURN TO RACING

DESPITE THE COUNTRY BEING LED BY A GOVERNMENT WHICH WAS EASING LOCK-DOWN WITH THE DECISIVENESS OF A DOG CONFRONTED WITH SIX LAMP POSTS, HSCC CHIEF EXEC ANDY DEE-CROWNE HITCHED UP THE HSCC CARAVAN (OR SHOULD THAT BE THE SAFETY CAR) AND LED THE RETURN TO RACING WITH MORE THAN 300 COMPETITORS (INCLUDING 31 70S RACERS) IN TOW FOR THE ANNUAL LEGENDS OF BRANDS HATCH SUPER PRIX MEETING.

With safety advice changing on a daily basis there was some trepidation amongst competitors as to what they would find when they arrived at Brands Hatch, which turned out to be familiar faces keen to catch up on events since we last raced back in October and bright eyed, fresh faces new to the 70s Road Sports Championship.

The newbies gathered together in the middle of the allocated parking area and the regulars assembled around them, whilst the usual outliers found quieter corners of the paddock to set up camp, although in 2020 parlance this could simply be regarded as applying their own interpretation to the social distancing guidelines.

For the 70s competitors who 'do' social media Gavin Johnson and Tim Child had already made their introductions and the bad news for the regulars was that both of them seem to have 'history' when it comes to racing. Although Tim's Alfa is a well developed variant with its own history book, having been raced in the Championship by Simon Adkins and Mike Neumann in recent years, Pip Hammond was a late entry, filling the vacant seat of Mark Oldfield's 924, well not exactly filling the seat as

Pip has the physique of a floppy haired young racer whereas Mark is the type of guy who looks more at home floating on an inflatable Unicorn in a Mediterranean swimming pool than squeezed in a Sparco race seat.

Gary Thomas was back after an oily toe in the water at Oulton Park, his Lotus 7 the nearest thing we have to a 70s art car with psychedelic patterning across the bonnet. Gary is now a fully-fledged member of Class D although most other competitors in the Class hadn't yet noticed that his Lotus was running a Kent cross-flow and not the ubiquitous Lotus badged twin-cam. Mike Eagles who has previously campaigned a Milano GT and DeTomaso Mangusta in Historic Roadsports has now turned low-tech switching Championships to join 70s in Class A in an MGB GTV8.

Before qualifying had even begun Gavin Johnson knew he was in trouble, despite having driven his 924 from Cheshire the previous day it had developed a mysterious electrical problem overnight. Believing it to be an alternator problem Gavin scurried around the paddock on race morning introducing himself to as many people as he could in the hope of finding a solution. Meanwhile, Jez revealed he has joined

JEZ HAS JOINED THE SELECT BAND OF 'ROAD RACERS', COMPETITORS WHO DRIVE THEIR CARS TO EVENTS, BUT WAS EVEN MORE IMPRESSED BY THE FUEL CONSUMPTION OF HIS ELAN.

the select band of 'road racers', competitors who drive their cars to events, and was more than impressed by the fuel consumption of his Elan, crusin' down from Norfolk to Kent.

Almost as a consolation to the virus which has caused so much disruption, the weather was again delightful and we still had the nostalgic sight and sound of the first Spitfires of summer swooping over the circuit. As you would expect from our double champion and someone used to being at the front Jez Clark led the queue of eager racers back on track and was wasting no time blowing away the cobwebs, immediately posting a 1:55 lap time directly from the pitlane before dropping into the high 1:40s for the remainder of the session finishing with a best three tenths quicker than he was in 2019.

But it wasn't quick enough. Dave Karaskas missed the Super Prix last year as his TVR was 'hors de combat' but since his return later in 2019 the car has been transformed, no longer does it look as if Dave is wrestling a greased pig and all his efforts are now being applied in creating forward motion, pipping Jez to pole by 23 hundredths but more impressively lapping six seconds quicker than his previous visit to the Grand Prix circuit.

Kevin Kivlochan was left looking slightly bemused, his Morgan Plus 8 almost eight tenths from pole and half a second behind Jez, when expectations were that Kevin would be right in the mix with his elbows out, trading hundredths of a second with the leading duo. John Williams

was the only other competitor inside the 1:50 lap time running in the company of Kevin for most of the session even passing him three laps from the end and it was a surprise John was not closer than the 0.451 gap in times suggested.

Rupert Ashdown was the leading Invitation competitor as we have come to expect in the family's bright green Elan, in a couple of years observing his skills the smile is yet to disappear from his face and justifiably so, as he is hustling with the best of them. Larry Tucker dropped the rumbling Shelby Mustang in a bit of a gap in sixth, followed by the Marcos of Nic Strong which had suspension issues and despite his best efforts with a spanner would take no further part in the event. Adam Bagnall had driven his E-Type down from Matlock but was still adding finishing touches to his pre-race set up, dropping half a second from his previous best but separated from the MGB V8 of class rival Mark Bennett by 12 hundredths of a second and the Ferrari 308 of multi-disciplined Greg Thornton who was doubling up with a Chevron B24 F5000 in the Aurora Trophy races.

Eleventh and first of the new boys was the Alfa GTV 2000 of Tim Child, he was also the only other driver to drop under two minutes on the out lap from the pits so clearly has no intentions of playing himself into the Championship slowly. We have seen Alfas lapping the Brands GP circuit in the mid 55s before but Tim was there on his second qualifying lap, before settling for an impressive 1:54.482 which is not a



total surprise after watching his in car video footage. Tim is clearly driving ahead of the car, smooth, decisive and on the power hard and early with no showboating or flaying at the wheel.

I think the Brands Hatch GP circuit is trickier than most people appear to give it credit for, certainly round the back section from Hawthorn, Westfield through Dingle Dell and Dingle Dell Corner (or Sheen Curve for those too young to remember that Graham Hill Bend was also once simply called Bottom Bend) is a succession of corners that rise up or fall away with blind apexes and exit curbs, not that this seems to bother Chris Fisher who is able to fly through this section. Fifth quickest through the speed traps in section 2, faster than Williams, Bagnall, Bennett and Kivlochan even though he claimed he wasn't running out to the exit curbs so thought he had more time to gain, which was probably a correct assumption as his best was virtually 1.5 sec slower than his lap record set in 2017.

The next five appeared to be heading for an interesting afternoon, separated by seven tenths of a second. This group was led by the Lotus 7 of Chris Holland ahead of the pale blue Alfa Spider of Adam Ross, now running to 70s Regulations which has lost him a couple of seconds from the car's HRS specification. There was chatter on social media before the race that Chris Baines was going to have a word with George Russell to see if he wanted a go in the 924, unfortunately George was otherwise occupied in the Styrian Grand Prix at the Red Bull Ring but would

obviously have not hesitated to accept the career defining opportunity. Although when Simon Baines lopped three seconds from his 2019 lap time, we did have to take a quick peak inside his helmet.

Steve Bellerby's car looks as immaculate as ever but he'd had an eventful journey from Cornwall, helping a woman whose car had broken down, he took the opportunity to give the yellow TVR a quick polish whilst waiting for the breakdown service to arrive. Qualifying just behind Steve was Pip Hammond, rescued from his 'rabbit hole' (see previous Newsletter). As this was the first time Pip had sat in Mark's 924 it was a good effort, especially as taking an average of his speed trap times would have placed Pip 21st, so clearly there was some good wheel wrangling at play inside that car. Jon Wagstaff was disappointed at being so far away from the quickest Alfa but with no recent experience of the Grand Prix circuit Jon was probably being unnecessarily hard on himself and perhaps missing the fact he was ahead of the consistently quick Invitation Alfa of Drew Nicholson, who headed another group of six cars covered by less than seventh tenths of a second.

The Lotus 7 of Gary Thomas was fractionally behind Drew, both of them had potentially more speed to come with familiarization of the track. Lawrence Alexander virtually matched his lap time from 2019 to qualify ahead of Nigel Ashley who has found an inner peace since acquiring an allotment (except when it comes

THERE IS NO SHORTAGE
OF COLOUR AND
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ROAD SPORTS GRID

FOLLOWING THE TVR OF STEVE BELLERBY OUT ONTO THE GRAND PRIX LOOP, DREW NICHOLSON WAS ABOUT TO BECOME THE FILLING IN AN ALFA ROMEO SANDWICH, AS GARY THOMAS WATCHES FROM A DISCREET DISTANCE

Image: ©Charlie Wooding

to defending his crop of wonky vegetables from the myriad of insects, slugs, snails and opportunist birds that as every allotmenteer knows, live only to feast on the results of your labour). David Tomkinson missed out on being a member of the under two minute club by 34 thousandths of a second but qualified a tenth ahead of Dave Erwin's Alfa 2000 GTV.

Peter Reeve was a welcome new guest in the Invitation Class with his TVR Vixen. Sometimes fate appears to have a mean streak and clearly decided to turn its full attention to messing with Gavin Johnson's race day. Gavin alongside RS Components is pioneering an initiative to link STEM Learning (science, technology, engineering & mathematics education) with Historic Racing but Gavin's day was about to become one long and challenging learning experience.

To understand more about STEM Learning read the STEMillie article later in this Newsletter following this race report.

Qualifying 27th was Alan Hersey back in another Reliant Scimitar this time a blue version of 'Rosie'. Alan seems to be able to build amazing amounts of suspension compliance into his cars creating lean angles to defy the laws of physics. Despite this Alan put in a heroic amount of effort to wrestle this car around such an undulating circuit. Mike Eagles struggled with his MGB GT V8, I suspect mentally classifying this event as an early learning experience. A little over a tenth behind Mike was Perry Tubb, an active racing member of Greg Thornton's

Titan Historic Racing team who entered a wide bodied Porsche 914 in the Invitation class.

After a season in his Porsche 924 Pete Connell was back in his white TVR 3000M, the car looking much smarter and encouragingly also displaying promising signs of reliability. Pete claims to have 'all the gear but no idea' however he does have two factors in his favour, a Stirling Moss haircut and if the car proves to be reliable, increased track time which as 'racing experts' will tell you is the solution to most problems. He has however already achieved one of his childhood goals which was 'to be a racing driver.'

Moral: *If you only follow one piece of advice in life remember 'there is nothing that you need to know to achieve your dreams, just believe you can do it and do it with passion and enthusiasm.'*

Morgan Sparrow took the final place on the grid, whilst I am a lazy journalist and didn't bother to search him out to ask I suspect Morgan was another finding his feet around Brands Hatch and hoping to squeeze a bit more pace from the car in the afternoon, although as an early 1967 Porsche it's never going to achieve the dizzy lap times of John Williams 2994cc SC variant found nearer the front of the grid.

And then came 'the wait' where drivers stand staring at their cars in the hope of finding inspiration or more talent hiding in the polished paintwork or simply gazing into the clear blue sky at another fly past by the Spitfire, whilst friends and partners organize tea, coffee and bread based snacks.



GAVIN JOHNSON CONTINUED TO STALK THE PADDOCK IN THE FORLORN HOPE OF FINDING A SOLUTION TO THE PROBLEMS AFFLICTING HIS STRICKEN 924



Mark Oldfield in the spirit of Alexander Hesketh set up a veritable gin palace beside his racer with a picnic table, deck chairs and a cool box filled with an ample supply of cold refreshments, an island of tranquility in a sea of spanners and Swarfega. Mark's enigmatic driver hidden behind the mask of Zoro systematically worked his way around the car righting wrongs, even hunting out a 5p piece to stem the flow of brake fluid from the reservoir cap.

Nic Strong worked feverishly but unsuccessfully to find a solution and appeared mildly irked that a new suspension part from a recognized supplier had failed so quickly. Adam Bagnall worked on the set up of his E-Type fettling and fiddling, but like the Forth Bridge the car will never reach the point that Adam can sink his hands in his pockets to a depth where the greasy tidemark and natural skin colour converge and say 'my work is done.'

Kevin Kivlochan swapped seats to his Cobra for a run with Historic Road Sports and again his best efforts were thwarted by a pesky Lotus Elan. Jon Wagstaff set up an Alfa Clinic with Dave Erwin's GTV and a GT from HRSR to keep himself busy while Gavin Johnson continued to stalk the paddock in the forlorn hope of finding a solution to the problems afflicting his stricken 924, stoically maintaining a smile and sense of humor to hide his obvious disappointment.

As race time grew closer and the cars were arranged in the Assembly Area in qualifying order, drivers followed the time honored

tradition of gathering into small (socially distanced) groups to have random conversations on subjects they can later never remember as their spines began to tingle and the eager anticipation of the return to racing grows in the pits of their stomachs.

A lap behind the Safety Car driven by HSCC CEO, and the 2020 Championship season began in a blur of colour as the field rushed headlong towards the drop down Paddock Hill Bend, Dave Karaskas hung onto a narrow lead as Kevin Kivlochan eased Jez back to third and Rupert Ashdown got bundled back to eighth. Lawrence Alexander had a good start moving quickly onto the tail of Jon Wagstaff both swooping past Drew Nicholson when he missed a gear heading out of Surtees while Pip Hammond moved from 17th to 14th and onto the tail of the Spider of Adam Ross before realizing something serious was amiss and parking the car at the top of Paddock Hill at the end of the first lap.

At the start of the second lap Jez immediately got stuck into retaking the lost place from Kevin and setting off after Dave who washed a little wide exiting Surtees providing the smallest of invitations that Jez needed to squeeze his Elan into the lead as the pair turned into Hawthorns.

Just eight seconds behind the lead group Tim Child was stroking his Alfa along nicely sitting in a gap between Greg Thornton's Ferrari and the Spider of Adam Ross when a hint of smoke started to waft into the cockpit as the car was



above from left:
JEZ CLARK,
RUPERT ASHDOWN,
JOHN WILLIAMS,
CHRIS FISHER,
CHRIS HOLLAND

left: DAVE ERWIN,
GREG THORNTON

below from left:
DREW NICHOLSON,
LAWRENCE ALEXANDER,
MORGAN SPARROW,
ALAN JONES



DAVE KARASKAS AND KEVIN KIVLOCHAN DIDN'T ALLOW JEZ ANY OPPORTUNITIES TO RELAX BUT WERE UNABLE TO PUSH HIM OFF THE HYPOTHETICAL TOP STEP OF THE PODIUM

Image: ©Charlie Wooding

rapidly approaching Westfield and the speedo needle nudging towards 90mph, giving Tim just enough time to utter an exclamation as the car slewed into a half spin with oil from a broken seal coating the track under the car's rear wheels.

Safely bringing the car to a halt on the inside of the track the sigh of relief was interrupted as the dry grass under the car began to smoulder. With oil coating one of the quickest corners on the circuit and smoldering grass Andy was dispatched to collect the field and return them to the startline. For team members and families a rapid headcount began to discover who was missing, smoke rising above the trees from the back of the Brands Hatch circuit creates a distinctly uneasy sensation for anyone with a sense of history.

And so the drivers sat in a shimmering rainbow of colour which stretched from the start/finish line to the end of the pit wall, with the exception of Mike Eagles who decided he had learned all he needed to know about the current limitations of his car and enough was enough. As the warm afternoon sun continued to beat down on competitors strapped tightly in their closed cockpits and the clock ticked past fifteen minutes of inactivity you got the impression that the convoy was beginning the morphosis from colourful crocodile to hungry caterpillar as minds wandered from the matter in hand to thoughts ice cream.

As Andy lit the lights on the roof of the Pace Car, Gary Thomas chose precisely the wrong moment to unbuckle his seatbelts falling to the back of

the grid as they set off for another rolling start. By the time they returned three and a half minutes later the grid had already divided into three groups, Perry Tub somehow managed to fall 20sec behind Dave Erwin but at least Gary Thomas was wasting no time trying to make up lost positions.

Next time round and Jez had already strung out the field building a two second gap to Dave's TVR and Kevin's Morgan. Greg Thornton relegated Rupert Ashdown to ninth ahead of Chris Fisher who was driving the Arkley beyond what its diminutive cubic capacity would suggest it was capable of.

Lawrence Alexander, Simon Baines and Jon Wagstaff were squaring up for a fight, Drew Nicholson clearly wanted to get stuck in and Gary Thomas wasn't waiting to be invited. David Tomkinson was trying to find a way past the Scimitar of Alan Hersey while Morgan Sparrow had shaken off Perry Tubb's labouring 914 finding a handy 8sec over his morning qualifying time.

Lap seven and the top three were trading quickest lap times but Jez was hanging on to the 2sec lead, Larry Tucker and John Williams were being carried along in their wake, Adam Bagnall was unable to stay in their slipstream, and Rupert Ashdown pushed Greg's Ferrari 308 onto the tail of Mark Bennett's MGB GTV8. Chris Fisher was beginning to get lonely but was still pressing on as the laps counted down, although unable to match his best from 2017. Behind the



GAVIN JOHNSON HAD A DISAPPOINTING EVENT BUT ON THE FOLLOING PAGES YOU CAN FIND OUT HOW HE AND RS COMPONENTS ARE USING HISTORIC MOTORSPORT TO PROMOTE STEM LEARNING

Image: ©Charlie Wooding

Arkley the yellow Lotus 7 of Chris Holland was holding a steady second in Class C. Steve Bellerby looked equally comfortable ahead of Adam Ross who was leading Class D, meanwhile David Tomkinson was getting the most out of the Spitfire passing Alan Hersey, this time only figuratively driving the wheels of his galliant racer into his efforts to inch closer to Nigel Ashley.

On the penultimate lap the leading trio were still pressing hard, their lap times split by just four tenths, Rupert Ashdown repassed Greg Thornton with Mark Bennett unable to break away from this battling duo. Drew Nicholson who had displaced Jon Wagstaff the previous lap quickly passed the Porsche of Simon Baines then set off after Lawrence's Alfetta.

Lapping two to three seconds slower than his potential Jon was galvanized into action as Gary began to fill his mirrors, getting alongside the white Porsche through Dingle Dell, Simon alert to the attack took a wide line through Sheene Curve allowing sufficient space for the Alfa and retained his position into Stirlings, on the sprint down to Clearways Simon again refused the opportunity to block Jon who squeezed through on the exit as Drew displaced Lawrence a few car lengths up the road.

Gaining in confidence Jon closed the gap to Lawrence closing through Hawthorn Bend, Lawrence braked harder than Jon into Westfield and his loss of momentum allowed the Alfa to get its bonnet alongside the door handle of the Alfetta through Dingle Dell. Unlike Simon a lap

earlier Lawrence decisively held the racing line and dived for the apex, as Jon hesitated Gary got a run on the Alfa through Stirlings and down into Clearways, the Lotus 7 scraping over the finish line a mere thirteen hundredths of a second ahead of Jon, with Simon Baines an interested observer sitting a couple of tenths behind wondering if it would all end in tears.

Mark Bennett lost two places on the final lap as Greg regained his place from Rupert's Elan, his momentum carrying them both past the black MGB. Still pushing, Jez, Dave and Kevin all set their fastest times of the day on the last lap of the race.

With no podium presentation competitors wound their way back to the paddock to pack up for their various journeys home and ponder the events of the day. It was great to catch up with old friends and get to know the new faces, although maybe the 'new normal' isn't yet quite as much fun as the old normal.

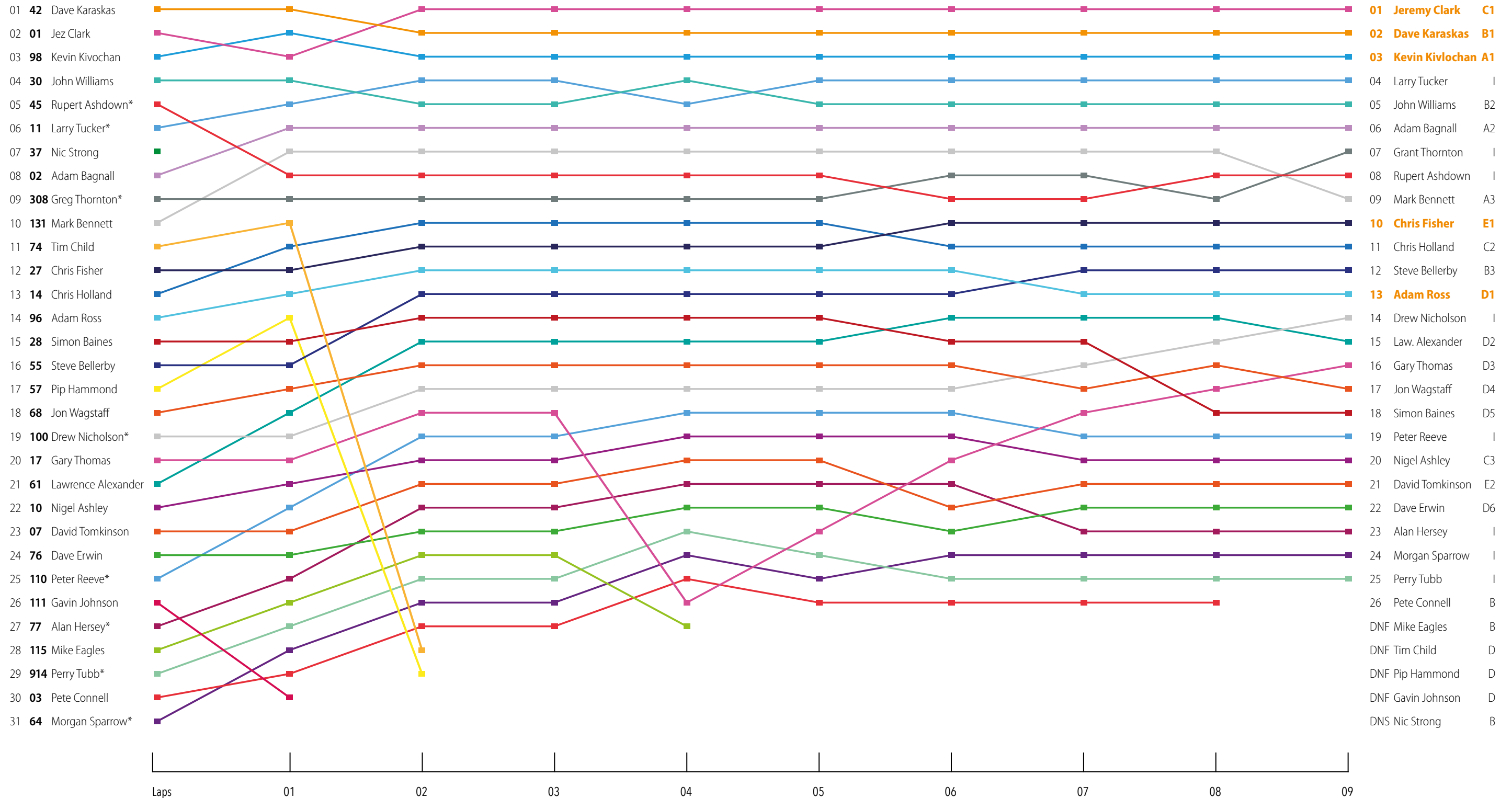
With the Gold Cup at Oulton Park over the August Bank Holiday weekend followed by the Wolds Trophy double header at Cadwell Park to look forward to before the Silverstone Finals we still have some excellent opportunities to get some good racing under our belts over the next couple of months and end the year on a high.

Planning for the closed wheel races at Spa-Francorchamps on 25-27 Sep is continuing. For updates on travel during the pandemic visit the HSCC website: <https://hsc.org.uk>



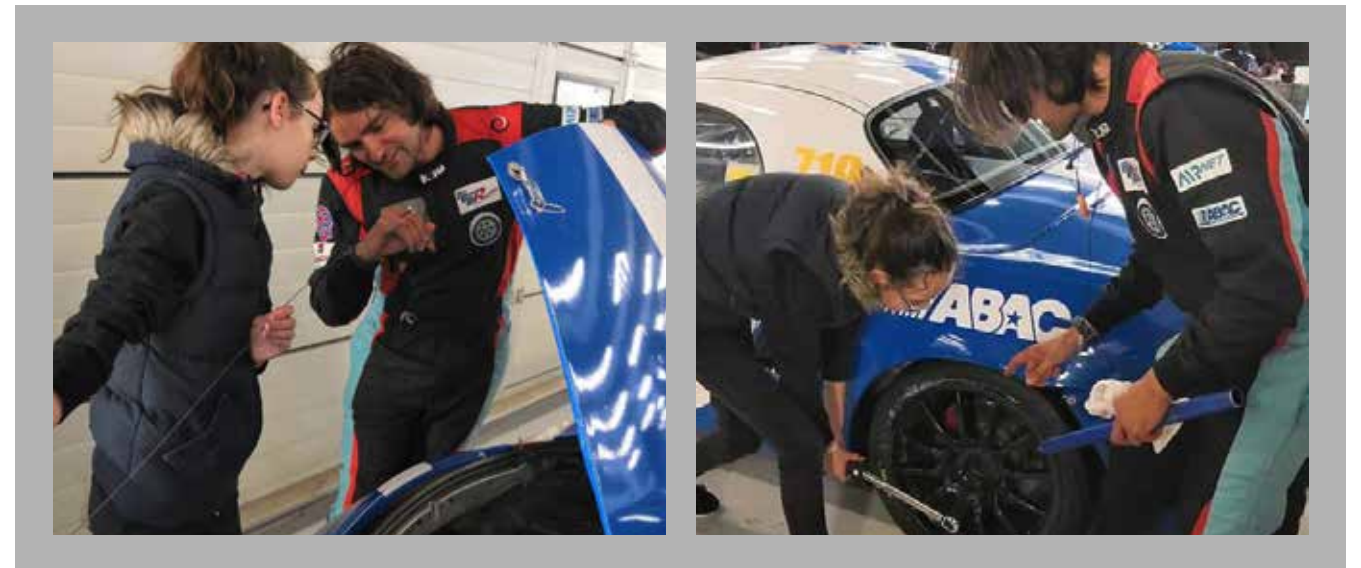
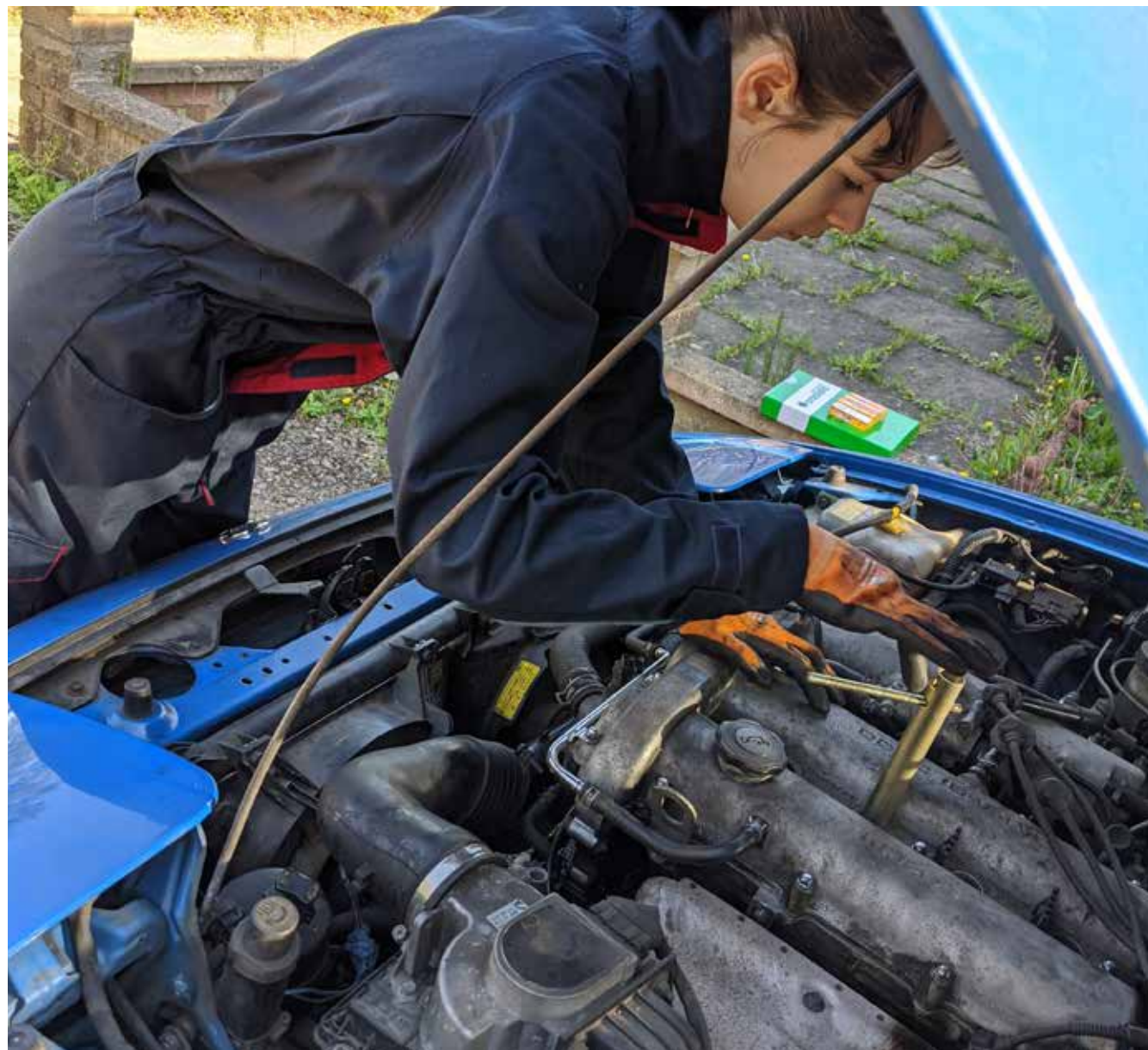
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BRANDS HATCH SUPER PRIX: SUNDAY 12TH JULY 2020



STEMillie

STEMillie HAS ALREADY EXPERIENCED THE BENEFITS OF STEM LEARNING SO WE ASKED HER TO GIVE US A LITTLE INSIGHT INTO HER LOVE OF STEM, MECHANICAL THINGS AND HER MAZDA MX5. AND SHE MIGHT JUST BE THE SAVIOR OF HISTORIC MOTORSPORT



Hi

I'm Emilie but go by the name STEMillie online. I am 13 years old and I absolutely love all aspects of STEM, especially engineering and cars!

With massive support from my family I have had the opportunity to visit places such as The Royal Institution in London, where I took part in STEM based workshops run by some of my biggest idols. I have been twice to The Big Bang Science Fair and taken part in two Global Science Shows on Twitter. I have also started my own small, online business, where I have designed and made unique STEM based products.

At home I am always building and making, from a model engine to a full sized go-kart. However it was whilst on a visit to RS Components for the STEM Fest that I met Gavin and the PDC racing family. Everyone has been hugely supportive of my passion for engineering and cars. PDC kindly invited me to Silverstone and allowed me to help prepare their Porsche Boxster for their race. I got to check the oil and tyres and it was so much fun working on a real car!

On my next visit I timed the pit stop and shouted the key times really loud. I love going to Silverstone and hearing the roaring of the cars, the smell of burning rubber and oil and the freezing cold wind on your face.

This experience got me started on my own project car with my Dad. It's a Mk1 Mazda MX5, and not in great condition! It's so fun to work on and troubleshoot when things go wrong, such as replacing the window motors so that they slide up and down faster, changing the spark plugs, giving it a service and stripping out the interior to give it a good clean. Being an old MX5 it's got a small rust problem, but that's ok as it gives me a reason to try some welding.

I know that I am so lucky to have been given these opportunities. STEM Learning has given me the confidence to just have a go at anything and aim high to achieve success. I can't wait to see where the adventure takes me!



LET'S GO TO THE PARK

WHEN YOU HEAR THAT PHRASE WHAT IMAGES DOES IT CONJOUR IN YOUR HEAD, A PATCH OF GREEN TO KICK A BALL OR WALK A DOG? TEENAGE BOYS IMPRESSING THE GIRLS WITH WHEELIE SKILLS ON THEIR BMX BIKES OR THE HISTORICAL DEFINITION: A TRACT OF LAND THAT OFTEN INCLUDED WOODLAND, ATTACHED TO A COUNTRY HOUSE AND USED FOR RECREATION?

CADWELL PARK 2006.

WE HAVE HISTORY AND A REPUTATION FOR GREAT GRIDS AND BRILLIANT RACING AT CADWELL PARK, DON'T MISS OUT, THERE IS STILL TIME TO POST YOUR ENTRY AND BE PART OF OUR 2020 STORY

Image: ©Charlie Wooding



If you thought the third option and more specifically Cadwell Park you will enjoy the following article written by Sophie Erica Clark.

Born and raised in Lincolnshire with a passion for local history, arts, and culture her childhood was spent visiting all the curious corners of the county, and these experiences quickly developed into an innate sensitivity for heritage and craft. Sophie's visit to one of our favourite race tracks opened a fascinating window into to it's past. Visiting Cadwell Park as part of the Lincolnshire Heritage Open Days #LincsHODs, to do their 'Vale Trail'.

A sequence of boards detailing the park's history have been installed at points around the track. Competitors attending this year's Wolds Trophy might like to follow these to discover more about the history of the circuit.

We started at their venue office, which was a real treat for the amount of original documents on display.

During the 19th century Samuel Allenby, Lord of Cadwell Park, put forth plans to build a new house in the land called 'Cadwell Vale', designed by Louth architects Maugham & Fowler. Fowler of course will be known to many locals, given that he was such a prolific church architect and restorer. I think there's hardly a church over the

Wolds that doesn't show at least some influence of his work!

Cadwell Hall in the 1920s was comparable in style to the nearby Tathwell Hall which still survives. Cadwell had remained empty for a number of years, after the death of the last Allenby and the auction of the house's contents in the 1890s, until its sale to Mr Mansfield Wilkinson in 1926.

Demolished in 1929, Three brick steps in what is now a visitor's play area is all that remains of the hall within the park today. These would have been the back steps of the hall, which led out into a garden used to grow veg for its residents.

The house sat above what is now known as Hall Bends, 'overlooking some beautiful ornate south-facing gardens'.

Mansfield Wilkinson never lived in Cadwell Hall - in fact he bought the estate 'as it was considered one of the best rabbit warrens for many a mile throughout the Lincolnshire Wolds' which he used to supply his game shop, on Eastgate in Louth (what is now no.154).

In Kelly's Directory of Lincolnshire in 1930, Mansfield Wilkinson is listed as residing in a house at 138 Eastgate (which was later renumbered as 144). However sadly this building no longer remains as it was

‘demolished in 1991 to widen the junction of Eastgate and Church Street’. Later they lived in a different property in ‘Mountpleasant, Louth, which had very extensive gardens ideal for him to plant a large orchard, again to use as stock in shop’.

Various members of the Mansfield family did however live in another residence on the Cadwell Vale site, known as ‘the manor’ which still stands today. It has been lived in and used for racing purposes until the 1990s but is empty at the time of writing. Wilkinson suggests this may be down to it’s resident ghosts!

It’s not until the early 1930s that Cadwell saw any signs of being a race track.

The hall in its heyday however was served by a selection of gravel tracks and trails leading up to its various entrances that Mansfield Wilkinson’s sons thought perfect for racing along on their own motorbikes. In 1931 Louth & District Motorcycle Club was formed by the Wilkinson sons and ‘the very first race meeting at Cadwell was on Sunday 24th June 1934’.

Only measuring three quarters of a mile, these tracks remained gravel until tarmac was added in 1938. This was just the beginning of alterations made to the site - with extensions being added in 1953, 1961, and 1962, being named after successive sons of the Wilkinson

family. Now the track measures over 2 miles around and covers a variety of challenging terrain.

This is not the only track however that served the Louth & District Motorcycle Club – they held ‘motorcycle races in various fields that [Mansfield Wilkinson] owned in Louth, and they stretched their wings to develop race meetings on the beach at Mablethorpe’. For this to happen, ‘they needed a certificate of approval from the ACU (Autocycle Union) the governing body to ensure that the circuit met their standards’.

This instance was detailed in Philip’s correspondence to me as follows:

‘Out of the blue one day a bloke whom seemed very officious turned up at Louth wanting to see Charles and Dad and to inspect the circuit at Mabo – they tried to explain to the Officer that it wasn’t really the right time (as it the tide would be in), but this Officer wasn’t having any of it and insisted that he saw the track asap.

Charles and Dad along with the Officer piled into Granddads car and drove down to Mabo, they parked up in the high street and walked to the top of the pullover, and sure enough the tide was at its peak. Charles pointed out to the circuit covered in seawater and said “there you go, ought else you want to see or inspect”? The

Officer most embarrassed by the error of his ways, granted a permit straight away and never spoke once on their way back to Louth’.

With thanks to Sophie Erica Clark for sharing this information.

If you would like to learn more about the history of Lincolnshire or her jewellery you can follow her on Instagram: #SophieEricaClark

Or visit Sophie’s website:
<https://sophieericaclark.com>

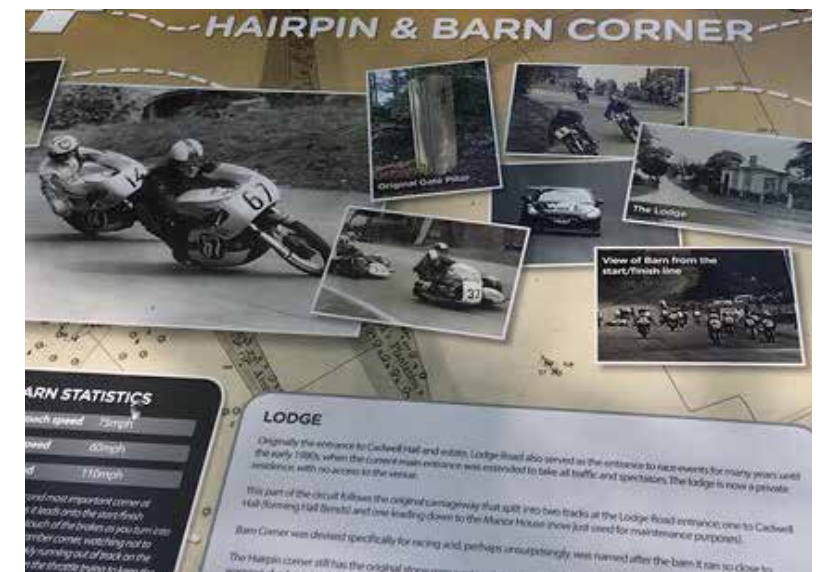
ENTER THE CADWELL PARK WOLDS TROPHY 19TH - 20TH SEPTEMBER

There is still time to enter the two-day meeting at this wonderful Lincolnshire track. A double header weekend with qualifying and race one on Saturday, race two on Sunday.

Moved from its regular date earlier in the year the expectation is that track will look spectacular as the woodland areas around the circuit begin to gain their Autumn colours of scarlet, gold and shocking orange.

DONT DELAY:

Enter on-line from the HSCC website:
<https://online.hsccl.org.uk>



NEWS

It was great to be back racing at Brands Hatch on the 12 July, meeting old friends and getting to know the new boys, both the HSCC and MSV have stringent safety measures in place so please send in your entry for Cadwell Park as the current indications suggest it will be a cracking weekend.

DRIVING STANDARDS LEGENDS OF BRANDS HATCH

There were an exceptional number of incidents at the Legends of Brands Hatch Super Prix which required a Safety Car intervention and ultimately resulted in the last race on Sunday afternoon being cancelled.

Although we contributed to the delay this criticism is not directed exclusively at 70s competitors but we are all members of the same club and it does highlight how a succession of incidents can potentially not only ruin your own championship race but the race of other members.

We want to go home with a car in one piece and a broad smile, and not chuntering about some incident that occurred or lost track time.

Driving irresponsibly or beyond your capabilities is never acceptable and we would like competitors to consider the following areas:

OBSERVE ALL FLAG SIGNALS

At the start of qualifying take time to identify the location of the marshals posts, and again on the warming up lap, remember the marshals and the flag signals are there for your safety.

DEFENDING YOUR POSITION

According to the rule book it is fully legitimate

to make one blocking move with the proviso you don't force another competitor to take sudden avoiding action or to push them off the track.

Just because the rule book says you can doesn't mean you have to. Consider what you are trying to achieve and what you are defending.

No one has ever said 'I blocked another competitor for 20 minutes what a great race we had' however you often hear 'We swapped places two or three times a lap for the entire race it was brilliant.'

RACECRAFT

If we put ourselves somewhere another car can't see us in the braking or turn in area, REGARDLESS of how they let us get there, don't be surprised if they turn into us!

The fact is, the average competitor cannot read our minds or let's face it, many are working very hard just to stay on the track for another corner!

With this in mind, passing has 3 key factors.

1. Set up passes early by planning ahead. Look for where you are stronger and try to work that to your advantage. A good (non tow) pass will usually start at least 2 corners before the decisive move.
2. Put the car in front under pressure, follow them hard and close to encourage them to lose concentration for a moment.

3. Make sure when they look in their mirrors all they see is you!
4. Work hard to come off the corners faster or as fast as the car in front. If you only catch the car on the way into corners, your overtaking ambitions will be considerably more reliant on luck. Catch on the exits and you will be able to apply pressure along the length of the following straight!

RACING FOR FUN

Remember why we are spending our hard earned money to go racing. I was going to say no one from 70s has ever raced in F1 or won the Le Mans 24 Hour race then I remembered Richard Attwood, however my suspicions are that in a career spanning 60 years he has never deliberately blocked another competitor.

Consider your actions – Be aware of what is going on around you, respect your fellow competitors and remember the 70s motto:

'Don't be a dick be more like Richard'

ROLLING STARTS

During the Pace Lap(s) please keep up with the cars ahead and don't leave large gaps.

Any competitor with a problem should raise their hand (or use indicators where possible) and pull to the side of the track to let the other competitors past.

70S ANNUAL DINNER SATURDAY 27TH FEBRUARY

We realise the the virus hasn't gone away but as time passes we are becoming smarter and learning new ways to adapt to the 'new normal' with this in mind we have provisionally set the date for the next 70s Dinner.

We will be returning to The Lambert Hotel is situated at the foot of the Chiltern Hills just off the M40 and close to Oxford.

After the extended winter break early Spring is a great time to catch up. Please put the date in your diary and we will provide more information nearer the event.

ADVANCE NOTICE OF REGULATION CHANGES 2021

TVR'M'SERIES WEIGHTS & CHOKE SIZES

The Committee have reviewed the weights of the TVR M Series and these will be published in the Vehicle Weight List from 2021 onwards.

Weights are integral to our Championship Regulations which are certified by Motorsports UK and cannot be changed during the season.

We will also be listing manufacturers choke tube sizes plus any exceptions or acceptable variations if applicable.



JEZ'S NEW HELMET

Jez arrived at Brands Hatch with a rather splendid new helmet, designed with swirls whirled, very 70s with hints Austin Powers.