



seventies

AN HSCC CHAMPIONSHIP SINCE 1996

May 2020 - No2

STAY READY
SO YOU DON'T HAVE TO
GET READY



stay alert

It is difficult to know where to start, these are unprecedented times leading to a great deal of uncertainty and therefore the inability to plan anything. However I hope you all and your families have remained safe and made good use of the time, whether in the garden or working on the car.

CHARLES WOULD LIKE TO HEAR FROM YOU:

Could you all please email Charles with answers to the following questions as it would be extremely beneficial for future planning.

1. What races you will enter this year
2. Do you plan to race with 70s in 2021
3. Would you be happy if this year's calendar was repeated in 2021.
4. Potentially how many races you would plan to enter in 2021?

Please email Charles at this address:

charlesbarter5@gmail.com

The Historic Sports Car Club is preparing for the provisional resumption of racing at its Legends of Brands Hatch Super Prix meeting on the Grand Prix circuit on 11/12 July.

Subject to Government guidelines and approval from Motorsport UK, the HSCC is now working towards running a full weekend of racing on one of the best-loved tracks in the UK.

HSCC CEO Andy Dee-Crowne said that changes are being planned to meet all guidelines and maintain social distancing. "There will be changes in how we operate events due to COVID-19. I can assure everyone that whatever guidelines are in place at the time will be pro-actively managed to ensure their safety."

Because of potential difficulties with accommodation, the weekend timetable is being re-planned to try to make the event one-day for as many competitors as possible.

Entries are now open for the Brands event via the HSCC website (www.hsc.org.uk) and all events through to the end of the season. Competitors are urged to place entries for all the events they plan to compete in as soon as possible. No fees will be taken until the closing date for entries.

Entries are now open for the Legends of Brands meeting on 11&12 July which may be our first meeting of the year.

Image: ©MartinCooperPhoto



comment

When researchers at Loughborough University asked people to document what sport meant to them, the surprise answer wasn't the actual activity but the bonding within a community where people who would usually be incompatible can connect and have their lives enriched.

As motor sport competitors we are all aware of the shared sacrifice and disappointment associated with our sport, but also the camaraderie and friendship that we enjoy every time we compete at a race meeting.

For the moment unfortunately this is not possible because when the Isle of Man TT organisers decide that something is too dangerous for their race meeting to be held then the situation has to be taken seriously.

The 70s Facebook page has been a great source for seeing how your fellow competitors have been filling their lockdown time and if you haven't joined it really is a great way of keeping in touch:

Mark Oldfield has been clearing out the 'stuff' that has collected under his bed, although most of the speculation appears to be centered around how far the bed was off the floor and did he need a step ladder to get into it before the clear out began.

Dave Karaskas is trying to complete a project started by his father in 1951 which you can read about in greater detail in this Newsletter.

Chris Baines created an on-line racing championship, '70s Road Sports Apocalypse

Series' based around the circuits 70s were due to compete on this year:

To compete you will need either a PC with reasonable spec (8gb of RAM and a reasonable graphics card) an Xbox or PS4.

Plus the game Project CARS 2, which you should be able to download for about £10.

Be warned, it does get quite competitive as reported by Pete Connell: *I've now had to gaffer tape the pedals to the laminate flooring as they started moving under heavy braking, resulting in a tank slapper which nearly had the LCD screen on the floor. It's dangerous this indoor racing!*

Then on Sunday 26 April we had a theoretical discussion on who won the imaginary first race of the season at Brands.

With 70s usual generosity of spirit the race win was theoretically awarded to Chris Baines, even though he claimed his 924 had a misfire.

Lawrence Alexander and Jon Wagstaff had a theoretical accident which both claimed was theoretically the fault of the other.

To form your own opinion, a full list of competitors registered for the Championship has been included in this Newsletter.

CRASH DAMAGE RABBIT HOLE

Our guest columnist **Pip Hammond** recalls what happened when leading a Championship the unthinkable occurred and it became necessary to draw on reserves of resourcefulness, determination and skill to prevent his championship hopes turning to dust and slipping through his fingers

Down the rabbit hole: Enter into a situation that is problematic, difficult and complex. Especially one that becomes increasingly so as it develops.



Pip Hammond

Floppy-haired racing driver. Susceptible to getting rinsed by people selling motorsport dreams. Views are my own and usually not worth your time.

750 Motor Club Classic Stock Hatch Championship 2009 & 2011

BRSCC Porsche 924 Championship 2017, 15 wins from 22 races plus 6 lap records.



We all prepare as well as we can, and to the best of our knowledge. We all “know” our cars, their quirks, the noises that are ok to ignore for now. “It clunks into 4th gear but it’s done that for years”. The jobs that you know you need to tackle but won’t stop you racing, and the grey areas you don’t stick your head into for the suspicion you might find something you don’t want to.

Sometimes all of those grey areas reveal themselves in a split second, when you’re catching your breath following heavy contact with something that doesn’t move or your mechanic friend comes out from under your car with a handful of brown dust and flakes from somewhere important. Sometimes it looks like the only course of action is to tear it all down and start again.

A re-shell is never straightforward on any vehicle, but especially on early monocoque cars such as those which inhabit the 70s Road Sports. You’re unlikely, with the high costs and small chances involved with finding a clean donor vehicle, to fancy this option but it’s psychologically difficult too. Finally all those things you knew weren’t perfect are going

under the microscope regardless of whether or not the car was reliable or successful before. It could take a very long time and how badly do you want to thrash your masterpiece when it is complete?

In 2017 I found myself with this choice after five of us from the BRSCC 924 Championship decided to try and get back to Rockingham’s outer paddock by taking a shortcut through the first corner wall. Whilst my choice was dictated by needing the car to be ready again for the season finale five weeks later, the process eventually left me of a mind that repairing a car no matter how damaged will always be my preference.

Anyone buying a 924 donor will know that without paying solid money, chances are it will be rotten where your feet land and along both inner and outer sills. Probably the wings too, and the “budget Porsche” tag brings with it a myriad of low-budget repairs and in some instances over an inch of poorly-keyed filler.

The prep time in a shell alone would be huge so we opted to replace the entire front end and repair, despite the impact damage revealing a little more rust than I had

FIVE OF US FROM THE BRSCC 924 CHAMPIONSHIP DECIDED TO TRY AND GET BACK TO ROCKINGHAM’S OUTER PADDOCK BY TAKING A SHORTCUT THROUGH THE FIRST CORNER WALL



THE CAR WAS REPAIRED AND WELL ENOUGH TO TAKE POLE AND A WIN ON ITS FIRST DAY BACK IN COMPETITION



THE PREP TIME IN A NEW SHELL ALONE WOULD BE HUGE SO WE OPTED TO REPLACE THE ENTIRE FRONT END AND REPAIR



previously spotted. Better the devil you know and all that.

The car was repaired (it was even bent back as far as the chassis rails under the floor!) and well enough to take pole and a win on its first day back in competition. But setting it back on its wheels wasn't the end of the repairs. In race two the car developed a loud vibration which turned out to be a failed bearing in the torque tube, caused by a gentle bend in the shaft between engine and transmission. The transmission itself was now bleeding heavily (both were swapped in the offseason) but there were niggling little problems for about 3 months even into the next season - easy stuff but frustrating.

Legacy damage from a crash in September but still revealing itself into the following June - that IS the rabbit hole. BUT the car was out there and finding the problems the fastest possible way, by racing. And for me that was the important bit. Quickly back to something like normal, without the fear of wrecking a "new" car, even if the next few meetings can carry frustrations. At least those frustrations are coming somewhere fun, surrounded by

helpful contemporaries, instead of 10 months later trying to put an expensive, draining jigsaw together - many months removed from the temporary urgency one can briefly sustain in the wake of a crash.

That car, first built and raced in 1995, repaired and tinkered and crashed and repaired again, was revived in time to seal the 2017 championship (it's 4th), and despite a few minor hurdles carried Gavin Johnson to the title the following year before another owner took the reins. Its sister car, campaigned by Gavin in 2017, formed the basis of PXI 4793 which you'll all get to meet when the 2020 season finally gets underway.

I quite like building cars, but I much prefer driving them. I think it's important to recognize too that some of the more fun race weekends we can have is when we roll out with a little protective ignorance. Of course nobody should be coming to the track with a car they know is dangerous, and of course nobody should be discouraged from building a new car! But if you've already got one, in any state, ask yourself; do I really need to start again from scratch?

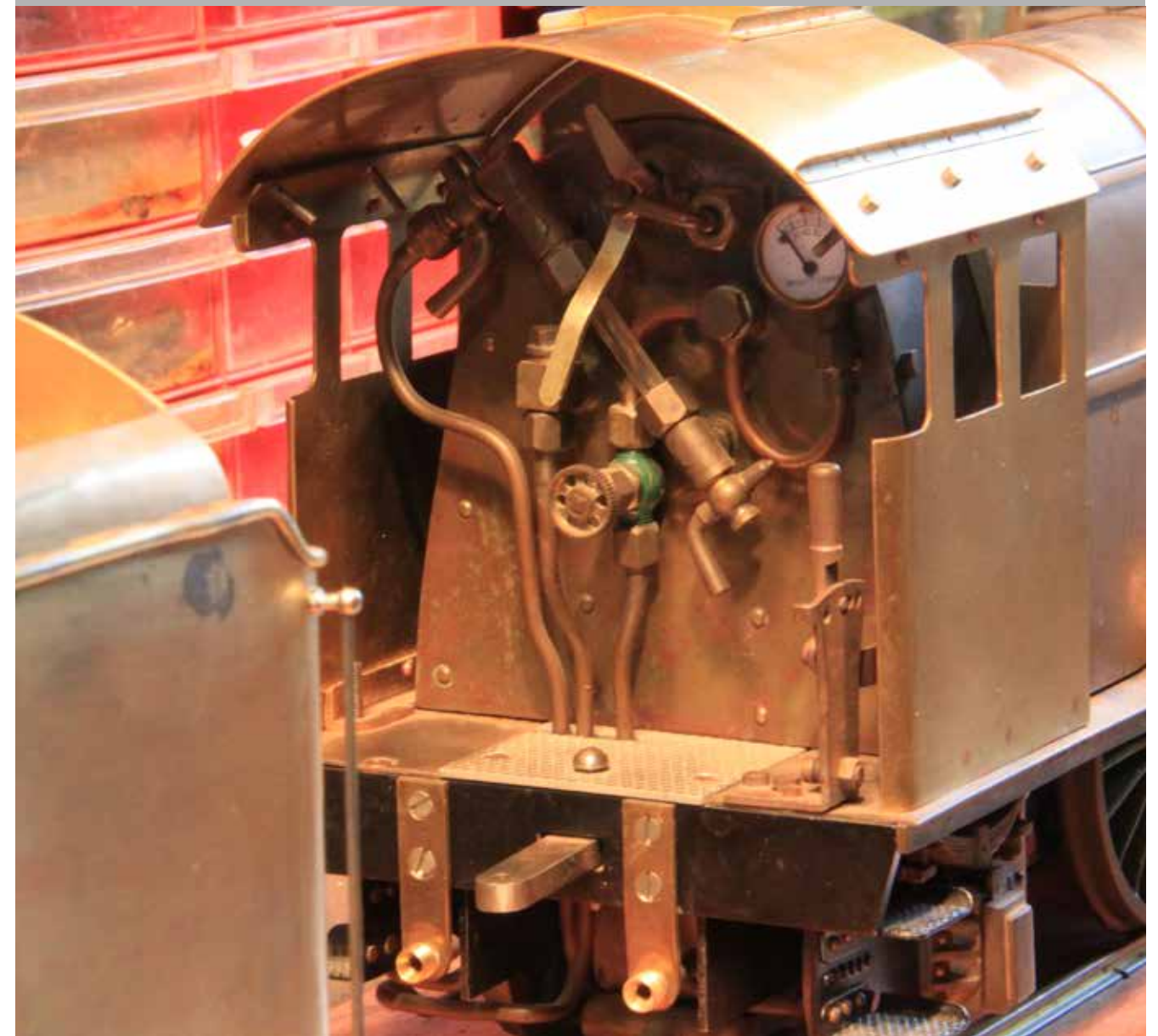
TRIALS AND TRIBULATIONS OF A BEGINNER

With lockdown having a profound effect on lives throughout the UK many people have found their daily routines transformed. With no motor racing to distract his attention **Dave Karaskas** decided now would be a good time to complete a project started by his father in 1951.



Dave Karaskas

A racing driver since 1974. In a career spanning over 46 years Dave has competed all over the world in a wide range of vehicles from tin-tops to single seaters, production sports cars, Historic Formula 1 and most of the other disciplines in-between.





My father and his good friend Roy started building a Bassett Lowke 2 1/2" gauge Flying Scotsman in 1951. The job was progressing well, when tragically Roy was killed in a motorbike accident. My father Hugh carried on with the project, hoping to complete the model in Roy's memory. However, when his father, my grandfather died, my dad had to sell his Myford lathe in order to pay for the funeral. After that, he seemed to lose heart and lost interest in the loco.

As a kid, I grew up with this half finished steam engine around the house, and was always fascinated by it. My father instilled a love of railway modeling in me, and I have been involved in the smaller gauges of scenic modeling all my life. I was later a founder member of The Epping Railway circle. Eventually serving as its secretary for twenty years, then as Chairman for a further five, and during that period, was the Club's exhibition manager for twenty five years.

When I left school in 1969, I became an apprentice with The British Oxygen Company. Although it was an electrical engineering apprenticeship, I did the first part of that

year's training in their training school. This involved, machining, bench fitting, tool making, fabrication and welding. To this date, it's the only training and experience I've had in mechanical engineering. Although I've been a racing driver for the last 45 years and often prepare my own cars... but that's another story.

As part of that years training, I decided to do some work on the 'Scotsman' as a project. At that time the boiler, frames, cylinders and motion were already complete, and I was able to do what I thought at the time was a lot of progress. After that flurry of enthusiasm, other events took centre stage in my life, and the engine entered another period of dormancy.

When I finally married and settled down, I said to my dad that he really should finish his engine, and that it was a shame to have it incomplete. He just handed it to me and said, "you do it".

So, I was off again, although this time the main focus was on scrapping most of the work I had done on it as an apprentice! At the time, I thought I had done a brilliant job, but later, taking a second look, I realised my earlier

I SAID TO MY DAD THAT HE REALLY SHOULD FINISH HIS ENGINE, AND THAT IT WAS A SHAME TO HAVE IT INCOMPLETE. HE JUST HANDED IT TO ME AND SAID, "YOU DO IT".



efforts were just not up to standard. However I managed a fair amount of progress. Buffer beams, front bogie, trailing wheels, running plates etc. but then, as often seems to happen with this loco, it got put on the back boiler for a few more years of inactivity.

When my father died I again set to with renewed enthusiasm, with a view to finishing the 'Flying Scotsman' in his memory. I joined an evening class in model engineering at Epping Forest College in order to be able to do the machining required to complete. During this period the engine was virtually finished, but lack of suitable castings brought work to a halt. This time giving the loco about a twenty year rest! Perhaps I should call this article 'Adventures of a procrastinator' with the project on my 'to do list' during large slices of my life.

Last year, I answered an advert in the 2 1/2" Gauge Association newsletter from one of their members who was selling a complete set of castings for my loco. This gave me new impetus to finally get this thing done. I built the cab last autumn, and built the tender over this winter. I now just have the half round

beading to solder to the cab openings, but the next job is to strip it down and take the boiler along to the boiler test day for a shell test. Once that's done, I'll only have to pour some paint over it and it will be finally finished. So far it's been in the build for 67 years.

That has to be a record... or do you know differently?

MY FATHER AND HIS GOOD FRIEND ROY STARTED BUILDING A BASSETT LOWKE 2 1/2" GAUGE FLYING SCOTSMAN IN 1951



THE CLASS OF 2020

REGISTERED ENTRIES FOR THE 70S CHAMPIONSHIP @ 25.03.20

CLASS A							
No	Name	Home Town	Make	Model	Colour	CC	Year
02	Adam Bagnall	Matlock	Alfa Romeo	E-Type S2 FHC	Regency Red	4235	1970
36	Daniel Pickett	Caterham	Morgan	Plus 8	White	3492	1973
98	Kevin Kivlochan	Milton Keynes	Morgan	Plus 8	Blue	3492	1969
115	Mike Eagles	Denham Village	MG	GT V8	Red	3528	1974
131	Mark Bennett	Leicester	MG	GB V8	Black	3528	1973

CLASS B							
No	Name	Home Town	Make	Model	Colour	CC	Year
03	Peter Connell	Farnham	TVR*	3000M	White	2994	1977
06	Johan Denekamp	Brentford	TVR	Tuscan	Green	2994	1969
09	Julian Barter	Moreton	TVR	3000M	Green/Gold	2994	1979
24	Charles Barter	Dorchester	Datsun	240Z	Blue	2393	1971
29	James Nairn	Towcester	TVR	3000M	Black	2994	1976
31	Mark Bennett	Leicester	Renault Alpine	A310	Yellow	2700	1978
33	Matthew Nichols	Malmesbury	TVR	3000M	Blue	2994	1977
37	Nic Strong	Lickey	Marcos	3000GT	Red	2994	1971
42	David Karaskas	Epping	TVR	3000M	Yellow	2994	1978
55	Steve Bellerby	Saltash	TVR	3000M	Yellow	2994	1975
75	Anthony Goddard	Ryde	Reliant	Scimitar GTE SE5	Red	2994	1971
73	John Hall	Gloucester	Datsun	260Z	Blue	2600	1979
44	Tom Owen	Stoke	Datsun	240Z	Silver	2393	197
30	John Williams	Buckingham	Porsche	911SC	Blue	2994	1982

CLASS C							
No	Name	Home Town	Make	Model	Colour	CC	Year
01	Jez Clark	Attleborough	Lotus	Elan S4	Red	1558	1970
10	Nigel Ashley	Swindon	Lotus	Europa	Blue	1558	1972
14	Chris Holland	London	Lotus	Seven S4	Yellow	1558	1969
11	Howard Payne	Nr. Oundle	Lotus	Europa	White	1558	1971
65	Steve Cooke	Burton on Trent	Lotus	Seven S4	Orange	1558	1972

CLASS D							
No	Name	Home Town	Make	Model	Colour	CC	Year
07	David Tomkinson	Macclesfield	TVR	Vixen	Orange	1599	1971
17	Gary Thomas	Chilwell	Lotus	Seven S4	Pistachio	1558	1970
57	Pip Hammond	Barrow upon Humber	Porsche	924	Grey	1984	1979
61	Lawrence Alexander	Bridport	Alfa Romeo	GTV Alfetta	Red / White	1962	1979
68	Jon Wagstaff	Shrewsbury	Alfa Romeo	2000 GTV	Red	1962	1962
74	Tim Child	Oxford	Alfa Romeo	2000 GTV	Red	1962	1974
76	David Erwin	Wolverhampton	Alfa Romeo	2000 GTV	Red	1962	1974
77	Simon Holmesmith	Sheffield	Alfa Romeo	2000 GTV	Red	1962	1973
82	Alex Childs	London	Alfa Romeo	GT Junior	White	1570	1974
92	Brian Jarvis	Cheltenham	Porsche	924	Red	1984	1979
96	Antony Ross	Cambridge	Alfa Romeo	1750 Spider Veloce	Light Blue	1788	1968
111	Gavin Johnson	Frodsham	Porsche	924	White	1984	1979

CLASS E							
No	Name	Home Town	Make	Model	Colour	CC	Year
07	David Tomkinson	Macclesfield	Triumph	Spitfire	Blue	1498	1972
27	Chris Fisher	Ware	MG	Arkley	Red	1293	1973

INVITATION: CARS AWAITING VIF APPROVAL*							
No	Name	Home Town	Make	Model	Colour	CC	Year
11	Larry Tucker	Nr Ware	Shelby Mustang	GT350R	Blue	4727	1965
51	David Hall	Farnham	Vauxhall	Firenza Droopsnoot	Silver	2300	1974
44	Steve Deeks	Northampton	Porsche*	911SC	Orange	2994	1979
45	Rupert Ashdown	Oxted	Lotus	Elan S1	Lime Green	1558	1963
64	Morhan Sparrow	Midhurst	Porsche	911	Blue	1998	1965
67	Tim Hayes	Worksop	Alfa Romeo	Alfasud Sprint	White	1570	1978
69	Peter Head	Dorchester	MG	B Roadster	Blue	1798	1970
100	Drew Nicholson	Guildford	Alfa Romeo	GT	Red	1962	1972
110	Peter Reeve	Rochester	TVR	Vixen	Yellow	1780	1971
308	Greg Thornton	White Roding	Ferrari	308 GTS	Red / Black	2977	1979



book club

When you have a bit of time on your hands it's always good to browse your bookshelves and re-read a few of your old treasures. With some of the older book purchases it is not only the price that is amazing but also how far attitudes have changed.

DOWN THE HATCH

TONY LANFRANCHI MOTOR-
RACING'S LAST CAVALIER

Mark Kahn

First published 1980

ONLY HERE FOR THE BEER

GERRY MARSHALL

Jeremy Walton

First published 1979

WHIZZO

THE MOTOR SPORTING LIFE OF
BARRIE WILLIAMS

Paul Lawrence

First published 2008

An unofficial trilogy. Although traditionally included in the same breath, three legends of 1970s motor racing had distinctly different personalities in and out of their cars.

Tony, Gerry and Barrie were all flamboyant characters whose talents shone brightly in the period when a racing driver's skill set included glamour, ladies, drinking, triumphs, ladies, racing, parties and tragedies. These were drivers from the romantic age of motor racing where life was never dull.

RACING DRIVERS' MANUAL

FRANK GARDNER

Doug Nye

First published 1973

As professional motor racing became stifled by PR releases, sponsor-speak and political correctness, A plain speaking Australian, Frank Gardner grew to become a hugely popular and very successful racing driver.

Frank claimed he never aimed to be the fastest racing driver of all time, he just wanted to be the oldest. If you can find a copy of this book his well considered advice remains relevant.

LONG LANE WITH TURNINGS

THE LAST WORDS OF A MOTORING
LEGEND

L.J.K Setright

First published 2006

L.J.K Setright and George Bishop were from a period in motoring folk-law when Car was the best motoring magazine on the newsagents shelves. L.J.K Setright was one of the twentieth century's most influential and idiosyncratic motoring journalists, this is a witty memoir of his early years and his last book, left unfinished at the time of his death.

I THOUGHT IT WAS FANTASTIC. IT WAS JUST LIKE BEING A KID, OUT FOR A BURN UP. A WONDERFUL FEELING. WHAT RACING'S ALL ABOUT

STIRLING MOSS, PESCARA 1957

IT BEATS WORKING

EOIN YOUNG

Eoin Young

First published 1996

The story of Eoin Young's career reporting on 35 years of international motorsport. A chance to dip into those bygone days when drivers socialised at race weekends and enjoyed each others company - funny and fascinating.

THE LAST ROAD RACE

1957 PESCARA GRAND PRIX

Richard Williams

First published 2004

A great read but with the recent passing of Stirling Moss this book now has even greater poignancy.

Sixteen cars and drivers raced over public roads on the Adriatic coast in a three-hour race of frightening speed and constant danger.

A brilliant account of one of the most remarkable sporting events of the last century. There was never a race quite like Pescara 1957 again.

DRIVING WITH THE DEVIL

SOUTHERN MOONSHINE, DETROIT
WHEELS & THE BIRTH OF NASCAR

Neal Thompson

First published 2006

This book uncovers the true story behind NASCAR's moonshine-fueled origins and paints a portrait of the men who created it.

Long before the sport of stock-car racing existed, young men in the rural, depression-wracked South had figured out that cars and speed were the ticket to a better life. Bootlegging offered speed, adventure and wads of cash - if the drivers survived.

AUTODROME

THE LOST CIRCUITS OF EUROPE

S.S Collins & Gavin D. Ireland

First published 2005

With the current coronavirus having a devastating effect on the 2020 motorsport calendar this book is either a nostalgic look at circuits of the past or a disturbing view of the future published with timely prescience.

SHETLAND

COOKING ON THE EDGE OF THE
WORLD

James & Tom Morton

First published 2018

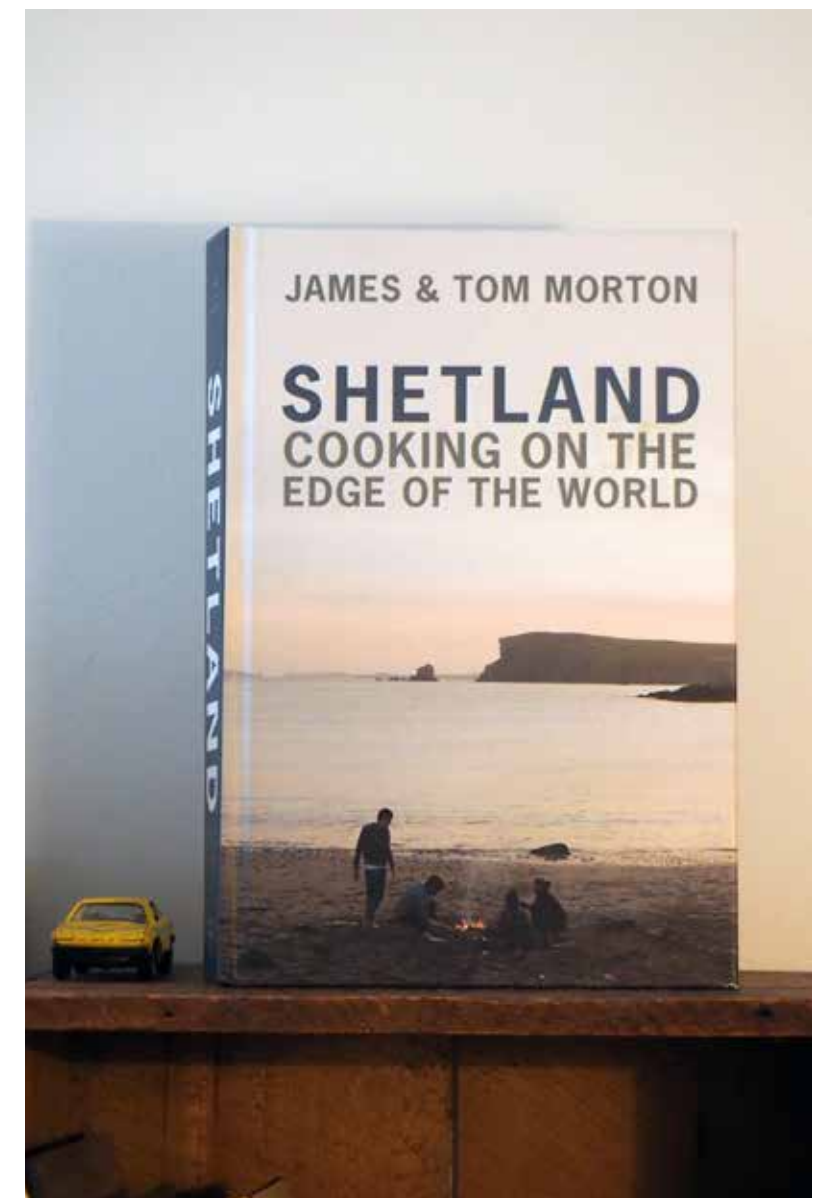
Our physical health has a big impact on how we feel. One piece of advice is to try to eat healthy, well-balanced meals, drink enough water and exercise regularly.

With extra time on our hands perhaps now is a good time to experiment and expand our culinary skills.

Shetland is in the sea, up a bit from Scotland, a long scattering of over 100 islands of which only 15 are inhabited by humans and living on the edge of the world is probably how some of us are now feeling during this period of social isolation.

This book includes recipes such as 'Probably -not-toxic tomato chutney,' 'Rhubarb, ginger and whisky jam,' 'Gran's Victoria Sponge,' 'Whisky-smoked halibut,' I'm sensing a theme developing here.

But really it's an opportunity to try something different and have a bit of fun.





GIVING IT A GO

If you have ever wondered what it would be like to race with 70s Road Sports read the report by **Gary Thomas** below who took part in the Oulton Park Gold Cup meeting with us last August Bank Holiday.

Then if you still fancy coming racing we will give a few tips and advice on how to get started.

I only did one round of the championship last year but it was quite eventful so thought I'd give a run through of how it went from the driver's seat. My pistachio green Lotus 7 S4 was entered for the Oulton Park round. First issue came as I tried to start the car to go to scrutineering as the starter jammed so I had to dive under the car to remove, free off and re-fit the starter. Yikes not a good start!

Once scrutineered I was accepted as an invitation car. After a lap and a half of practice the car petered out. I had managed to coast to a safe spot behind a barrier so popped the bonnet and saw what looked like a loose electrical connection. I pushed it together and to my relief the engine re-started. Fantastic!

The marshals helped me to get strapped in and waved me back on to the track. Only time for another 2 or 3 laps but at least I had got a time.

It was my first race at Oulton for 34 years. We left the grid for the run down to Old Hall and I was subjected to a little "rude" driving as a driver just ahead cut across me going into turn one – no harm done.

I tried to settle into a rhythm and realised that the springs I was experimenting with were not quite as firm as I needed when I started to push in the corners. After 2 laps I realised the my feet were slipping on the pedals. This made things tricky! The cause was a slight oil release in practice in the engine bay and



Thanks to Danny Walton and Tim Morgan for the images.

I REALISED THE MY FEET WERE SLIPPING ON THE PEDALS. THIS MADE THINGS TRICKY!

although I had cleaned it up It dawned on me that there is a secondary ledge on the bulkhead that had oil on it and was now allowing oil to be pushed through the bulkhead and down the pedals! This was going to make the rest of the race interesting. I even resorted to wiping the sole of my boots on my lovely white overalls in an attempt to improve things.

Approaching Druids early in the race, I realised I had left the braking a smidge too late and spun. What felt like retirement was salvaged when I thought it might be possible to turn the wheel the other way as I spun and spin back out of the gravel trap I was about to enter. It worked! And the car was facing the right way so I set off again.

I got back past the cars that had passed me whilst I was spinning and all was going ok until I felt something surrounding my shoulders. The tonneau had started to unroll itself so I did my best to tuck it away.

About three laps from the end I felt a misfire and realised that I was running out of fuel so had to short shift and coast where possible and although it cost me time I did get to the end before the car ran out as I got to parc ferme!

An eventful first race with the HSCC and a nice welcome from the 70s Road Sports regulars..

GETTING STARTED - AND HOW TO RECEIVE £200 FOR YOUR FIRST RACE

If you have not raced before, first you should apply for a Motorsport UK 'Go Racing' pack. £99.00

Once you have purchased a pack you will need to book and pass a course with an accredited Association of Racing Drivers Schools (ARDS) £250.00 approx*

Depending upon your age you may need an eye test or medical. £70.00 approx*

When you have passed the relevant course, you will be able to apply to Motorsport UK for your licence. £220.00

If you need to buy a car a quick browse on the Race Car Direct website will reveal a number of cars suitable for 70s Class D ranging from £5000.00 for a former championship winning

Jensen Healey in need of an engine rebuild, (good value if you are handy and able to do the work yourself), to a fully specified Porsche 914/4 with current VIF for £25,000.00

Racewear, helmets shoes, etc. depending on how brand conscious you are. £1000.00 approx*

Before you can get on the grid you will then need to become a Racing Member of an MSUK approved organising club such as the Historic Sports Car Club. £180.00

Race entry fee, qualifying and race £300.00 approx*

And finally you get some money back. HSCC Novice Members receive a voucher to the value of £200 towards the cost of their first race entry fee with the HSCC. Winning already!

However, if challenged about the cost of racing with 70s Road Sports by your wife, partner or girlfriend remember it would generally be considered unsporting of them to put a price on your happiness.



news

A few tips and suggestions for keeping restless hands and minds occupied during the lockdown, when you want a break and a change of scene from preparing and polishing the race car.

70S ANNUAL DINNER SATURDAY 07 MARCH 2020

Only two months have passed since we had another fun and sociable 70s Dinner but it feels much longer, I would like to say fewer people were offended this year but that would break the unwritten rule of 'what happens at the 70s Dinner stays at the 70s Dinner.'

Whilst we are unable to socialise face to face during this period of lockdown a strong social network of 70s competitors has built on Facebook, generally covering a wide range of subjects, helpful, interesting, surprising and usually amusing without any of the problems occasionally associated with social media.

When someone asked 'What was the most unlikely car seen in 70s' it produced 91 responses, I think the conclusion was a Jensen Interceptor with an automatic gear box, but we were spoiled for choice.

Join our Facebook Group if you haven't already, it's a good way to keep in touch and possibly more fun than being stoically British.

POINTS FOR DRIVERS POINTS FOR CARS

Question: We would love to hear opinions on the benefits or disadvantages of cars scoring Championship points rather than drivers?

A few drivers have shared cars over the years, more recently Chris Holland and Chris Baxter and it was a great way to introduce a new competitor like Chris to the sport, but if you look at the 2019 Points table, even though they competed throughout the season, individually they could only score points in half the events.

Car sharing could also provide an opportunity for competitors to share costs over an extended double header weekend or even encourage new drivers into the 70s Championship by allowing a driver to team up with a friend and still be contenders.

If you have a moment to share your thoughts with Charles he would be pleased to hear from you:

charlesbarter5@gmail.com

PODCAST

Like the proverbial buses Podcasts are springing up everywhere at the moment, whilst the content is wide ranging the quality is variable but sticking to a subject of interest there are two that I would recommend.

If you are working on your own, having either of these on in the background is a bit like having some mates round to chat about cars.



SPINNING WHEELS PAUL WOODFORD & GUY SMITH

If you have seen any of Paul Woodford's 'Car Films' you will already know the standards of imagination, creativity and enthusiasm Paul applies to his projects

These weekly podcasts deliver a great inside view into the world of motorsport, so far guests have included Mark Blundell, LMP1 racer Michael Simpson and Abbie Eaton.
<https://podcasts.apple.com/gb/podcast/spinning-wheels/id1508714760>



THE MARCUS PYE PODCAST MARCUS PYE

We all know Marcus knows a lot of 'stuff' and at the time of writing there are 14 Episodes to listen to. I have singled out Episode 13 with Julius Thurgood because he has some interesting things to say about motorsport at our level.

Specifically how allowing overdeveloped cars is counter productive and creating a welcoming environment for friends and family.
<https://soundcloud.com/user-744778030/ep-13-julius-thurgood-hrdc>



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<https://www.instagram.com/70s.roadsports/>

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The **70s Road Sports Championship** is organised and administered by the Historic Sports Car Club in accordance with the General Regulations of Motorsport UK.



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