



seventies

AN HSCC CHAMPIONSHIP SINCE 1996

DECEMBER 2020 — No2

2020 CHAMPION JEZ JUMPS FOR JOY!
A FULL SEASON REPORT IN ONE
BUMPER NEWSLETTER



THANKS TO ALL THE
RACERS AND NON
RACERS FOR MAKING
THE 2020 SEASON ONE
FOR US TO REMEMBER.

THE SUPPORT AND
FRIENDSHIP GAINED
FROM A SHARED
INTEREST ENSURES
THERE IS SO MUCH
MORE TO 70S ROAD
SPORTS THAN JUST THE
MAN WHO TWIDDLES
THE WHEEL AND
PUSHES THE PEDDLES

COMMENT

WELL THAT WAS AN INTERESTING SEASON.

FIVE RACES AT FOUR VENUES FROM JULY TO OCTOBER, ON THREE OF THE BEST CIRCUITS IN THE UK AND FINISHING WITH THE ANNUAL MAD DASH AROUND THE SILVERSTONE NATIONAL CIRCUIT.

Race distances varied between 20, 25 and 30 minutes along with a variety of weekend formats, from qualifying and racing on separate days at Oulton Park, a double header weekend at Cadwell Park, bookended by short sharp one day meetings at Brands and Silverstone. It was also a season in which Jez Clark retained his 70s crown to join John Thomason and Adam Bagnall in the elite group of three-time Championship winners.

Early in the year it was looking doubtful that there would be any racing at all but when the Club made the commitment to stage the Legends of Brands Hatch SuperPrix in July, competitors grabbed the opportunity to race. Thirty two competitors with eligible cars took part in the 70s Road Sports Championship with twenty seven of these scoring points. They were joined by a further fifteen competitors who dipped into the Invitation Class, including a pair of father and son combinations sharing a car between the 70s and HRS Championship.

There was also an influx of new drivers and cars pushing the standard of presentation and competitiveness even higher. As rainbows were being displayed in support of the NHS to remind us that hope and light follow dark times, the 70s grid was a living embodiment of this positive attitude with vibrant coloured cars and

racers footwear, increasing the visual spectacle and representing a total refusal to surrender to the dark clouds that threatened to strangle life as we knew it.

From the moment competitors arrived at Brands Hatch it was clear that the Spirit of 70s was very much in place and if anything stronger. New competitors were embraced (in a virtual socially distanced way), voices may have been muffled behind masks but the banter and mutual support was as strong and visible as before. As Jez wrote so succinctly ‘It’s not just about the guy in the driver’s seat. . .’ behind what happens on track there is a lot of effort, support and teamwork that keeps the wheels turning, allowing competitors to celebrate their achievements or withstand disappointment and keep coming back for more of both.

Despite his apparent dominance, taking the maximum points available in Class C, Jez’s road to the title was never easy or ever a foregone conclusion as the burning of midnight oil under the stars at Cadwell Park testified. The record books will show that Jez won the Championship by 8 points, but only because he took the opportunity to grasp the security blanket provided by road driven points, but like most security blankets its effect was more psychological than physical, providing a



THE DIVERSITY IN
COMPETING CARS CAN
BE CLEARLY SEEN IN THE
IMAGE ABOVE,
FEATURING JUST 50% OF
THE GRID

02 IMAGE: Crian Wilson

back-up should class numbers fall below the number required to score full points, but insufficient to provide protection from not finishing a race due to an unforeseen mechanical failure.

Class A was a throbbing, growling, muscular, powerhouse of raw energy, headed by the Morgan Plus 8 of 'Keki' Kivlochan who matched Jez point for point and in the final reckoning only fell short by achieving two outright wins to his rival's three. Kevin was supported in the big engine class by the enduring presence of Adam Bagnall. Adam started driving to races when his son was a nipper and even though he now has a four year old grandson sees no reason to change his ways. Mark Bennett's rumbling MGB GTV8 was joined in class by Mike Eagles in a similar car.

Whilst Jez and 'Keki' fought for overall race wins, Dave Karaskas and John Williams buzzed around the leading duo like persistent bluebottles that just wouldn't go away, The opportunity to snatch an outright win slipped from Dave's grasp at Silverstone, but generally they stole points from each other at every opportunity like children on the back seat of their parents car pinching crisps whenever the other lowered his guard. Dave and John also provided a fascinating contest and contrast between a TVR assembled in a

brick shed in Blackpool and the engineering excellence of Dr Porsche created in a surgically clean factory in Stuttgart. Steve Bellerby's entry, whilst not able to match the pace of the leading duo, simply shone and sparkled as if every race was being held on prom day.

Class D ruled social media from the beginning of the year, used exactly as intended and grateful that modern technology provided a limitless supply of the laughing crying face. Providing more colour and variety than a 'pick n mix' counter at Woolworths in its heyday and representing 40% of the grid there was a notable step up in intensity in Class D without any loss of discipline. The title was grabbed by the 'Psychedelic Seven' of Gary Thomas with a consistently quick display of driving and point scoring, but any slip from Gary could have seen the title tumble into the hands of Anthony Ross and his pale blue Alfa Spider or Pip Hammond, who amazingly was only keeping the seat warm in Mark Oldfields' 924 as a super-sub while Mark waited for bend to return to his back whilst providing much bonhomie and good humour..

The 'Repsol Orange' TVR Vixen of David Tomkinson looked brilliant amongst the Rosso Red Alfas and Porsche 924's in many hues. Along with Gary in the new boy club, Tim Child and Gavin Johnson displayed good race craft

IT'S A SHAME POTENTIAL COMPETITORS DON'T SEE CLASS E AS AN ENTRY POINT TO THE SPORT. AS CHRIS REGULARLY DEMONSTRATES, IT IS POSSIBLE TO ACHIEVE SOME GIANT KILLING RESULTS IN A RELATIVELY INEXPENSIVE CAR.

skills to keep the regulars Jonathan Baines, Jon Wagtsaff, Dave Erwin and Simon Holmesmith on their toes.

Chris Fisher again demonstrated what he does best in Class E, qualifying ahead of every Class D runner (and a couple of Class B cars) at Cadwell Park to yet again demonstrate the potential of the small capacity Class. It is a shame potential competitors don't see this as an entry point to the sport, as Chris regularly demonstrates that rather than being outclassed there is the potential to achieve some giant killing results in a relatively inexpensive car.

Despite the constant undercurrent of uncertainty this season became a perfect antidote to the dramas in the real world, the weather was kind and the circuits represented a refuge where competitors could avoid the data tables recording infection levels to ponder print-outs of sector times and session statistics. Against all the odds it was a great championship and an even better display of mutual support.

When asked, in ten or twenty years' time 'what did you do in 2020' how many of us will answer 'I went to Cadwell Park and enjoyed the company of some great people'.



THE ELAN AND MORGAN PLUS 8 BATTLED HARD AND FAST ALL SEASON WITH JEZ CLARK BEATING KEVIN 'KEKI' KIVLOCHAN TO THE TITLE BY A WHISKER

IMAGE: Crian Wilson

03



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 who’s 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 DIVERSITY ON A 70S ROAD SPORTS GRID

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.

[The value of STEM Learning has been recognised by Lewis Hamilton who set up a commission to look at opportunities for black children.]

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

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

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.





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. 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 a, drivers followed tradition of gathering into small (socially distanced) groups to have random conversations on subjects they can later never remember.

ROUND ONE: 15.36

Spines began to tingle and the eager anticipation of the return to racing grew in the pits of the competitors stomachs. Seatbelts were tightened, gear leavers were waggled.

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

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

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

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



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 gallant 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

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

Image: ©Charlie Wooding

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>

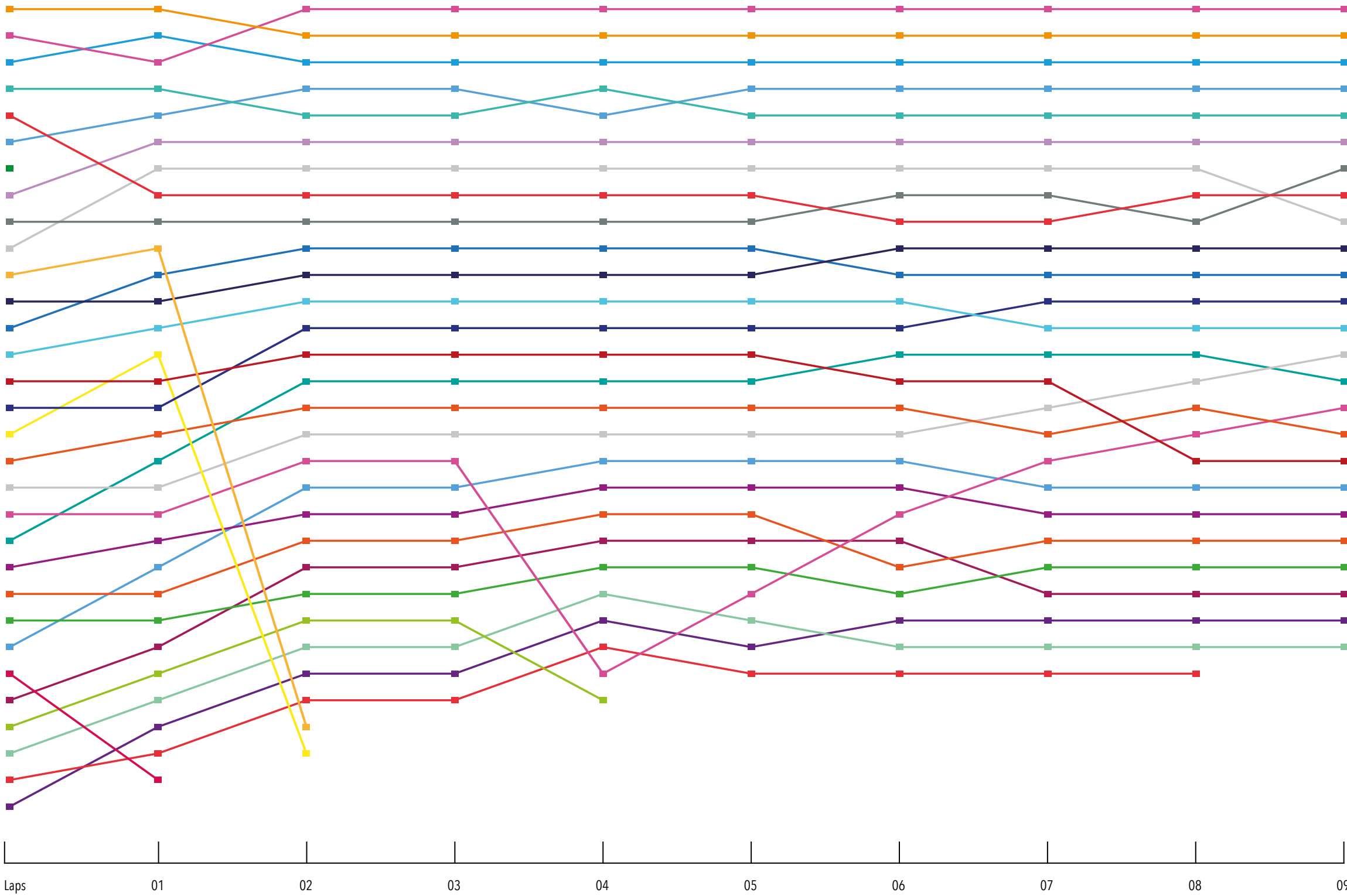


LAP CHART

BRANDS HATCH SUPER PRIX: SUNDAY 12TH JULY 2020

16

- 01 42 Dave Karaskas
- 02 01 Jez Clark
- 03 98 Kevin Kivochan
- 04 30 John Williams
- 05 45 Rupert Ashdown*
- 06 11 Larry Tucker*
- 07 37 Nic Strong
- 08 02 Adam Bagnall
- 09 308 Greg Thornton*
- 10 131 Mark Bennett
- 11 74 Tim Child
- 12 27 Chris Fisher
- 13 14 Chris Holland
- 14 96 Adam Ross
- 15 28 Simon Baines
- 16 55 Steve Bellerby
- 17 57 Pip Hammond
- 18 68 Jon Wagstaff
- 19 100 Drew Nicholson*
- 20 17 Gary Thomas
- 21 61 Lawrence Alexander
- 22 10 Nigel Ashley
- 23 07 David Tomkinson
- 24 76 Dave Erwin
- 25 110 Peter Reeve*
- 26 111 Gavin Johnson
- 27 77 Alan Hersey*
- 28 115 Mike Eagles
- 29 914 Perry Tubb*
- 30 03 Pete Connell
- 31 64 Morgan Sparrow*



17



SUMMER LOVING HAD ME A BLAST

I HAVE ATTENDED THE GOLD CUP AT OULTON PARK VIRTUALLY EVERY YEAR SINCE 2004, THE EVENTS I HAVE MISSED CAN BE COUNTED ON THE FINGERS OF A THREE TOED SLOTH. PARTS OF CHESHIRE HAVE A TIMELESS AIR, ROLLING COUNTRYSIDE AND THE BERWYN HILLS OF NORTH EAST WALES VISIBLE IN THE DISTANCE AS YOU APPROACH THE CIRCUIT. IT'S JUST A GREAT PLACE TO BE ON AUGUST BANK HOLIDAY.

Even before reaching the circuit gates the effects of the 'new normal' were immediately apparent, the sight of a giant Snugbury's bumble bee sculpture raised our hopes but the ice cream shop was shut and that cooled the atmosphere in the car for the final few miles to the circuit.

The circuit plan to separate competitors from spectators to avoid overcrowding in the paddock was a good one, but unlike previous years when support vehicles and trailers were encouraged to move to a separate parking area, every incarnation of support vehicle was crammed into the paddock. Paradoxically the consequence of apparently allowing unlimited numbers of support vehicles into the paddock was that a few competitors chose to set up outside the paddock fence because it was less crowded.

Many competitors are also motorsport fans and there was the exciting prospect of seeing the return to the track of Ronnie Peterson's March 722 and the McLaren M8F of Dean Forward but they should have been centerpieces in this festival of historic motorsport not hidden in a van park.

When we last mentioned Gavin Johnson he was stalking the Brands Hatch paddock in search of a solution for his stricken 924, but as we all headed home that evening his racer remained stranded at Brands Hatch. Subsequently recovered, it was given a comprehensive rework and delivered to Oulton Park accompanied by an air of optimism.

As well as being a handy racer, Gavin has won the titles and bought all the t-shirts. He is, like many others, a confirmed motorsport enthusiast. One of the motivating reasons for him joining 70s Road Sports was for the opportunity to race at the Gold Cup. Even though his weekend started with a recalcitrant awning it was satisfactorily secured in time for a track walk in the late afternoon summer sun where the team chatted, smiled and laughed about their prospects the following day.

Qualifying started at a very civilised time, shortly after 11.30 on Saturday morning but such is the level of competition that even the race to become first on track is hotting-up, with John Williams winning the race to the Assembly Area this time, ahead of Steve Cooke and Tim Child,

THE SAGES STROKED THEIR BEARDS AND NODDED THEIR SILENT APPRECIATION OF 'SUPER TIM'S' ABILITY TO WRING MORE OUT OF AN ALFA THAN ANYONE PREVIOUSLY THOUGHT POSSIBLE.

relegating Jez and 'Keki' to fourth and fifth in the queue.

As the cars were released onto the circuit it began to look as if the Championship artistic director had decided to impose a bit of choreography into the proceedings. Gavin's white Porsche led Simon Baines similar white 924 onto the track, followed by a pair of red Alfa GTV's, Dave Erwin ahead of Jon Wagstaff, the blue Lotus Europa of Nigel Ashley was followed by the blue Porsche 911 of Morgan Sparrow, before the yellow pairing of Steve Bellerby's TVR and Chris Holland's Lotus 7. Then for a bit of variety we had three maroon cars led by Anthony Goddard in his newly built Reliant Scimitar, the Invitation Porsche 944 of Adam Eyre and Jaguar E-Type of Adam Bagnall. Last out was Alan Hersey after stopping to extinguish a bit of smouldering carpet matting which had snagged on the exhaust.

Unsurprisingly by the time they reappeared a little over two minutes later Jez was at the head of the qualifying queue with the big Morgan of 'Keki' following closely. Of the seven qualifying laps 'Keki' was quicker than Jez in four of them but on the one that mattered the Elan was five tenths quicker than the Morgan and even more impressively just .154sec away from dipping inside the two minute lap.

Of John Williams' seven qualifying laps his second was quick enough to secure third on the grid, and although he lowered his time by seven hundredths the Porsche was still more than two

seconds slower than the pole time. Rupert Ashdown, as we have come to expect, was right in the mix, the bright green Elan a little over sixteen hundredths of a second behind John.

The second of the Invitation Class racers, Adam Eyre was peddling his Porsche 944 along nicely to qualify ahead of Adam Bagnall, Dave Karaskas and Mark Bennett. The sages stroked their beards and nodded their silent appreciation of 'Super Tim's' ability to wring more out of an Alfa than anyone previously thought possible, qualifying ninth, the last competitor under two minutes ten seconds.

Steve Bellerby was more than two seconds behind Tim Child but headed a group of nine competitors who were tripping over each other, each separated by just tenths of a second. Gary Thomas was tucked closely up behind Steve's TVR 3000M, the Psychedelic Seven was fractionally ahead of Simon Baines' 924, the Lemon Yellow Lotus 7 of Chris Holland, Alfa of Jon Wagstaff and Nigel Ashley's Europa. Steve Cook only completed three laps so qualifying sixteenth was a reasonable performance and offered the promise of a good come-back drive on race day.

Morgan Sparrow is clearly gaining confidence with every race in the low capacity 1998cc Porsche 911, hanging onto the group ahead and half a second quicker than the MGB GTV8 of Mike Eagles. Dave Tomkinson was giving his Repsol Orange TVR Vixen its first run on track, but when a couple of valves rattled against the



PEOPLE FROM ALL PROFESSIONS AND AGE GROUPS WHO HAVE THE CAPACITY TO WALK INTO A DOCTOR’S SURGERY WITH A MODICUM OF COORDINATION AND SQUINT AT A VISION TEST CARD TO GET A LICENCE.

top of a piston and the engine blew out a core plug he was relegated from racing driver to spectator for the remainder of the weekend. Anthony Goddard, Alan Hersey and Gavin Johnson rounded off the qualifiers.

Dave Erwin also took part in qualifying and should have been sitting comfortably between Morgan Sparrow and Mike Eagles. Dave was initially flattered when the scrutineer said he had lost weight until realising they were talking about his Alfa. Perplexed as the car has been owned and raced by Dave since 2005 and weight hasn't previously been a problem.

Relegated to the back of the grid Dave would be joined by Brian Jarvis who missed qualifying altogether. Brian was having his first race of the year since putting his successful and reliable Porsche up for sale, after deciding to replace it with something less reliable, but more expensive to maintain.

Many casual observers think club motorsport is all about men (and women [Ed]) of a certain age checking out the opposition to see who has the biggest exhaust pipe, when in reality it's about people. People from all professions and age groups who have the capacity to walk into a doctor's surgery with a modicum of coordination and squint at a vision test card to get a licence.

The next stage in the process is to recruit family and friends to act as supporters. Friends and supporters are especially important and relevant to those who still remember the beginning of

this report and might have spotted that Gavin's qualifying position wasn't quite what he was aiming for when he woke that morning.

Gavin came into the Championship with RS Components to support their STEM Learning programme through Historic Motorsport, to demonstrate Science, Technology, Engineering & Maths to primary school students. He wasn't expecting that the learning process would extend to the entire team in their response to adversity. As Gavin's friends rallied, which included a 200 mile round trip to collect parts, everyone rose to the challenge with mutual support, unrelenting positivity, friendship and good humour.

The thing about friends is that they are usually acquired in interesting and unexpected circumstances and this is exactly what happened to Jez earlier in July. He spotted a man on the verge of a busy main road cradling a small deer which was still alive but had been injured in collision with a car. As the man was on his own, Jez stopped and waited with him for help to arrive from one of the animal charities (not as easy to organise or as quick to respond as you might expect).

Jez noticed a race helmet sticker on the man's car (his son Maxim raced karts), and with the knowledge of a shared interest both settled into their comfort zone and the conversation progressed easily. Jez discovered his companion was a research scientist, part of a team looking for a coronavirus vaccine and treatment who

would appreciate a distracting break from the pressure of work. At that moment Jez gained a friend and two new team members, with Michael and his son Max joining Sara and Julian.

Other competitors enjoyed a relatively uneventful time between the end of qualifying and the race scheduled to start at 12.00 the following day. John Williams announced that his approach to the race would be to drive slowly before snatching victory when all his fellow

competitors had worn out their brakes in the 30min race! Anyone accustomed to John's no compromise driving style looked forward to seeing how this would work in reality.

Dave Karaskas and Steve Cooke carried out remedial repairs and were looking forward to some good racing on Sunday. Adam Bagnall declared that no more fiddling was required to his Jag, before diving underneath with a spanner to validate his statement.



ROUND TWO: 12.06

On race day it was great to see enthusiastic spectators around the circuit in their usual positions with picnic blankets spread out between the wide variety of classic cars spaced across the deep banking overlooking Cascades, others located themselves on the far side of the track, with candy striped deck chairs stretching from Marcus Pye’s commentary tower at the Knickerbrook chicane all the way to Hilltop.

With the Safety Car relinquishing its position from the front of the grid at Deer Leap to pull into the Pit Lane, Jez lead a tight and mostly disciplined grid on the short run towards the start gantry, things went a bit awry at the back when Alan Hersey decided to go early on the exit of Lodge and was followed through by Brian Jarvis.

Jez held the lead through Cascades as they disappeared out of sight along Lakeside, rolling thunder could be heard approaching before the big Morgan burst over Hilltop in the lead. Dave Karaskas made a storming start to move onto the tail of his regular protagonist John Williams with Adam Bagnall making his traditional fast get away trying to stay with him.

Tim Child’s Alfa was demoted by the Lotus 7 of Gary Thomas as Chris Holland and Steve Cooke made a great start to gain four places, both bundling the Porsche 924 of Simon Baines back towards Jon Wagstaff. As the bright yellow TVR

of Dave Karaskas filled the mirrors of the Porsche, instead of switching on cruise control as suggested the previous afternoon John Williams engaged ‘business as usual mode’ and rolled-up his sleeves to wrestle the Porsche to the limits of adhesion.

Tim Child was another wrestling to good effect hanging onto Gary’s lighter and nimbler Lotus 7, as the similar but theoretically quicker Twin-Cam 7s sat in their wake. Brian Jarvis dispatched Nigel Ashley and Jon Wagstaff early on the second lap and had his sights on demoting Simon Baines before arriving at the Knickerbrook Chicane way faster than the laws of physics and reality suggested it was possible to negotiate the corner. He lost twenty seconds trying to recover from the wet grass to find himself back where he started at the tail of the field.

It took Jez four laps to stop the rot and prevent ‘Keki’ from disappearing into the far distance but the gap had already stretched to a little over four seconds. Like the proverbial rock and hard place they wound down the laps, relentlessly quicker than the rest of the field, neither making a mistake. But even with them both pressing on as quickly as it was possible to go Jez could not prevent the gap from extending a further two seconds over the remaining nine laps.

John Williams held sway over his rival for five laps before they swapped places with Dave taking a turn to run ahead of the Porsche; this was a no holds barred contest for Class honours

JEZ HELD THE LEAD AS THEY DISAPPEARED OUT OF SIGHT ALONG LAKESIDE, ROLLING THUNDER COULD BE HEARD APPROACHING BEFORE THE BIG MORGAN BURST OVER HILLTOP IN THE LEAD.

with the positions swapping back four laps later. It was beginning to become apparent John had reconsidered and then abandoned entirely his slow start and cruise plan.

Although John’s theory about his rivals’ brakes deteriorating was actually correct: as he and Dave barreled towards Lodge after ten hard-fought laps, a quick glance in his mirrors at the body language of the TVR suggested Dave wasn’t so much trying a late braking lunge but more of a wide-eyed passenger in a no braking manoeuvre. When the dust settled the TVR was conveniently back in front of the blue Porsche.

Rupert Ashdown, as usual the quickest of the Invitation competitors, settled into a comfortable fifth position ahead of Adam Eyre. After his initial spurt of excitement Adam Bagnall settled into a comfortable position ahead of the equally comfortable MGB GTV8 of Mark Bennett, well ahead of the battling hordes behind.

With Tim Child still surrounded by nimble Lotus 7s there was clearly a conflict of wills going on inside the Alfa. Tim’s expectations of what he was asking were clearly greater than the car felt it was capable of giving. For the time being Tim was winning this battle and pushed on past Gary Thomas on lap 4 leaving him to fight off



THE ALFA DECIDED IT'D HAD ENOUGH, LOCKING ITS BRAKES ON THE EXIT OF THE SHELL HAIRPIN AND REFUSING TO MOVE AN INCH FURTHER.

the advances of Steve Cooke and Chris Holland. Steve Bellerby began to feel the effects of fading brakes after just five laps and dropped to the back of this group.

Gavin Johnson started well picking up a few places early on before his Porsche developed a fuel feed problem on right hand corners, calling into the pits at the end of lap eight didn't provide an immediate solution and he was sent back on his way.

Morgan Sparrow, his times improving with every lap, nipped past Nigel Ashley's Europa and was still running ahead of Brian Jarvis's 924 at half distance. John Wagstaff passed the Porsche of Simon Baines before he demoted the ailing TVR of Steve Bellerby a lap later, happy to finish second in class, exceeding his expectations from earlier in the day.

Simon Baines was further demoted by the MGB GTV8 of Mike Eagles later in the race. Brian Jarvis finally caught and passed Morgan Sparrow shortly before retiring at the end of the twelfth lap with a broken throttle cable

Further ahead, it looked as if Tim was winning the battle of wills with his car and track position over his Class rival as the battling 7s demoted Gary to the back of the group. But it was short lived as Steve Cooke was the first to pass Tim followed by Chris Holland two laps later and now with his security barrier gone Gary repassed the Alfa the following lap to seal his first victory in Class D.

Tim continued to encourage his Alfa, but it was turning more belligerent as the race wore on, before pitching itself into a spin at the Knickerbrook Chicane. Refusing to give up the fight Tim regained the four seconds of lost time to Gary the following lap, but at that point the Alfa decided it'd had enough, locking its brakes on the exit of the Shell Hairpin and refusing to move an inch further.

John Williams and Dave Karaskas continued to battle with the same intensity, although it nearly came to a sudden conclusion towards the end of lap 13. Rapidly catching Anthony Goddard's Reliant Scimitar through Dear Leap, Dave aimed to pass on the right, but below and behind the Reliant Dave was unable to see the Porsche of Gavin Johnson further up the road, slightly in front but also to the right of Anthony. With a huge speed differential Dave aimed for the rapidly decreasing gap as everyone on the pit wall instinctively braced themselves for an explosion of fibreglass.

When the dust cleared John's blue Porsche which passed the Scimitar on the left was back in front, Dave finally accepted that John wasn't going to put into practice his theory of driving slowly to win, settling for fourth overall and second in Class B.

Gavin Johnson, who had been watching the whole situation unfold in his mirrors, breathed a sigh of relief before quietly celebrating fourth in Class D and his first points of the season. Adversity

overcome, thanks to fellow competitors and most importantly family and friends.

Two races into the five race championship Jez and Kevin had one overall win apiece and a pair of maximum scores. The intensity of the Class B battle between John Williams and Dave

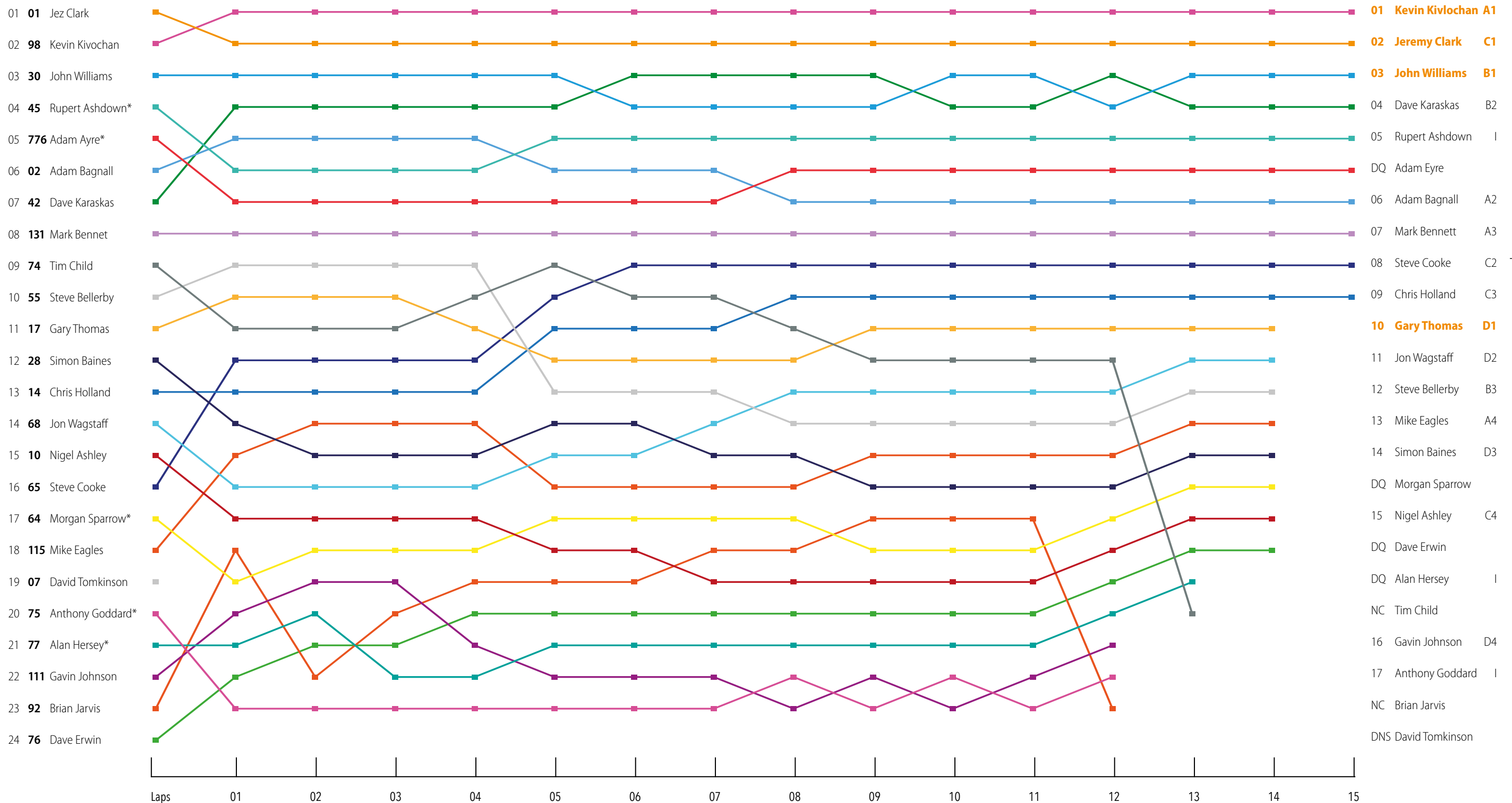
Karaskas suggested their race would run for the remainder of the season. Whilst Class D was looking increasingly competitive, new cars, new drivers and two winners from two races, everyone was relishing the prospect of the double header weekend at Cadwell Park just three weeks away.



TIM CHILD
Image: ©Charlie Wooding 27

LAP CHART

OULTON PARK GOLD CUP: SUNDAY 30TH AUGUST 2020



MORGAN SPARROW CHASES THE ALFA PAIR OF
DAVE ERWIN AND SIMON HOLMESMITH THROUGH
THE HALL BENDS
Image: ©Charlie Wooding



ON DAYS LIKE THESE

EVERY DRIVER HAS A FAVOURITE UK CIRCUIT, BUT IF IT'S NOT CADWELL PARK THEN THEY EITHER HAVE NO SOUL OR ARE QUITE SIMPLY WRONG. IN OUR SLIM-LINE CHAMPIONSHIP THE DELIGHTFUL LINCOLNSHIRE WOLDS WOULD BE THE CENTRE POINT OF OUR SEASON.

The welcoming atmosphere at Cadwell Park is almost certainly helped by Circuit Manager Paul Woodford's enthusiasm for all things petrol powered, with two or four wheels and driven on tarmac or gravel. The circuit look absolutely wonderful as the late summer sun softened into Autumn, casting its dappled light through the tree canopy and onto the circuit.

After his trials and tribulations with a floppy awning at the previous race Gavin Johnson arrived with a far more substantial structure, setting up a 'big top' in the centre of the grass paddock like a hub from which 70s competitors spiralled away. It would be uncharitable to describe the spiral as resembling a Cumberland Sausage in the heart of Lincolnshire so I'll settle for a Catherine wheel from which radiated a pyrotechnic display of colourful race cars.

Gavin, now confident that his Porsche 924 woes from earlier in the season had finally been banished, shared the space with Pip Hammond who had been invited back to refine the set-up of Mark Oldfield's 924 and Jason Wood who had entered his Vauxhall Nova GTE in the first race of the new 80s Production Car Challenge.

Directly opposite were the stunningly presented orange and yellow TVRs of David Tomkinson and Steve Bellerby, next swinging round in a clockwise direction came the TVR of Dave

Karaskas parked on the porch in front of his giant mobile Animal House which cast its shadow over the diminutive Lotus 7 of Gary Thomas. Jez Clark found a little bit of hard standing for his Elan, parked in a little cluster with the Morgan +8 of Kevin Kivlochan and John Williams' Porsche 911.

Having his first race of the year was Howard Payne, his Lotus Europa maintaining diversity in the Lotus Twin-Cam class. Swinging out slightly further we came to Camp Baines, with their regular 924 supported by a bright orange version generously provided by Tony Mekwinski for Jono to race.

The Alfa Romeo outliers consisted of the pale blue Spider of Antony Ross which laid claim to being slightly closer to the circuit café than the red and yellow GTV of Tim Child. It was great to see Charles Barter with his Datsun 240Z having their first run of the season and Adam Bagnall, accompanied by Luke who was giving his four year old son Bowen an introduction to circuit life. It would be really good to see Luke strapped into the family GT6 again as he was a very fast and talented racer, but Bowen is a stark reminder that time waits for no man.

Having completed the first 360° circuit of the paddock, next was Nic Strong who also had an 80s Jaguar XJS alongside his regular Marcos

3000GT. Sharing the same bit of grass was the Audi Quattro of former 70s Datsun racer Tom Owen which he was planning to run in the inaugural 80s race.

Strung out along the perimeter fence was the Italian encampment, with the Alfa Romeo GTVs of Dave Erwin, Simon Holmesmith and Jon Wagstaff, who was joined under his awning by the rather lovely Historic Racing Saloon, Sprint GT of Paul Wallis. In the words of Mafia boss Altabani from the original Italian Job film ‘pretty cars.’ – bella macchina.

The black and red MGB GTV8s of Mark Bennett and Mike Eagles were accompanied by the white TVR 3000M of Pete Connell, and finally,



backed into the furthest corner of the paddock but maintaining the symmetry of the colour wheel was the orange Lotus 7 twin-cam of Steve Cooke.

For some competitors, preparations on race day start well before breakfast and Pip Hammond was up early to claim a flat piece of tarmac to fine tune the wheel alignment of his borrowed racer. Whilst other less experienced competitors pondered the instructions from the new drivers briefing: ‘Imagine the circuit topography as a roller coaster, scream if you want to go faster, enjoy all the fun of the fair and collect your goldfish from the main gate when you leave.’ Fortunately for some drivers who were already a

little apprehensive about their first experience of the circuit, I don’t do drivers briefings!

Two races into the season and the pattern already had an established structure. Jez simply doesn’t waste time getting up to speed, posting his second quickest lap on his second lap of the session and his pole time on his third, an impressive one second quicker than his qualifying time in 2020.

For others it appeared that traffic was having a significant effect on lap times. Kevin Kivlochan was increasing his lap times progressively before getting tangled in a group of slower cars and losing in the region of eight seconds a lap during the middle of the session, resulting in



him only qualifying third behind the nimble Lotus Elan of Rupert Ashdown.

Fourth and fifth were the duelling duo of Dave Karaskas and John Williams, the yellow TVR and blue Porsche were clearly lapping in close company with Kevin’s Morgan Plus 8 and suffered a similar drop in lap times through the middle of the session. This trio were followed by the E-Type of Adam Bagnall and the MGB GTV8 Mark Bennett, separated by a little over three tenths of a second.

Qualifying eighth was Charles Barter, six seconds slower than his 2019 pole time supporting a view, emphasised by the smoke trail, that all was not well with his Datsun. Ninth and the last

car inside 1:50sec was the Lotus Europa of Howard Payne, improving his qualifying time from the previous year by half a second.

The next ten competitors were squeezed inside a three and a half second window, led by the Lotus 7 of Steve Cooke slightly ahead of Chris Fisher's nanoscopic Arkley which always stars when a circuit has wiggles in the middle. Twelfth was Nic Strong who only completed three laps contradicting the theory that a car should go faster if it has no brakes.

Class D or certainly seven of them, sat in the next eight places, the continuity broken only by Steve Bellerby's TVR 3000M which was three quarters of a second behind David Tomkinson's Vixen Sport. All six were faster than the qualifying time set by the Lotus Eclat of Neil Brown in 2019 and even more impressively the top four were also quicker than the qualifying time set by the well sorted 924 of Brian Jarvis in 2018.

The Class was headed by Pip Hammond who was only in the race to keep the seat warm for Mark Oldfield ('Not bad for a no.2' as the saying goes) and followed by the similar Porsche 924 of Gavin Johnson now finally able to extract some of the potential from his car. Next followed the two Alfas, the Spider of Antony Ross two tenths ahead of a disappointed Tim Child in his GTV Bertone, although Tim was almost two and a half seconds quicker than the qualifying time set by the car's previous owner.

After his engine woes in the previous race David

Tomkinson was happy to get seven laps of quick motoring from his Vixen and qualify ahead of the similar powered Lotus 7 cross-flow of Gary Thomas. Simon Baines managed to trounce son Jono in their family rivalry, even managing to put a Mike Eagles MGB GTV8 sized buffer between them. Jon Wagstaff led the trio of Alfa GTV 2000s only six tenths ahead of a racy Dave Erwin who had found four seconds since his previous visit to the circuit and Simon Holmesmith who enjoyed a trouble free run.

Morgan Sparrow only completed four laps of qualifying with his early 2ltr Porsche 911 but knew he had the pace to run with the Class D group in the race. Hanging off the back was the TVR 3000M of Peter Connell. He had been making progress in 2019 with his Porsche 924 getting race experience and some useful laps under his belt, but the TVR appears to be a less compliant beast and not an ideal companion for the unique challenges Cadwell Park presents.

The COVID restrictions had evolved since the Oulton Park weekend and whilst spectators were still not permitted to enter the Paddock the development for this weekend was that competitors could not leave the Paddock. Whilst this didn't cause any hardship for either group you had the amusing sight of spectators lining the low Paddock perimeter fence with cameras to photograph the activities of the competitors in their natural habitat. Talking in breathless, whispered tones about Alfa males, big cats and silver hatchbacks.

THE DUELLING DUO OF DAVE KARASKAS AND JOHN WILLIAMS, LAPPED IN CLOSE COMPANY WITH KEVIN'S MORGAN PLUS 8, WHILST THE BATTLING ALFAS ALSO ENJOYED A GOOD RACE

Image: ©Crian Wilson



Charles Barter was concerned by the amount of water that had disappeared from the cooling system of his Datsun. Adam Bagnall maintained that he had fiddled with all he needed to fiddle with on the E-Type and so spent an enjoyable time answering his grandson's questions about the workings of a front engine rear wheel drive sports car.

With no significant problems to address most competitors passed the time polishing, chatting, grabbing a snack from the circuit clubhouse and



watching other Championships go through their race day procedures.

Circuit Manager Paul Woodford made a Paddock tour ahead of an anticipated 'surprise' visit from the COVID Inspectors, snapping images on his mobile phone as he wove his way between the assembled ranks of shiny racing cars. Saloons, Sports, Formula Ford and an amazing assembly of Formula Ford 2000 single seaters, before inevitably ending up at the 'centre of everything' and the PDC Racing 'big top.'

ROUND THREE: 16.12

As the hands on the clock made their way lazily around to the late afternoon start time competitors made their way down to the Assembly Area, many pausing at the handily located convenience close to the top of the tree lined drive that takes competitors to the point of no return.

HSCC Chief Executive Andy Dee-Crowne was again in the Pace Car leading the field onto the track with Jez doing an excellent job controlling the grid and keeping everything tight, in the hope that with everybody bunched up Rupert Ashdown could prevent Kevin from deploying the massive torque of the Morgan for sufficiently long enough that he could get through Charlies with a lead large enough to hold off Kevin for the length of Park Straight.

Rupert unintentionally got so badly bogged down at the start that by the time the pack reached Park Straight he had been bundled from second to sixth in one corner, falling in behind Adam's E-Type while Charles Barter displaced Mark Bennett for seventh.

As expected, Class D took off like a box of frogs, a hot bed of action as they clambered over each other to gain places, Pip Hammond moved onto the tail of Steve Cooke's Lotus, followed by the Alfa of Anthony Ross, David Tomkinson also gained a couple of places. Chris Fisher was the big loser, dropping three places, Gavin Johnson

TOP: JEZ CONTROLLED THE PACE LAP KEEPING THE PACK TIGHT

BOTTOM: DAVID TOMKINSON & GAVIN JOHNSON KEPT EACH OTHER COMPANY FOR MOST OF THE RACE, BOTH ENJOYING RELIABILITY FROM THEIR NEW CARS

Image: ©Crian Wilson



STEVE COOKE WRESTLED THE HANDLING OF HIS LOTUS 7 TO KEEP PIP HAMMOND AND ANTONY ROSS AT BAY
Image: ©Paul Lawrence



lost two and Tim Child one before losing another to Gary Thomas on lap two.

Rupert Ashdown settled down for a long afternoon to making up for his bad start, ultimately posting the fastest lap of the race making up for lost time. Nic Strong continued to struggle, unable to make the progress he hoped. Charles Barter was getting concerned about the loss of power from his Datsun but the first retirement was the TVR of Pete Connell at the end of the third lap when the distributor drive sheared.

Pete is a well-liked member of the 70s paddock and it's probably unkind to suggest this failure was a blessing in disguise because to enter a motor race takes a lot of commitment, effort

and expense and for it to end so early in the weekend is dispiriting. As Pete discovered learning a new circuit whilst taming a recalcitrant TVR over a race weekend is not the work of moments or for the fainthearted but the experience will be logged in the memory banks for next time.

Charles was the next to disappear from the fray surmising that every lap completed was just exponentially increasing the inevitable engine repair bill. By lap four Rupert Ashdown had displaced Adam and John Williams and was sizing up the yellow TVR of Dave Karaskas as his next victim.

At the front Kevin was initially able to hold the gap to Jez at around a second, even closing slightly on lap five before realising it was a battle he couldn't win and settled down to posting a consistent string of lap times before getting badly caught in traffic allowing Jez to take an apparently easy win, but as always it wasn't as trouble free as it appeared and the end of the race marked the start of a long evening.

The action in the middle of the pack was fizzing along nicely, unbeknown to Steve Cooke the handling of his Lotus 7 was becoming wayward due to a loose rear axle but still quick enough on the straight bits to keep Pip Hammond at bay while Antony Ross looked for a way past both of them.

Mike Eagles provided a mobile buffer between Simon Baines and Jon Wagstaff who was keen

PSYCHEDELIC SEVEN OF GARY THOMAS MADE GOOD PROGRESS IN RACE ONE
IMAGE: ©Crian Wilson



to get on terms with his class rival. Finally finding a route past the red MGB on lap six Jon unfortunately dropped his Alfa at the foot of the hill on the exit of Mansfield a lap later in his efforts to take the challenge to Simon. The Alfa looped around whilst managing to avoid anything solid before reversing up a grass bank and out of the race, causing minimum damage to the car thereby providing a good story to tell in the pub later.

Jon's retirement left Simon Baines, Mike Eagles and Jono Baines to circulate in close company for the remainder of the race without any of them having the pace to challenge the other for a change of order.

Chris Fisher was the next to exit the race at the end of lap six, the needle of the Arkley's water temperature gauge climbing relentlessly towards the stop due to a leaking water pump gasket. He was followed a lap later by Nic Strong who had managed to pass Howard Payne but never reached the point where sudden and sharp intakes of breath could provide an effective alternative to functioning brakes, leaving Howard to motor on to an uneventful eighth place behind Adam Bagnall and Mark Bennett.

With all the action happening midfield it was easy to overlook Morgan Sparrow who had passed the Alfas of Simon Holmesmith and Dave Erwin on lap four. Unfortunately, an excursion on lap nine put Morgan behind the pair of Alfas again with only enough time to

reclaim one place back before the end, although with the consolation of setting a lap time which was quicker than the best from the TVR of Steve Bellerby five places ahead.

Gary Thomas passed Gavin on lap three and David Tomkinson three laps later, settling into third in class but unable to close the gap to the battling Porsche and Alfa a further fifteen seconds up the road. Gavin Johnson kept David Tomkinson company for the remainder of the race, both enjoying a bit of reliability from their cars. The Alfa of Tim Child had been running with this pair initially but dropped away as the race progressed although still finishing comfortably ahead of Steve Bellerby in 16th who was the last unlapped runner.

Steve Cooke retired when his Lotus 7 swing axle began swinging a bit too far after the loose bolt dropped out, leaving Pip and Antony to fight to the finish. Despite Pip dropping his lap times by another second Antony managed to squeeze his Alfa past the Porsche at the foot of the Mountain on the penultimate lap. Pip already had a plan to retaliate on the run to Hall Bends positioning the Porsche to the right of the Alfa, but as they came over the crest of The Mountain the Alfa squirrelled right, blocking the move.

Scrabbling round on the final lap Pip set the fastest lap in Class D but was disappointed to lose the victory after holding the position for the greatest portion of the race. A vivid indicator of the quality and intensity of the race was that the top five in Class D were all quicker than the fastest lap in Class set in 2018 and the first seven were quicker than the fastest Class lap from 2019.

Dave Karaskas and John Williams were simply locked in a battle that had been raging since racing resumed at Brands Hatch and which continued through the Oulton Park weekend. John was generally quicker than Dave over a lap but not by enough that would allow him to find a way past. Steeling himself for a fast exit from Barn to sling shot past the TVR on the run to the line saw the Porsche kicking up grass and dust as it scrabbled for grip on the edge the track but was still only one second behind as they crossed the finish line.

It was also notable how many cars were leaving the ground as they crested The Mountain. Once

thought to be the preserve of quick and nimble single seaters even the relatively low powered Arkley proved to be a photographers dream as it took flight, whilst for some others a less than swan like return to earth grabbed the attention and tested the reflexes.

As competitors filtered back to the Paddock some had more relaxed evenings planned than others. For Pete Connell and Charles Barter their weekend was run. As the adrenalin wore down Jon Wagstaff noticed his ribs were becoming increasingly sore possibly as a consequence of bruising from the hard plastic armrest on the door, deciding that an early bath may be a more appropriate course of action and Rupert's Elan was retired from Sunday's race after an incident later in the afternoon put it out of action.

Steve Cooke, Nic Strong and Chris Fisher all went off to find proverbial sticking plasters to heal their woes that would see them on the back of grid for Sunday's race. The satisfaction of the win quickly dissipated for Jez, as the evening turned into one of those moments where without teamwork, good friends and a single minded determination Championships are won and lost. Having discovered that the diff was beginning to break up the Elan was hoisted high into the air as the team of Julian, Michael & Max worked under the starlit sky to ensure the car would be fit for the race on Sunday.

Mark Oldfield requisitioned a corner outside the PDC Racing awning for his 'hospitality area.' In

the right light (but even more authentic in no light) those able to relax and watch the sun disappear below the horizon, whilst tucking into handfuls of Wotsits and sitting on a slightly wobbly folding picnic chair could almost imagine being on the rear deck of a super yacht moored in Monte Carlo Harbour.

Dave Karaskas and his trusty helper Garry allowed the evening to wind down from the veranda of their motor home and it wasn't until enjoying a breakfast cuppa the following day that they discovered that one of the TVR's suspension bushes had disintegrated.

Whilst 'Animal' manages to keep his thoughts to himself from his vantage point on the dashboard of the TVR, the emotionless glassy eyed stare suggested he was not amused by this last-minute disruption to the routine, but after a rummage in Steve Bellerby's trusty box of bits and encouragement with a hammer, all the wheels were pointing in the right direction by race time.

Adam Bagnall again insisted his 'fiddling' days were behind him, before climbing under the E-Type to demonstrate the sump bolts were still tight.



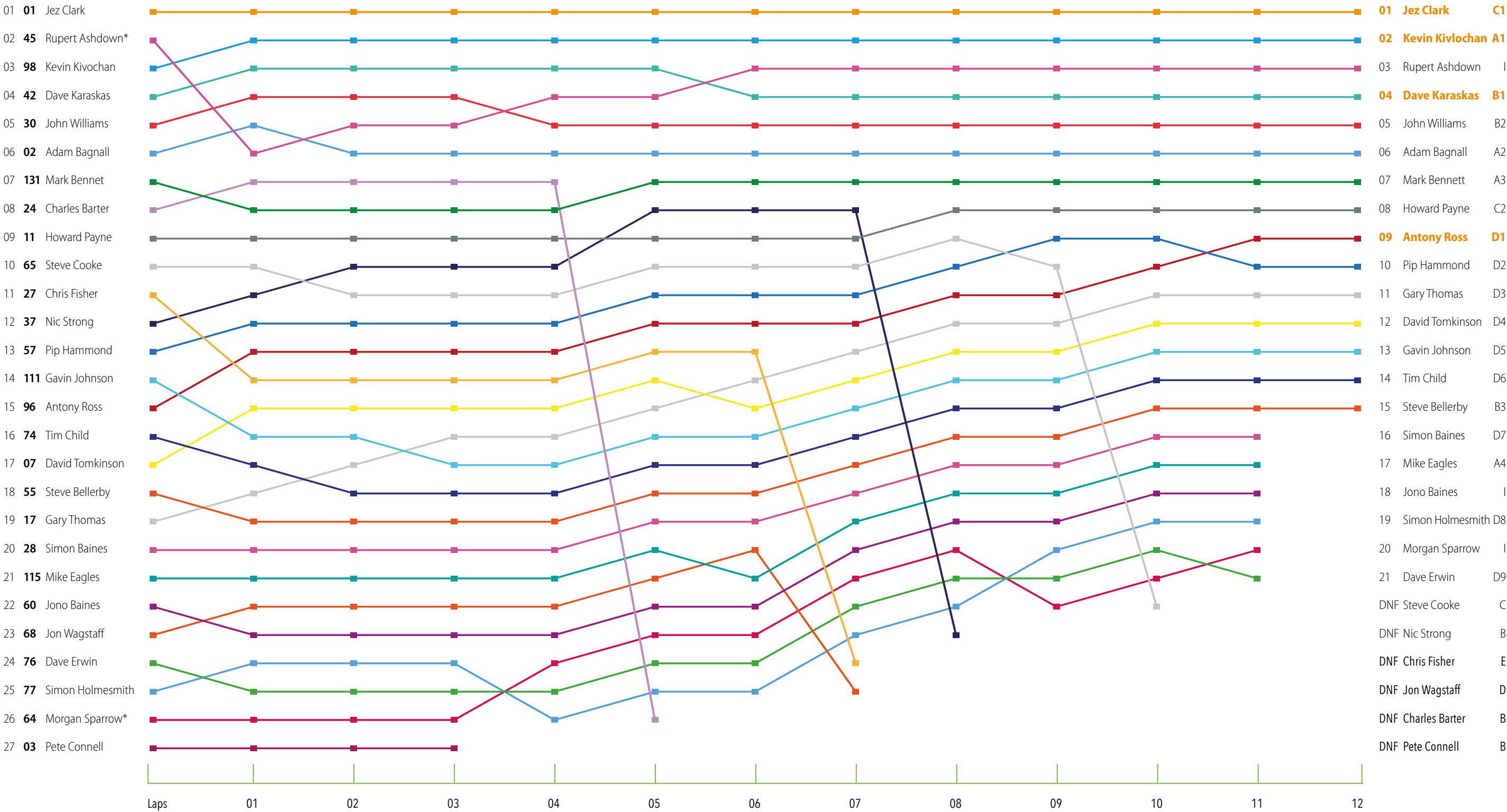
JON WAGSTAFF'S
EUPHORIA AT PASSING
THE MGB OF MIKE
EAGLES ONLY LASTED A
LAP BEFORE HIS
ENTHUSIASM GOT THE
BETTER OF HIM

Image:
©Charlie Wooding

LAP CHART

CADWELL PARK WOLDS TROPHY: SATURDAY 19TH SEPTEMBER 2020

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ADAM'S JAGUAR E-TYPE
SLUMBERS AS THE
MORNING SUN RISES TO
MARK THE DAWN OF A
SECOND DAY OF RACING

IMAGE: ©Gary Thomas

ROUND FOUR: 12.34

Competitors were slightly concerned when Andy Dee-Crowne walked into the Assembly Area without the Safety Car, horror spread amongst the competitors that they were being asked to take part in a Sparco to 3.5k Challenge. Fortunately Andy had simply left it parked on track and the rolling start soon followed its conventional course.

Jez again gave a text book demonstration of how to manage a rolling start but without the help of Rupert Ashdown. Kevin made full use of the power at his disposal from the Morgan and a clear track to relegate Jez to second but only as far as the foot of The Mountain where Jez squeezed his Lotus into an Elan sized gap flying over the crest in the lead.

Dave Karaskas, John Williams, Adam Bagnall and Mark Bennett assumed their regular positions behind the lead duo with the Lotus Europa of Howard Payne tagging onto the back of the group.

Pip Hammond completed the first lap leading Class D, but as in Saturday's race there was action from the start and two thirds along Park Straight, Antony Ross and Gary Thomas had relegated Pip's grey Porsche to third, but with a thick cloud of rubber smoke obscuring the approach to Park corner, Antony and Gary backed off early while Pip Hammond plunged into the dense cloud, emerging heroically in the lead.

Tim Child decided he wanted to join the party, grabbing his Alfa, himself and anything that had a neck scruff, relegating David Tomkinson and Gavin Johnson as he set off after Gary's Psychedelic 7. Steve Cooke, Nic Strong and Chris Fisher all made good progress on the opening lap with Nic getting as high as twelfth on lap four before his brake problems returned along with the involuntary tensing of his gluteus maximus muscles.

Steve Bellerby surged past David Tomkinson's orange TVR and Gavin's white RS Components Porsche, providing Gavin with a lesson in patience and persistence for three laps, before he worked out a way to regain the place, stalking the yellow TVR through Hall Bends and squeezing past into the Hairpin but now eight seconds behind Tim Childs, who had fallen back from Gary's Lotus 7 despite improving his lap times by three seconds over the course of the weekend.

With Mike Eagles not completing the first lap Jono Baines took the fight to his father Simon, whilst Morgan Sparrow picked up where he had finished the previous race, quickly demoting Simon Holmesmith and setting off after the Baines family. The rosso Alfa's of Simon and Dave Erwin circulated together in their own entertaining race.

It took until mid-distance for Steve Cooke and Chris Fisher to get clear of the battling Baines, with the red Arkley also passing the orange Lotus 7 on lap five. At the front Jez was

relentlessly, lap by lap, pulling clear of Kevin's Morgan which was unable to shake off of the battling Dave Karaskas and John Williams. Pip Hammond was also finding that Antony Ross had no plans to give up the fight for class honours.

Following Nic Strong's retirement on the eighth lap the race became stuck in an impasse, lots of close racing but an inability to make progress. Morgan Sparrow relegated the Baines Porsches, Dave Karaskas was sniffing for a way around Kevin's Morgan while John had placed his Porsche stoically in the wheel tracks of the TVR just waiting for the hint of an opportunity. Adam Bagnall, Mark Bennett and Howard Payne, all purred, rumbled and buzzed around the circuit in a rapid convoy.

The first thing to break the stalemate crack was the wheel from Dave Erwin's Alfa, bounding clear of the car and tumbling down Mansfield leaving the wheel centre still bolted to the hub, fortunately Dave was able to bring the car to a halt safely out of harm's way.

As Pip Hammond slowed for the yellow flags, compromising his entry to Mansfield, Antony Ross was able to get alongside on the run to the foot of the Mountain, a move that had proved so successful the day before. Having learned from the experience Pip moved his Porsche to the left of the Alfa which again squirmed to the right off the crest and the Porsche retook the lead into Hall Bends, hanging on over the final

lap to share the winners' trophies for the weekend with Anthony, both taking a class win and fastest lap in class.

One lap from the finish Jono passed father Simon to share family honours for the weekend, John Williams made another final lap lunge to pass his rival, spinning at Charlies but losing virtually no time and salvaging some consolation from the weekend by claiming fastest lap in Class on both days. Steve Cooke made the final move of the race to regain the place lost earlier to the little Arkley of Chris Fisher.

With just one round left in the 2020 Championship the title fight had been distilled down to just two competitors. Jez Clark and Kevin Kivlochan who had scored maximum points in all the previous rounds. Dave Karaskas, John Williams and Adam Bagnall had all put up a good fight hanging on to their Championship ambitions until the end of the weekend. Class D had seen a different winner in every race although Gary Thomas was the only competitor who had scored points in each round and taken a Class win. All would be sorted at the Finals Meeting on 17 October.

And as the weekend drew to a close, competitors were able to reflect on the small displays of friendship, support and simply being together. Some choosing to hang onto the moment a little longer, staying to support fellow protagonists in Historic Road Sports, joined by Jonathan Palmer, Chief Executive of Motor Sport

Vision who stood on the veranda of the Club House no doubt reflecting on where all the years had gone since the mid 70s when he toured the circuits of Britain towing a Marcos (coincidentally with poor brakes) on a home-made trailer of scaffolding pipes behind a Transit minibus.

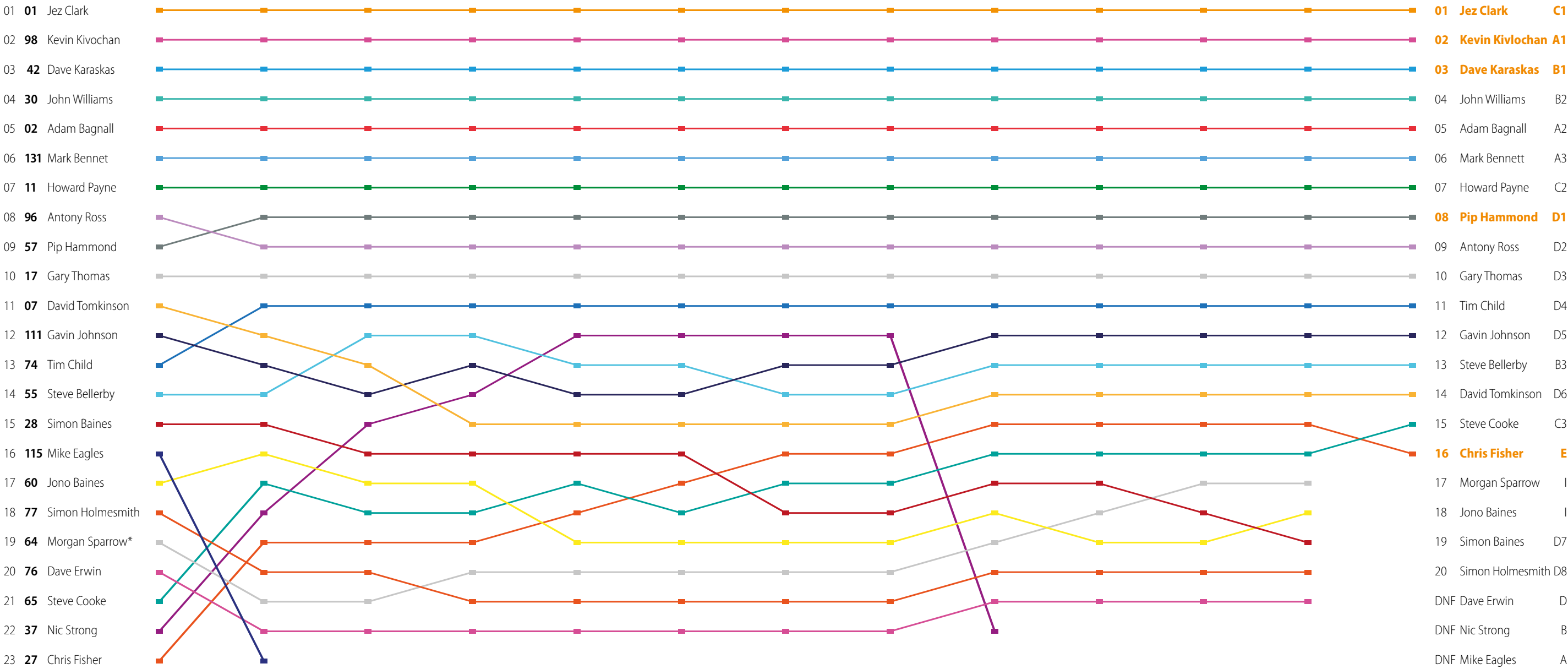
'KEKI' KIVLOCHAN WAS UNABLE TO SHAKE OF THE DUELING DUO OF DAVE KARASKAS & JOHN WILLIAMS
IMAGE:
©Charlie Wooding



LAP CHART

CADWELL PARK WOLDS TROPHY: SUNDAY 20TH SEPTEMBER 2020

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DAY OF RECKONING

IS 'RACING DRIVER' STILL IN THE TOP TEN OF THINGS SCHOOL BOYS WOULD LIKE TO BE WHEN THEY LEAVE SCHOOL? SURELY IT MUST BE AHEAD OF SPACE MAN ON THE LIST NOW THAT SPACEX HAS MADE THE EXPERIENCE OF TRAVELLING INTO SPACE BY ROCKET JUST A LITTLE MORE THAN A VERY EXPENSIVE MEGABUS?

Either way a great grid of 30 cars assembled for the final race of the Championship season at Silverstone, including a fair smattering of MGBs. Tony Mekwinski provided two Porsche 924s for this event giving Jono Baines a second outing in his orange one and bringing a red one along for himself. Finals regular David Hall was back with his silver Vauxhall Firenza Droopsnoot while Brian Jarvis and Nic Strong fitted some oversized wheels and relegated themselves to the Invitation Class.

Team members who had only previously visited MSV circuits quickly discovered that the Silverstone security team had their own interpretations of the National Restrictions. The resolutely applied no spectator rule which had been in place throughout the summer, now included a ban on social media posts which if ignored would result in immediate expulsion from the circuit, according to one of the circuits hi-vis wearing security team.

The hi-vis army also pursued a blanket ban on watching on-track events from anywhere except the pit wall. Unlike compliant customers queuing patiently outside a supermarket, pushing rules is the natural habitat for racers which resulted in amusing incidents as members of the security team pursued groups of people along the banking, while other

groups immediately filled the spaces vacated, until the whole process began to look like herding cats performed as a nebulous taxonomy of conceptual art. By lunchtime the security team appeared to drift away to attend to more pressing duties.

As we have come to expect Jez Clark led the qualifying charge in his Lotus Elan, with Brian Jarvis, Tim Child and Antony Ross in hot pursuit, although they were all immediately into traffic as the competitors dispersed around the 1.6mile course. Dave Karaskas was the first to shine in his yellow TVR, posting a 1:08 lap time, quick enough for pole on his fifth lap. John Williams appeared to be thwarted at every move, unable to find a gap in the traffic until his last qualifying lap, also dropping into the 1:08s, the blue Porsche finishing six tenths behind his season's protagonist but at least sharing the front row.

Kevin Kivlochan was late to the party but managed to post his best time, just under a second away from pole, on his fifth of seven laps to secure the third grid slot, beating Jez by a mere three thousandths of a second. Without resorting to a calculator I am guessing that relates to slightly less than the skin of his teeth.

Six hundredths behind Jez was Howard Payne putting in a strong performance in his Europa followed by an equally racy Nic Strong, the





70S HAVE BECOME A CHAMPIONSHIP FILLED WITH VIBRANT COLOUR AND MODEL DIVERSITY



Marcos a mere five hundredths of a second behind Howard. Mark Bennett gave everyone a space to breath, although his time was not totally representative as he was distracted by a deckchair rattling about in the boot of his MGB GTV8.

David Hall slotted the silver Droopsnoot exactly where you would expect to find him, only once qualifying outside the top ten since 2015, eighth appears to be his happy place. Steve Bellerby was another driver performing well to qualify ninth although just two tenths ahead of Brian Jarvis. Ben White was putting on a good show in his smart Black and Silver MGB Roadster followed by Antony Ross who caused Class D to sit up and take notice, his 1:11.670 lap time is faster than any other in the archive. The previous best lap of 1:12.522 was recorded back in 2008 by Ian Jacobs in his invincible Jensen Healey.

Interesting to note that Antony's Alfa Spider wasn't troubling the speed traps, recording only the seventeenth best time, suggesting that the handling of the Spider was well suited to the circuit. This view was supported by the performance of Tim Child's Alfa GTV which qualified thirteenth but chugged through the start line speed trap like an asthmatic dog, only twenty third quickest.

Morgan Sparrow was pushing along nicely, qualifying comfortably mid-grid ahead of Nigel Ashley's Europa. Matt Nichols' cyan blue TVR 3000M should have been next but ground to a halt after only five minutes of qualifying. David

Tomkinson was just a tenth behind Matt in his Repsol Orange TVR Vixen, the lap times disguising its 1600cc capacity. Steve Lockhart followed David in his Gulf coloured MGB GT ahead of Simon Baines, who unfortunately brought the qualifying session to a premature halt when his Porsche 924 decided to head butt the barrier on the exit of Luffield.

Chris Baxter having his first run in the yellow Lotus Elan he shares with Chris Holland qualified twentieth, setting a time only seven tenths slower than Tim Child seven places ahead. Gavin Johnson led the next group of six cars lapping in the 1:14s again, the whole group only separated by seven tenths. Gavin was another not to trouble the speed traps with only two other competitors slower than his Porsche 924 through the Wellington Straight timing beam, an eye watering eleven mph slower than the 'same' car driven by Brian Jarvis.

Gavin was followed by the Psychedelic 7 of Gary Thomas and the orange 924 of Jono Baines who was a stupendous one mph quicker through the speed trap than Gavin. The MGB GTV8 of Mike Eagles followed, ahead of Mark Oldfield finally getting a run in his 928 which had starred in the Cadwell Park races and Dave Erwin, his Alfa GTV just seven thousands slower than Mark.

Dave is a stalwart member of 70s Road Sports, a regular competitor since 2005 who has notched up well over 100 race starts and simply gets quicker and quicker, no sudden blips or flashes in pans, just solid and consistent progress.

Delving back again into the archive we have calculated that if Dave continues to make the same year on year progress, his Alfa should be on class pole to coincide with their 20th Anniversary in the Championship.

Rounding off the list of qualifiers Mike Stephenson followed in his Datsun 240Z, this car has been prepared to 70s Regulations so we hope to see more of Mike in 2021. Three tenths behind Mike was the Alfa of Simon Holmesmith, qualifying twenty eighth but only seven seconds from the front of the grid.

The final two qualifiers were Tony Mekwinski with his red Porsche 924 and the white MGB GT of Harry Brown in thirtieth position. As an indication of how progressively competitive the Championship has become, if Tony and Harry had been competing in 2010 they would have qualified eighteenth and twentieth.

During the break before the race, competitors settled down to do what they do best, the Silverstone Café had been reorganised to provide a safe environment with a good range of snacks and warm drinks.

Some fiddled, but most competitors idled away the time until awakened by the brilliant Historic Formula 2 grid, they really are lovely racing cars and another of the reasons competing with the HSCC is such a special experience. Tim Child had a run in his newly acquired Formula Junior Cooper T59 and Antony Ross took to polishing the sills of his Spider.

FOLLOWING SOME ON-SITE MAINTENANCE AFTER QUALIFYING GARY THOMAS HAD HIS CROSS-FLOW LOTUS 7 BACK ON SONG FOR THE RACE





JEZ GAINED A PLACE FROM THE PORSCHE OF JOHN WILLIAMS BUT LOST A PLACE TO THE MARCOS OF NIC STRONG TO FINISH FOURTH OVERALL IN A VERY COMPETITIVE FINAL

IMAGE:
©Charlie Wooding

For the final time this season a cornucopia of 70s Road Sports formed in the Assembly Area, fifteen rows buzzing with energy and anticipation. Dave Karaskas really wanted this race, his qualifying lap suggested it was his best chance of the season to steal a win from Jez or Kevin.

Kevin had to win to keep the pressure on Jez and ominously had qualified one and a half seconds slower than his fastest lap in 2019 suggesting he had time in hand, while for Jez to retain his title he simply couldn't lose. Others whose seasons were blighted by unreliability earlier in the year simply wanted to get some good racing miles under the wheels, the rest were simply happy to enjoy the moment, as a distraction from the realities of 2020.

The yellow TVR led the pace lap, Dave holding a steady throttle as the colourful grid rolled towards the start gantry halfway along the pit straight, the Essex V6 humming a happy tune before erupting like a crack of thunder as the red lights were extinguished. Dave mashed the accelerator onto its stop with the Morgan +8 of 'Keki' Kivlochan getting away equally quickly disposing of Jez and moving onto the tail of the TVR as they raced through Maggotts, pulling alongside as the pair braked for the Becketts hairpin.

Somehow 'Keki' was able to arrest the momentum of the big Morgan while Dave

struggled to scrub off enough speed. From a wider approach amazingly 'Keki' was able to roll off the brakes and swoop across the front of the TVR which sailed past the tail of the Morgan on its unstoppable trajectory towards the wide run off on the outside of the corner.

In the time it took for Dave to regain his equilibrium he had been relegated six places, whilst 'Animal' strapped to the front roll hoop gave a dismissive shake of the head before passing one of his impassive glassy eyed stares in the direction of his driver. Quickly dispensing with the Europa of Howard Payne and MGB V8 of Mark Bennett, Dave set about rescuing his afternoon.

Nic Strong had a good opening lap, moving onto the tail of Jez's Elan who was hot on the heels of John Williams' Porsche while Kevin made a break for it and headed for the hills, but only figuratively speaking as the highest ground in this part of the country is the bridge which spans the Wellington Straight.

Further back Ben White relegated Brian Jarvis to eleventh, providing Antony Ross with a nice red target to aim for. Tim Child began his tumble down the classification table losing six places in three laps, with all his lap time being generated by maintaining momentum through the corners, having to wait for other cars to get up to speed



left the Alfa vulnerable on the straights.

The light-weight plastic cars had a great time hoovering up the places in the opening laps, as Nigel Ashley hot footed up the road, David Tomkinson was lickety-split in his wake and Gary Thomas shot off like an arrow from a bow gaining six places in two laps.

Gavin Johnson was a bemused observer as he watched the grid power off down the pit straight and he was left pondering whether his Porsche was not only being powered by a van engine but had actually been completely substituted by a Volkswagen LT, even getting passed by the MGB V8 of Mike Eagles from two rows further back.

John Williams was another to wonder where all his legendary Porsche power had gone, as Jez's little Lotus amazingly slipstreamed past the blue Porsche down the Wellington Straight before John then got mobbed by the Ford V6-powered pair of Nic Strong and Dave Karaskas. The plastic fantastic duo then focused their attentions on the Lotus: Jez was still matching his qualifying times but could do little about Keki who had found his missing seconds and had no intention of losing them again.

It took until lap six before the yellow TVR could clear the red Lotus and set off after the dark

blue Morgan which was already more than five seconds up the road. Despite Dave setting a new outright 70s Road Sports lap record of 1:06.994, such was Keki's pace that after 25 mins of racing the gap to the Morgan had grown to over six seconds.

Jez Clark lowered his qualifying lap time by eight tenths of a second but couldn't hold back the irresistible force of Nic Strong who lowered his lap times by over a second, actually posting his fastest lap on the last of 23, suggesting that his Marcos now has the ability to both go and stop, replacing the previous tried and tested method of swearing followed by praying.

John Williams could do no more than match his qualifying times and sank to fifth in the final standings, although managing to hang onto Jez for almost two thirds of the race before he got tangled up in the lappery where the Porsche appeared to be less nimble than the Lotus. Howard Payne and Mark Bennett had uneventful races, apart from swapping places and swapping back early on. Howard had squeezed all the performance he could from his Europa in qualifying and unlike many of the others couldn't find any more seconds hidden under the seat or wrapped in an oily rag that had been tucked somewhere safe.

Steve Bellerby had a Captain Kirk moment - his

MORGAN SPARROW HAD AN GREAT RACE INITIALLY HOLDING OFF TIM CHILD AND CHRIS BAXTER, BEFORE TAKING ON THE LOTUS EUROPA OF NIGEL ASHLEY AND LOTUS 7 OF GARY THOMAS

IMAGE:
©Charlie Wooding



GAVIN JOHNSON, PORSCHE AND THE ALFA OF TIM CHILD RAN SIDE BY SIDE FOR VIRTUALLY A LAP BEFORE THE POSITIONS CHANGED

IMAGE:
©Charlie Wooding

TVR briefly engaging warp speed, dipping into the 1:09s on lap two before Steve remembered those immortal words 'She canna take any more. She's gonna blow!' and he settled back into his comfort zone, but will no doubt be spending many winter evenings watching the in-car video to try and discover where that lap time came from.

The next group got full value from their entry fee. Ben White managed to get his MGB past the Porsche of Brian Jarvis on the opening lap, creating a one second gap which then remained resolutely static for the remaining twenty five minutes. When running in Class D specification Brian Jarvis had got close the 2008 lap record on a couple of occasions in previous Finals but this weekend his Porsche was below it on eighteen of his twenty two laps. Every time he looked in his mirrors there was the pale blue Alfa Spider matching his every move with Antony smashing the record on his final lap by 1:430 sec. Setting the ninth fastest lap of the race in a car that remained only seventeenth quickest through the start line speed trap was quite an impressive performance.

On virtually any other weekend in the past twenty-five years David Tomkinson would have enjoyed a class victory in his TVR Vixen Sport, lapping at close to the 2008 lap record but on

this occasion finishing over thirty seconds behind the Class winning Alfa. Following some on-site mechanical maintenance after qualifying Gary Thomas had his cross-flow Lotus 7 back on song for the race. After a great opening lap Gary had a fun race with the Europa of Nigel Ashley and the 2.0 litre Porsche 911 of Morgan Sparrow, squeezing past the Porsche on the final lap, to lead across the line by fourteen hundredths of a second.

A little over a second behind Nigel Ashley was the Porsche 924 of Gavin Johnson. Finding himself behind the MGB VGT of Mike Eagles he spent a few laps working out how to use his superior handling to get past the more powerful 3.5 litre V8, eventually launching the Porsche down the inside into Copse and setting off after Tim Childs who was simply relieved his Alfa wasn't required to pull the skin off a rice pudding.

Amazingly, despite languishing in the bottom third of the field both Gavin and Tim's best lap times in the 1:12.7s were comparable with the best in class for any year since 2008 and every year before that. Gavin relentlessly chipped away at the gap to Tim before running side by side with the Alfa for virtually a lap to steal the position Despite neither being in a position to receive a trophy both were rewarded with big grins at the end of the race.



Dave Erwin kept plugging away, comfortably quicker than his performance at any previous Finals Meeting, finishing behind Mike Eagles but more than seven seconds ahead of the 924s of Jono Baines and Tony Mekwinski and thirty seconds ahead of his regular Alfa sparring partner Simon Holmesmith. The Datsun 240Z of Mike Stephenson and MGB GT of Harry Brown completed the list of classified finishers.

Of the four retirements Mark Oldfield was the first to stumble, an ignominious end after the glory days at Cadwell Park, or possibly a result of those heroic races, as the throttle cable snapped at the end of lap nine and the 924 ended its season rolling silently to a halt, parking safely on the exit of Copse.

Next to go a lap later was the Lotus Elan of Chris Baxter. After keeping Steve Bellerby honest for sixteen laps David Hall retired the Dropsnoot Firenza. The final retirement was the MGB of

Steve Lockhart who had made good progress in the early laps only to falter just two laps from the end.

And that was the end of the season, despite starting late, 2020 will be remembered for some exceptional displays of driving talent and sportsmanship. Competitors packed away the memories required to provide the motivation needed to venture into a garage/workshop on the dark cold days in January, knowing that a few more months still have to pass before we can all gather again to renew friendships and rivalries.

Virus permitting, the new season will start on Saturday 17 April at Snetterton, but before that with luck, and a large dollop of optimism, perhaps we can all meet up again on Saturday 27 February for the shambolic evening known as the Annual 70s Dinner at the Thame Lambert Hotel, Nr Watlington OX49 5SQ?

DAVE ERWIN HAD A COMPETITIVE RACE COMFORTABLY RUNNING AHEAD OF THE PORSCHE 924S OF MARK OLDFIELD AND 'JONO' BAINES

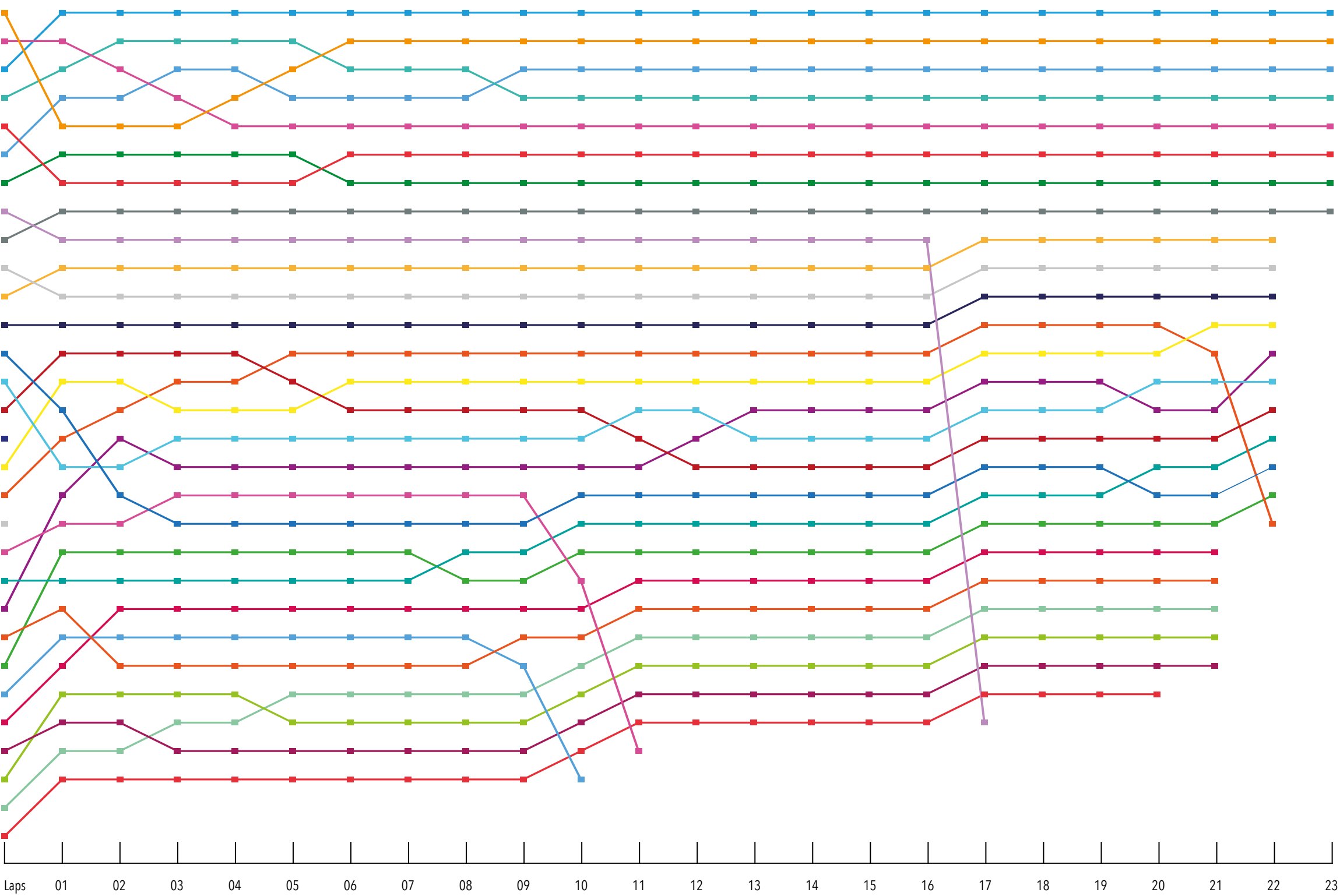
IMAGE:
©Charlie Wooding

LAP CHART

SILVERSTONE FINALS: SATURDAY 09TH OCTOBER 2020

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- 01 42 Dave Karaskas
- 02 30 John Williams
- 03 98 Kevin Kivochan
- 04 01 Jez Clark
- 05 11 Howard Payne
- 06 37 Nic Strong*
- 07 131 Mark Bennet
- 08 51 David Hall*
- 09 55 Steve Bellerby
- 10 92 Brian Jarvis*
- 11 65 Ben White*
- 12 96 Antony Ross
- 13 74 Tim Child
- 14 64 Morgan Sparrow*
- 15 10 Nigel Ashley
- 16 33 Matt Nichols
- 17 07 David Tomkinson
- 18 29 Steve Lockhart*
- 19 28 Simon Baines
- 20 50 Chris Baxter*
- 21 111 Gavin Johnson
- 22 17 Gary Thomas
- 23 60 Jono Baines*
- 24 115 Mike Eagles
- 25 57 Mark Oldfield
- 26 76 Dave Erwin
- 27 52 Mike Stephenson*
- 28 77 Simon Holmesmith
- 29 27 Tony Mekwinski*
- 30 88 Harry Brown*



- 01 Kevin Kivlochan A1
- 02 Dave Karaskas B1
- 03 Nic Strong I1
- 04 Jez Clark C1
- 05 John Williams B2
- 06 Howard Payne C2
- 07 Mark Bennett A2
- 08 Steve Bellerby B3
- 09 Ben White I2
- 10 Brian Jarvis I3
- 11 Antony Ross D1
- 12 David Tomkinson D2
- 13 Gary Thomas D3
- 14 Morgan Sparrow I4
- 15 Nigel Ashley C3
- 16 Gavin Johnson D4
- 17 Tim Child D5
- 18 Mike Eagles A3
- NC Steve Lockhart -2
- 19 Dave Erwin D6
- 20 Jono Baines I5
- 21 Tony Mekwinski I6
- 22 Simon Holmesmith D7
- 23 Mike Stephenson I7
- 24 Harry Brown I8
- DNF David Hall -7
- DNF Chris Baxter -13
- DNF Mark Oldfield -14
- DNS Matt Nichols
- DNS Simon Baines

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THE CLASS OF 2020

THE CHAMPIONSHIP RESULTS FOR EVERY COMPETITOR – OVERALL (CLASS)

No	Class	Name	Car	BH	OP	CP 1	CP 2	SS	Points	Overall Position	Class Position
01	C	Jez Clark	Lotus Elan S4	1 (1)	2 (1)	1 (1)	1 (1)	4 (1)	77	1	1
98	A	Kevin Kivlochan	Morgan Plus 8	3 (1)	1 (1)	2 (1)	2 (1)	1 (1)	69	2	1
42	B	Dave Karaskas	TVR 3000M	2 (1)	4 (2)	4 (1)	3 (1)	2 (1)	61	3	1
30	B	John Williams	Porsche 911SC	5 (2)	3 (1)	5 (2)	4 (2)	5 (2)	53	4	2
02	A	Adam Bagnall	Jaguar E-Type	6 (2)	6 (2)	6 (2)	5 (2)		44	5	2
17	D	Gary Thomas	Lotus 7	17 (3)	10 (1)	11 (3)	10 (3)	13 (3)	42	6	1
131	A	Mark Bennett	MGB GTV8	9 (3)	7 (3)	7 (3)	6 (3)	7 (2)	37	7	3
96	D	Antony Ross	Alfa Romeo Spider			9 (1)	9 (2)	11 (1)	35	8	2
55	B	Steve Bellerby	TVR 3000M	12 (3)	12 (3)	15 (3)	13 (3)	8 (3)	33	9	3
11	C	Howard Payne	Lotus Europa			8 (2)	7 (2)	6 (2)	27	10	2
57	D	Pip Hammond	Porsche 924	DNF		10 (2)	8 (1)		26	11	3
111	D	Gavin Johnson	Porsche 924	DNF	16 (4)	13 (5)	12 (5)	16 (4)	24	12	4
10	C	Nigel Ashley	Lotus Europa	20 (3)	15 (4)			15 (3)	20	13	3
115	A	Mike Eagles	MGB GTV8	DNF	13 (4)	17 (4)	DNF	18 (3)	19	=14	4
07	D	David Tomkinson	TVR Vixen S2			12 (4)	14 (6)	12 (2)	19	=14	5
28	D	Simon Baines	Porsche 924	18 (5)	14 (3)	16 (7)	19 (7)	DNF	18	=16	6
27	E	Chris Fisher	MG Arkley	10 (1)		DNF	16 (1)		18	=16	1
14	C	Chris Holland	Lotus 7	11 (2)	9 (3)				16	=18	=4
65	C	Steve Cooke	Lotus 7		8 (2)	DNF	15 (3)		16	=18	=4
74	D	Tim Child	Alfa Romeo GTV	DNF	DNF	14 (6)	11 (4)	17 (5)	16	=18	7
68	D	Jon Wagstaff	Alfa Romeo GTV	17 (4)	11 (2)	DNF			15	21	8
96	D	Adam Ross	Alfa Romeo Spider	13 (1)					12	22	9
61	D	Lawrence Alexander	Alfa Romeo Alfetta	15 (2)					09	23	10
76	D	Dave Erwin	Alfa Romeo GTV	22 (6)	DQ	NC	DNF	19 (6)	08	24	11
77	D	Simon Holmesmith	Alfa Romeo GTV			19 (8)	20 (8)	22 (7)	07	25	12
03	B	Pete Connell	TVR 3000M	26 (4)					06	26	04
07	E	David Tomkinson	Triumph Spitfire	21 (2)		DNF	14 (6)		04	27	02
24	B	Charles Barter	Datsun 240Z			DNF			00	=28	–
57	D	Mark Oldfield	Porsche 924					DNF	00	=28	–

COMPETITORS IN THE INVITATION CLASS DO NOT SCORE POINTS

No	Class	Name	Car	BH	OP	CP 1	CP 2	SS
11	I	Larry Tucker	Shelby Mustang	4				
14	I	Chris Baxter	Lotus Elan					DNF
27	I	Antony Mkewinski	Porsche 924					21
29	I	Steve Lockhart	MGB GT					NC
33	I	Matt Nichols	TVR 3000M					DNF
37	I	Nic Strong	Marcos 3000GT	DNF		DNF	DNF	3
45	I	Rupert Ashdown	Lotus Elan	8	5	3		
51	I	David Hall	Vauxhall Firenza					DNF
52	I	Mike Stephenson	Datsun 240Z					23
60	I	Jono Baines	Porsche 924			18	18	20
64	I	Morgan Sparrow	Porsche 911 2.0	24	DQ	20	17	14
65	I	Ben White	MGB Roadster					9
75	I	Anthony Goddard	Reliant Scimitar		17			
77	I	Alan Hersey	Reliant Scimitar	23	DQ			
88	I	Harry Brown	MGB GT					24
92	I	Brian Jarvis	Porsche 924		DNF			10
100	I	Drew Nicholson	Alfa Romeo GTV	14				
110	I	Peter Reeve	TVR Vixen	19				
914	I	Perry Tubb	Porsche 914	25				
308	I	Greg Thornton	Ferrari 308	7				
776	I	Adam Eyre	Porsche 944		DQ			

NEWS

As we were unable to hold the Annual Drivers Meeting at the Silverstone Finals we will try and outline any changes that might affect competitors below. The function of the 70s Committee is to listen and respond to competitors suggestions or concerns. Please do not hesitate to contact us. Charles: charlesbarter5@gmail.com

DRIVING STANDARDS

Following the Driving Standards advice in the previous Newsletter we would like to clarify that we are not trying to stifle racing in any way and believe the overall standard of racecraft and competitiveness in 70s is both high and very enjoyable to watch.

DEFENDING YOUR POSITION

70s Road Sports is promoted as a good place to start racing, but also provides a competitive racing environment for experienced competitors.

We would like 70s Road Sports to continue to be a Championship where novice competitors can learn and grow in confidence and not be intimidated by inconsiderate or aggressive driving.

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. But do consider what you are trying to achieve. Defending at the end of a race to hold onto a hard fought position is one thing, holding up a competitor who is naturally quicker just leads to frustration and acrimony.

OBSERVE ALL FLAG SIGNALS

This is a default instruction. The marshals and

the flag signals are there for your safety. Take time to identify the location of the marshals posts and the start of qualifying and again on the warming up lap. There is no excuse for not seeing a flag or light signal.

ROLLING STARTS

The rolling starts improved with every meeting and the two starts by 70s at Cadwell Park were text book examples of how they should be done.

We know that a number of competitors miss the adrenalin rush to the first corner that a standing start provides but rolling starts did reduce the number of first corner incidents which was important when trying to reduce risk in these Covid times.

We do hope that standing starts can be reintroduced in 2021, although at some events such as the Silverstone International in May, rolling starts will retained as in previous years.

THANK YOU

To all competitors who took part in the 2020 Championship, we are extremely grateful for your willingness to adapt to new procedures some of which will be adopted on a permanent basis. There were also some exceptional displays of racecraft which was a joy to watch.

2021 REGULATIONS

The success of the 70s Road Sport Championship is in part due to stable regulations which allow competitors to compete in a diverse range of cars with minimum modifications retaining the road driving ethos.

The aim is always for the Regulations to allow cars with different strengths and weaknesses to compete within clearly defined class structures allowing them to perform to the best of their abilities without any false performance limits or restrictions.

The varied range of cars from all Classes that have achieved Championship success over the past 25 years suggests this is a formula that works quite successfully.

The 2021 Championship Regulations will be published as soon as possible. We recommend that all competitors download a copy from the Championship page on the HSCC website as soon as they are available and to read them carefully:

<https://hsc.org.uk>

We have highlighted notable changes to the Regulations in the following paragraphs.

DECLARATION TO DRIVE

70s Road Sports Championship Regulations: **1.6.1** Competitors wishing to claim road driven points must declare that they will drive their race car to and from every round of the Championship and they will submit a HSCC Drivers Declaration Form.

If no Declaration Form is submitted it will be assumed that the competitor transports their car.

Any competitor found transporting or not actually road driving their own race car to and from any round after making such a declaration will forfeit all road driven points for the season.

No means of transporting the race car must be in attendance during any part of the journey to and from the meeting.

TVR 'M' SERIES WEIGHT CHANGE

Following a review of the information available from the both the Manufacturer and MSUK the 70s 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.

CARBURETTOR CHOKE SIZES

70s Road Sports Championship Regulations:
5.7.7 Model Specific Regulations

ALFA ROMEO 2 LITRE TWIN-CAM
MAXIMUM CHOKE SIZE: 32MM

BMC A SERIES 1275cc
SU Carburetors.
MAXIMUM CHOKE SIZE: 1¼"

FERRARI 308 MODELS
MAXIMUM CHOKE SIZE: 32MM

IMP ENGINES
Stromberg 150 CD Carburetors, may
be replaced by 1½" maximum SUs, or two
Weber 40 DCOE carburetors.
MAXIMUM CHOKE SIZE: 32MM

JENSEN HEALEY
MAXIMUM CHOKE SIZE: 34MM

LOTUS: ELAN, EUROPA, SEVEN
Fitted with Weber 40 DCOE carburetors or
Dellorto equivalent.
MAXIMUM CHOKE SIZE: 33mm

TVR VIXEN SPORT
Weber 40 DCOE carburetors.
MAXIMUM CHOKE SIZE: 33MM

VEHICLE WEIGHTS BALLAST

Throughout 2021 cars will be checked regularly
to ensure they comply with the Championship
Regulations and their approved VIF.

Competing cars will also be weighted as often
as possible. Should a competitor need to
add ballast to their car please ensure that it is
attached as specified in the MSUK Yearbook.

MSUK Yearbook Regulation

5.15.2 Any ballast required must be attached to
the shell/chassis via at least 4 mounting points
using bolts with a minimum diameter of 8mm
each with steel counter plates of at least 400 sq
mm surface area and 3mm thickness.

5.15.3. Provision must be made for the fixation
of seals by scrutineers if deemed necessary.

5.15.4. Where ballast is fitted to touring,
sports racing or GT cars it shall be fitted in the
passenger's location.

NOTE

70s Road Sports Championship Regulations:
5.6.1 Any attempt to transfer weight by use of
lighter units is not acceptable.

70s ROAD SPORTS COMMITTEE VOTE

The Club would like to thank to every member
of 70s Road Sports who responded in the recent
electronic vote for the position of Class D
Representative for 70's Road Sports

Of the 37 votes cast Mark Oldfield received 28
votes and Chris Baines 9 with Mark retaining his
position for 2021

We would like remind all competitors that the
roll of a Class Representatives is to listen to any
concerns or ideas competitors might have and
pass them to the relevant person to address.

It might not always appear to be the quickest
process but it is democratic and no decision in
70s Road Sports is reached without discussion
and consultation which if required which might
ultimately involve the HSCC Chief Executive
Andy Dee-Crowne.

70s COMMITTEE 2021
CHAIRMAN: Charles Barter
CLASS A: Mark Bennett
CLASS B: Charles Barter
CLASS C: Jim Dean
CLASS D: Mark Oldfield
CLASS E: David Tomkinson

70S ANNUAL DINNER SATURDAY 27TH FEBRUARY

Subject to Government guidelines and
restrictions. We will provide an update in January.
The 70s Hospitality Account is currently in credit
by £223.23 this is an amalgamation of funds
collected at previous social events.

The plan is for the funds to subsidise the 70s
Dinner and Annual BBQ at the Oulton Park Gold
Cup on Saturday 28 August.

The theme of the 2021 Gold Cup Barbecue will
be 'Oktoberfest - in August'

RACE WITH US IN 2021

The 70s Road Sports has grown from strength
to strength into a Championship where talented
and experienced racers can push themselves
to the limit against other competitors of similar
ability without resorting to unruly driving tactics.

Within this environment competitors new to the
sport are welcomed, encouraged and supported
so they are able to learn and grow in confidence
and not be intimidated by inconsiderate or
aggressive driving.

As part of the HSCC we compete at some of the
best circuits historic motorsport events in the UK.

For more information visit: <https://hsc.org.uk>

NEWS

TO DISCOVER MORE ABOUT 70S ROAD SPORTS
VISIT: [HSCC.ORG.UK](https://hsc.org.uk)

70S STARS TROPHY PRESENTATIONS

We are planning to continue with the 70S STAR stickers in 2021. They will be awarded to the race winner and class winners after each race to provide a visual recognition of a competitors achievements throughout the season.

Also to ensure competitors achievements receive appropriate recognition our aim is also to hold a trophy presentation after every race (subject to social distancing rules and ensuring competitor safety).

KEVIN KIVLOCHAN AND
DAVE KARASKAS BOTH
DISPLAYED THEIR 70S
STAR STATUS IN 2020.



70S CHAMPIONSHIP 2021 CALENDAR

17/18 APRIL: 2x20MIN
SNETTERTON 300

22/23 MAY: 1x30MIN
SILVERSTONE INTERNATIONAL

05/06 JUNE: 2x20MIN
CADWELL PARK WOLDS TROPHY

26/27 JUNE: 1x20MIN
DONINGTON PARK

09 JULY: 2x15MIN
BRANDS HATCH INDY

10/11 JULY: 1x30MIN
BRANDS HATCH SUPER PRIX

28-30 AUGUST: 1x30MIN
OULTON PARK GOLD CUP

18/19 SEPTEMBER: 2x15MIN
MALLORY PARK

01/03 OCTOBER: 2x30MIN
Spa Francorchamps**

16/17 OCTOBER: 1x25MIN
SILVERSTONE NATIONAL

Non Championship**

All dates and race distances are provisional



ON BEHALF OF YOUR COMMITTEE MAY I WISH YOU ALL SEASONS
GREETINGS, MAKE IT SAFE AND AS ENJOYABLE AS YOU CAN. AFTER WHAT
HAS BEEN QUITE FRANKLY A BONKERS YEAR, NEXT SEASON WILL BE
SUPERB FOR 70S AND THE HSCC IF WE ARE ALLOWED TO START RACING IN
APRIL, WITH NEW CARS AND BIGGER GRIDS, AND A GREAT CALENDAR.

CHARLES BARTER



VIEW THIS NEWSLETTER ON-LINE

<https://70sroadsports.co.uk/newsletters/>

70s TWITTER

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

70s FACEBOOK

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

70s INSTAGRAM

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

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Historic Motorsport Photographer



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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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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