



newsletter

HISTORIC SPORTS CAR CLUB

MARCH 2023 – No2





COMMENT

‘NICE GROUP OF PEOPLE, WITH A GREAT COMEDY DUO. ATTRACTIVE FEMALE PRESENTER CAME ON AT THE END. DON’T QUITE KNOW WHY THE VICAR TURNED UP ON A SATURDAY TO GIVE HIS SERMON. STRANGE THINGS HAPPEN IN NORTH OXFORDSHIRE...’ ALAN JONES



Welcome to the 2nd edition of the 2023 70s Newsletter.

The 70s Awards Dinner was a great event although as always, what happens at the 70s Dinner stays at the 70s Dinner, if you missed it then you only have yourself to blame. However the social media post (above) by our excellent guest speaker Alan Jones succinctly sums up the evening.

We also enjoyed the company of a few competitors from HRS, if they wish to tell their championship team mates about the evening we will be more than happy for more of them to join us next time.

At the time of writing there were more 70s competitors at the dinner than entered for the first race of the season at Snetterton. I won't lecture you about the economics of organising a race meeting and you don't need to be a contestant on University Challenge to work out the exact point when a championship slips from being an influencer and positive contributor to being placed under 'special measures'.

A successful championship thrives on numbers, more cars on track makes the racing more interesting for competitors and also for the family members and friends cajoled along as the support team. 70s Road Sports is generally considered to

be a unique ecosystem but it still needs the support of competitors to thrive and flourish.

We realise there are greater demands on incomes than at any time in recent history, the HSCC have made the bold move to reduce entry fees, but for this idea to extended this across the remainder of the season 70s competitors will need to support the initiative and enter the early season races.

We have plans for more off track events throughout this years programme than in any previous season, more cake, more coffee, more of more but for any of this to happen we need your support.

Snetterton, Saturday 22 April, is now just a few weeks away and entries close on the 13 April, I'm hoping to see a few more of you grabbing the opportunity to compete in a 25 min race for just £210.

Rather than a season preview I have included a review of the 2022, after such a long cold winter it's a timely reminder of what happens when the sun comes out, or in the case of Croft Saturday why it's never a bad idea to load an Ark onto your trailer as well as your race car, unless you are Adam who transports his own personal survival cell to each race.



FOUR OUT OF FIVE AIN'T BAD

JEZ CLARK DID WHAT HE DOES BEST FROM THE FIRST CRISP MORNING AT BRANDS HATCH IN APRIL, WHERE HE AND HIS RED ELAN SPARKLED AS SOON AS THE CAR TURNED A WHEEL.

JEZ THEN PROCEEDED THROUGH THE SEASON COLLECTING POINTS LIKE THE SHARPEST AND MOST DEDICATED COLLECTOR OF THINGS WITH POINTS.

Without hesitation or deviation Jez didn't hang about, topping up his points pot at every opportunity like a kid saving for his first bike. In so much of a hurry that he posted the first ever sub two minute 70s lap of Oulton Park, before exchanging his stash of points for his fourth Championship crown by the end of the Croft Nostalgia weekend, then swapping his overalls for shorts and heading off to spend the remainder of his racing budget on donkey rides along Playa del Mal Pas beach in Benidorm.

In five years of competing in the 70s Road Sports, Jez has quietly collected an impressive four Championship titles when even Meat Loaf thought just 'Two Out of Three' was worth creating a song and dance about. Jez had a clear plan for the 2022 season and a target to aim for.

Whilst Jez was focused on his task, trying to keep track of the ambitions of other competitors was harder to achieve than carrying cats eye glass marbles and steelies home from school in a string bag. His class competition certainly didn't make it easy for him. Paul Tooms was up

for a bit of rough and tumble, happy to snatch points from the champion elect whenever the opportunity arose and Jim Dean's contribution wasn't at all shabby, having spanked the majority of his racing budget on sparkly new overalls, in his trusty Europa Jim stole a couple of early season wins away from Jez at Silverstone in May and Donington in June.

Mark Leverett spent some useful time in the workshop and reappeared with a Custard Elan, although the car was not without teething troubles, probably the most inconvenient being at Croft when the pollybushes dropped out of the rear suspension creating a Lotus with the handling characteristics of oeufs en cocotte.

Will Leverett swapped his drivers seat from the Europa into the Martini liveried Elan and remained very racy whenever he could be dragged away from a summer of elegant sun dappled wedding parties.

When written in late summer this was intended to be a flippant reference to Four Weddings and a Funeral, but what began

JIM DEAN'S CONTRIBUTION WASN'T AT ALL SHABBY, HAVING SPANKED THE MAJORITY OF HIS RACING BUDGET ON SPARKLY NEW OVERALLS.

then as a casual analogy turned out to be closer to actual events than we could possibly have imagined.

Howard Payne had a difficult start to his season, but after Lewis Beales had fiddled around a bit, ironed out some mechanical issues and Howard bolted a fresh set of Yokohamas boots onto his whip, he was literally sticking with the best in class.

Steve Skipworth enjoyed some close competition in the seasons early races, especially at Donington before smashing his piggy bank, packing a good quantity of Angel Delight and Cadburys Smash before heading off to Le Mans for the summer

Classic and teaching the French about classic 1970s cuisine.

Whenever he has time to compete, Nigel Armstrong can show a good turn of speed in Jim Dean's Classic Team Lotus liveried Elan. Chris Holland persisted courageously with his yellow Elan, although a mid 70s Bentley Corniche T1 Coupe might have been a more comfortable race car to aid his recovery following back surgery.

Nigel Ashley persisted in his very pretty Lotus Europa although suffered a disproportionate amount of mechanical distractions and Chris Baxter gave the 'Team Chris' Lotus 7 a run at Donington.

BELOW: LEFT TO RIGHT
WILL LEVERETT, JIM DEAN,
MARK LEVERETT & NIGEL
ARMSTRONG





THE ITALIAN JOB

CLASS D IS ALMOST A SUB CHAMPIONSHIP WITHIN 70S AND LIKE THE ART STUDENTS AT UNI, THEY MIGHT SMELL A BIT FUNNY BUT ARE VERY MUCH THE COOL KIDS LOUNGING DEFIANTLY IN THE CORNER, SLIGHTLY REBELLIOUS BUT ALWAYS ENJOYING A JOKE OR A SHARED EXPERIENCE THAT OTHERS OUTSIDE THE GROUP WILL STRUGGLE TO UNDERSTAND.

DIVERTIAMOCI UN PO'!

Surprising himself more than anyone else with second overall in the championship and winner of Class D, Jon Wagstaff's season appeared to be based on the parable of the tortoise and the hare, his Rosso Orange Alfa was lapping slower than in previous seasons whilst managing to travel further and completing more laps, to hold off his closest European Union neighbour Peter Hore in his Porsche 924.

The hares when they ran were astonishingly quick. Pip Hammond was exceptional at Cadwell Park in variable conditions with a 924 on tyres of unknown origin or durability. Tim Child has now mastered the ambidextrous skills required to enable him to switch seamlessly from the cockpit of his Brabham BT3/4 into the driver's seat of the Alfa, no longer twiddling the window winder whilst attempting a slick Alfa gearchange. Tim has a wonderfully fluid style, late on the brakes, early on the throttle and coaxes some exceptional lap times from his Italian racer.

Dave Erwin fully understands what he and his Alfa are capable of yet is still perfecting

his lap times after almost 20 years in the Championship. In a way Dave is a real life time traveler although maybe not quite as imagined by HG Wells or Philip Pullman. The stopwatch doesn't lie and a 5 second a lap improvement amounts to a minute's time warp over a race distance, and with 12 races this adds up to enough time overall for a conscience free celebratory end of season beer.

Chris Baines returned this year with a transformed Porsche 924, in a reverse of the story where a princess kisses a frog turning it into a handsome prince, Chris has transformed scruffy white family Porsche which suffered from Disney Princess Syndrome into a Kermit Green thing of stunning beauty. Chris is also smart, funny and... tall. As one of the championships younger drivers, Chris represents the next generation of 70s Road Sports racers and a bit like Harry Styles is an icon of his generation... we just need to identify which bit.

The TV show Big Bang Theory never featured a Lancia Beta which is strange based on the number of times Mark

JON'S ROSSO ORANGE ALFA WAS LAPPING SLOWER THAN IN PREVIOUS SEASONS WHILST MANAGING TO TRAVEL FURTHER AND COMPLETE MORE LAPS

Oldfield's Lancia has actually gone bang in a big way, but Mark had a theory that if it stopped going bang it would make an acceptable race car on its day and that day was Oulton Park Saturday, rewarding Mark with a Yokohama Driver of the Day Tankard. Bazinga!

Ken Rorrison continues to uphold the original ethos of the Championship that cars should be and are, road driven and his Alfa Romeo GTV raced on road legal Yokohama tyres and is easily capable of mixing with its more pampered rivals.





CLOCKWISE FROM TOP

LEFT:

JON WAGSTAFF & CHRIS BAINES. PETER HORE. THE 924 OF CHRIS BAINES, TIM CHILD, MARK OLDFIELD'S LANCIA BETA



PSYCHEDELIC SEVEN AND THE CLOCKWORK ORANGE

PROBABLY THE BEST KEPT SECRET IN 70S ROAD SPORTS IS CLASS E FOR LIGHTWEIGHT CROSS-FLOW (EFFECTIVELY FORMULA FORD) ENGINEED FIBREGlass SPORTS CARS.

10



IMAGE: JEFF BLOXHAM

DECEPTIVELY QUICK, FUN TO DRIVE, EXCITING TO WATCH AND, WHEN PAINTED USING THE OPAL FRUITS COLOUR PALETTE SIMPLY GREAT LOOKING CARS.

They simply look so much fun to race, with the Lotus 7 of Gary Thomas and David Tomkinson's TVR Vixen being pushed to their absolute limits weekend after weekend throughout the summer.

David could barely conceal his excitement at the first race of the season when he realised that not only had he qualified far enough up the grid to actually see the start gantry in real time, but then went on to finish 4th overall to become the very first recipient of the Yokohama Driver of the Day Tankard.

Whenever they were on track together David and Gary were locked in combat, never separated by more than the thickness of a layer of vibrant paint. With the Vixen running like clockwork all season completing every race it entered.

Although not without incident with a dramatic spin in monsoon conditions at Cadwell Park and an unintended but spectacular doughnut celebration at the Silverstone Finals, David managed to secure the class victory and third overall in the championship

Chris Fisher just about hung on to his

colourful cousins, the spritely Arkley gets a little breathless on occasions but continues to punch above its minuscule weight and rewarded Chris with the Driver of the Day Tankard at the Silverstone Finals.

These Class E cars are relatively affordable to purchase and maintain and once the secret is out, deserves to become one of the most successful classes in the 70s Championship, deceptively quick, fun to drive, exciting to watch and, when painted using the Opal Fruits colour palette, simply great looking cars.

David Tomkinson will claim that the whole season was one big highlight, but gaining his first podium by finishing third overall at Oulton Park was a very special day.

After the race dominated by Charles Barter, all the 70s competitors gathered on and around the podium for a championship group photo in the glorious Cheshire sunshine and no one there that day, in amongst the smiles and laughter could possibly imagine the significance of the images which were captured in that moment.



IMAGE: JEFF BLOXHAM



B IS FOR BARTER

CHARLES BARTER HAS BEEN PART OF 70S ROAD SPORTS VIRTUALLY SINCE ITS INCEPTION, POSSESSING AN ABUNDANCE OF WIT, WISDOM AND STYLE, AND WITH MORE THAN 25 YEARS IN THE CHAMPIONSHIP LOST NEITHER HIS ENTHUSIASM FOR RACING OR HIS NATURAL ABILITY AND SPEED.

Charles's Datsun 240Z sparkled whenever on track and Charles appeared to be at his most relaxed when behind the wheel

Charles secured a mesmerising victory at Brands Hatch in a chaotic race early in the season. A race with three restarts and Charles being obliged to start at the back on the first two occasions. By the third restart Charles had worked himself up to 2nd place but would have been more than happy to retire to the bar for a cold beer.

Having been persuaded to take part in the final sprint race, Charles did what he's renowned for, surging into the lead at the start before swooping under the chequered flag having overtaken an estimated 31 cars in the process.

This was followed by a feisty drive around the Silverstone Grand Prix circuit, although not the winner this time he was in the thick of the action throughout for which he was awarded the Yokohama Driver of the Day Tankard.

Followed by another win at Brands Hatch around the challenging GP loop, on a scorching summers day.

At Oulton Park in August Charles was pushed from the lights by a tenacious John Williams, inch perfect over every rumble strip and defying the track limit sensors to overcome a 10 second penalty whilst entertaining the spectators with another masterclass of car control.

After missing Croft in September for a holiday, Charles was diagnosed with what everyone believed was a treatable illness and no one believed he would make a full recovery more than Charles who was busily making plans for both the 2023 and 24 seasons when his time ran out at the end of November.

The loss of Charles was a great shock and leaves a huge void in the 70s Road Sport grid. It could be argued there are many parallels between life and motor sport, a headlong rush towards the chequered flag whilst convincing ourselves that we have everything under control.

Taking a more romantic view we should not stop all the clocks, cut off the telephone, prevent the dog from barking with a juicy bone because time stands still for no one

PREVIOUSLY A RACE WOULD BE ATTACKED WITH THE FEROCITY OF A TASMANIAN DEVIL, NOW THERE IS THE MORE RELAXED BUT RELENTLESS APPROACH OF AN AFRICAN WILD DOG

15

LEFT TO RIGHT:

THE STEALTH TVR OF PETE CONNELL, WOLVERINE BARTER, #5 ANTONY ROSS TVR, THE EVERGREEN TVR OF JULIAN AND BLUE PORSCHE 911 SC OF JOHN WILLIAMS

and rather than putting out every star as suggested by WH Auden, we should instead take the time to look to the sky on a clear night and spot the one star flying higher, flying faster and sparkling even brighter and rejoice that we knew Charles.

Julian dropped in and out of the Championship, having gained more responsibilities and less time with a growing family, things to do and places to go but when he found himself back on track his evergreen TVR 3000 remained the pick of Blackpool's finest.

Time has mellowed Julian just a little, formerly a race would be attacked with the ferocity of a Tasmanian Devil, now there is the more relaxed but relentless approach of an African Wild Dog, no longer trying to win the race at the first corner but simply hunting his rivals down, scoring three exceptional victories at

Cadwell Park, Donington and the Silverstone Finals where he took the fight to a pair of more powerful Morgans and simply sat in their mirrors, as their progress became more ragged, Julian swept to a majestic victory.

Nic Strong continued to battle against the ghost in the machine which seemed determined to poke a spanner in the spokes of his Marcos 3000GT at every possible opportunity. Following an interlude to spend time as a Yokohama trailer queen at the Silverstone Classic the gremlins became a little less troublesome, allowing Nic to achieve some handy results towards the end of the season. Although either weak brakes or heavy feet remained a permanent issue.

The stealth like progress of Pete Connell almost went unnoticed, he just kept quietly squirreling points away like a



school boy finding that the loose change down the back of his grannies sofa, a reliable source for funding purchases from the Rimmer Brothers tuck shop. Pete was second in class B going into the final race, before fiddling with the plan that had worked so well for the previous seven months and being bundled down the order to finish a slightly disappointing but still creditable fourth in class. However his tenacity was rewarded with the Spirit of the 70s Trophy.

The predicted proliferation of TVRs like reflections from the Tower Ballroom glitter ball has still yet to happen, but Antony Ross upgraded from his delightful Alfa Spider to a very nicely prepared 3000M, sneaking two class wins at Croft. Steve Bellerby's example still shone to distraction and he enjoyed some close

racing with Matt Nichols when his blue TVR could be persuaded not to boil itself.

John Williams continues to demonstrate that when it comes to hustling a 911 around a race track he is a seasoned exponent of the art, unfortunately a total transmission failure at Oulton Park brought his Championship aspirations to a juddery, clanky, clattery oily halt.

Mike Stephenson was forced to miss the middle of the season but his Datsun 240Z is another of the new generation of superbly prepared and presented racers which now grace the 70s grid, the pale metallic blue 260Z of John Hall maintains a healthy Datsun presence in the class.

Rivaled only by Class D for numbers these powerful and spectacular cars make their presence felt at the front of the grid.

16



THE A TEAM

CLASS A TOOK A NOVEL APPROACH TO COMPETITION AND INSTEAD OF COMPETING ON TRACK AGAINST EACH OTHER, TURNED IT INTO A RELAY RACE AND TOOK TURNS TO RACE WHEN THEIR OTHER CLASSMATES WERE PRE-OCCUPIED.

17

Kevin Kivlochan stormed the first bend in his Morgan and all appeared to be going well until race three when his engine turned itself inside out and distributed its component parts around Kent without a mechanic going near it with a spanner.

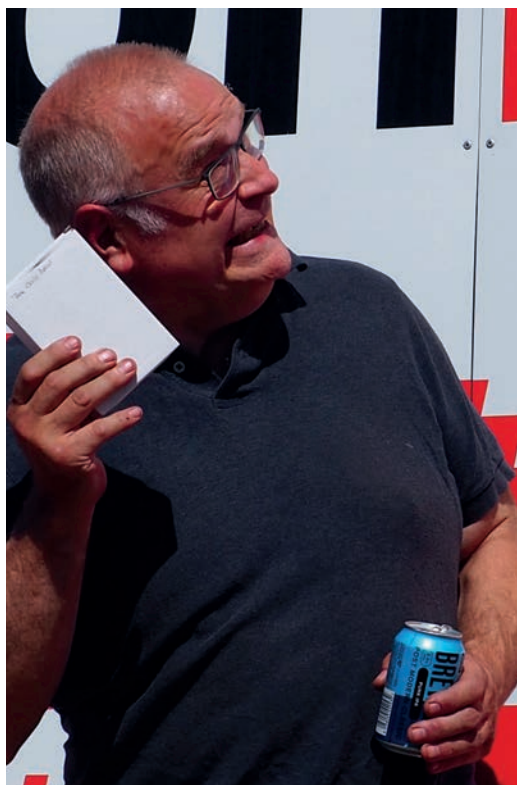
Next up was Adam Bagnall. Whilst 70s Road Sports is a happy and eclectic mix of characters, Adam is way ahead of the others, a graduate from the school of alternative thinkers.

70s is still very much a club championship with competitors managing without support trucks and motor homes, mostly towing their race car behind a suitable car or van. Adam however uses reverse theory and tows his trailer and sleeping accommodation behind his race car.

Despite this unconventional arrangement it does not inhibit his spirited approach to racing at all, especially at Cadwell Park where on a sodden track he was all arms and elbows right in the thick of the action, before downing a pint of beer from his Yokohama, Driver of the Day mug, declaring time waits for no man, returning

to his shed thus making way for Mark Bennett to have a turn.

Mark ticked off the remainder of the season in his familiar black MG until the red MGB V8 of Mike Eagles joined in at Croft and Mark passed on the Class A batten for the final leg at Silverstone.





THE OUTLAWS

AND FINALLY WE HAVE THE COMPETITORS FOR WHOM THE RULES DON'T APPLY, FREE SPIRITS WHO ROLL WITH THE TIDE, ADOPTING A CAREFREE ATTITUDE, HANGING WITH THE BREEZE AND SPENDING AS MUCH OF THEIR RACING BUDGET ON COOL SUNGLASSES AND BOARD SHORTS AS MOTORSPORT.

19

Ben the Vet, with a disarming broad grin is capable of posting some great lap times and on a good day can easily run with the dogs in his achingly attractive Alfa Romeo but on a bad day can get distracted by shiny things.

Tim Hayes is a popular friend of 70s and always welcome in his Alfa Romeo Sprint, Alex Child made a welcome return in his Alfa Romeo GT Junior but unfortunately his car left all it's performance in 2015.

Robert is at ease in motor racing paddock, dressed in tweed and wearing a large cigar he has a natural statesmanship approach to motorsport and graced the 70s grid with his E-Type at Croft

Also joining us at Croft was the yellow TVR of Mark Wynn who we hope to see more of in 2023. Morgan Sparrow currently shares a 2.0 Porsche 911 with his father but we look forward to the return of the 2.7.

Tom Owen is at one with the earth, pitching his tepee at the end of a rainbow, where Tom goes the force goes with him, subconsciously metamorphosing into a handy and spirited racer.

Right at the start of his motor racing adventure James Charalambides has a competition licence and a car and we will look forward to support him on his motor racing adventure.

At the opposite end of the 70s spectrum is Steve Deeks, a legend on his own t-shirts. At Brands Hatch he arrived on a cloud of stardust with a camera crew. Competitors were entranced and mesmerised by the halo reflected from his golden helmet and like a modern day gladiator in the colosseum Steve wrestled the 'Orange Beetle' to a heroic death.

Forty four competitors entered the 70s Road Sport championship during 2022 and the overriding impression was of a kaleidoscope being given a twist before each round to create a brightly coloured pattern of very nicely presented racers which swooped and swirled, ducked and dived in a motorised murmur as the Championship migrated from circuit to circuit throughout the summer.

And in no time at all we will be preparing for the 2023 season, buttering our butties

filling our flasks from the Robinsons squash bottle. The excitement and anticipation fighting against the doubt and uncertainty as the days and weeks are crossed off the calendar. New faces and new cars, empty score sheets waiting to be filled with emotionless numbers standing in line waiting patiently to be totted up to silently enumerate success or failure.

Hedonists, thrill seekers, private jets, mega yachts (Hawaiian Tropic Grid Girls) all the

perceived trappings of a professional racing driver do not feature strongly in a 70s Road Sports Championship. Which is fortunately also free from FIA-induced drama and chaos.

At this time of year some competitors may stare hopefully into pots of Swarfega trying to see into the future, but we will predict that in 2023 as in the season just gone, close racing, great sportsmanship and a lot of laughter will be 70s overriding values... and cake!



EVENTS

21



Live Timing will be available at all HSCC events this season.

Scan this QR Code with your smart phone for live event timing or visit the website:

<https://livetiming.tsl-timing.com/hsc>

70s REGULATIONS 2023

70s Published Regulations 2023 are now available to download from the 70s Road Sports page of the HSCC website:

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

The Regulations have a slightly different look as they have been based on a Motorsport UK template created to standardise the presentation across UK Motorsport.

Championship points will now only be awarded based on race results, there are no bonus points for fastest laps.

The points allocation is also based on a sliding scale the fewer competitors you have in a class the fewer points will be allocated.

FINAL INSTRUCTIONS

Each event has a specific set of Final Instructions, available to download from the Events page of the HSCC website:

<https://hsc.org.uk/events/>

Please read them as they contain detailed event information such as circuit entry times, scrutineering times, the availability of pre event checks and drivers briefings, etc.

The same web page will also contain event timetables and paddock parking plans.

SNETTERTON 300 SATURDAY 22 APRIL

ENTRIES OPEN UNTIL: 13 APRIL

10.00am Qualifying 20.00min

15.10pm Race 25min

Back in the 70s Snetterton was interesting, fun, fast and like all the best race tracks there was a suggestion it might hurt if things went too awry.

Since the major revisions were carried out to the track in 2011 Snetterton appears to have fallen out of favour with 70s competitors, so it is good to see Justin Wilson and Simon Holmesmith on the entry list after a year away.

However £210.00 for a 25min race still represents great value, if you want to see your name in the programme post your entry by the closing date on 13 April.

CADWELL PARK 06 & 07 MAY

ENTRIES OPEN UNTIL: 27 APRIL

09.30am Qualifying 15.00min (Saturday)

14.23pm Race 20min (Saturday)

10.30am Race 20min (Sunday)

A Marmite circuit, some competitors love it others are a bit indifferent, but it is a very different challenge from the airfield

EVENTS

circuits that precede it and follow it on the championship calendar. Cadwell is also unique in being part of an Area of Outstanding Natural Beauty (AONB) and in early May the woodlands may still be filled with a carpet of bluebells.

For 70s the event will feature two races one on each day, with both races counting as championship rounds.

We will be holding a Coronation Street Party for all 70s & HRS competitors (families and friends) on Saturday evening so please pack something appropriate to wear.

Entries are building nicely but don't forget the closing date is 27 April.

NOTE: If you fancy a bit of extra racing on Sunday afternoon the HSCC are offering competitors a couple of 20min open races for just £295.00

SILVERSTONE INTERNATIONAL SATURDAY 27 MAY

ENTRIES OPEN UNTIL: 18 MAY

Qualifying 20.00min (Saturday)

Race 25min (Saturday)

Silverstone GP circuit is big, wide and flat and holds a licence for a maximum grid of

61 cars, to keep things interesting for competitors and to reduce the chances of anyone finding themselves on their own with just tumbleweed to race, Historic Roadsports and Historic Touring Cars will be sharing the grid with 70s.

The race could also be regarded as a practice run for the Silverstone Festival and will be available at the discounted price of £385.00 until 18 May.



We will let you know as soon as the entry list is open. To secure a place on the grid at this years Festival it's important competitors enter as soon as possible.

As always with HSCC events, entry fees will not be drawn until approximately 10 days before the event.

The provisional event format will include a 25 minute qualifying session and a 45 minute race with compulsory pit stop.

All competitors have the opportunity to share (although it is not compulsory).

FESTIVAL FORMAT

CURRENTLY HRS & 70S COMPETITORS WILL BE BASED IN THE WING ALL WEEKEND.

PARKING FOR CAMPER VANS WILL BE ON THE RUNWAY BE OPPOSITE THE VEHICLE ACCESS TO THE WING.

QUALIFYING:

FRIDAY AFTERNOON

SATURDAY: EVENING:

ALL COMPETITOR BARBECUE WITH YOKOHAMA

RACE:

SUNDAY AFTERNOON

NEWS

23

70s SOCIAL

This season we plan to host catered events for 70s competitors at our double header meetings at Cadwell Park and the Nostalgia Meeting at Croft plus Saturday evening at the Silverstone Festival.

Time, weather (and volunteers) permitting we will also aim to provide coffee & cake at as many events as possible... so get those Great British Bake Off cookery books off the bookshelf and into the kitchen.

CHARLES STICKER

The Charles Barter tribute stickers (110mm dia) will be available for competitors at HSCC Meetings starting at Snetterton (and until we run out).



OPPOSITE LOCK TROPHY

Rescued from the back of a cupboard, 70s have a new trophy to present at the end of each season. For the driver who gets stuck in, always in the thick of the action and always on the limit.

Awarded to David Tomkinson for 2022 the trophy has an interesting history and been in a few illustrious trophy cabinets over time.

The Opposite Lock Trophy was first presented to a youthful Simon Hadfield in 1981 by Martin Hone, entrepreneur and driving force behind the Birmingham Superprix.

Martin ran the Opposite Lock night club in the 1970s & 80s, located next to the canal in Gas Street, Birmingham. The club was a motor racing mecca filled with memorabilia.

Anecdotal reports suggest that in the true tradition of the 70s the club provided some great memories, a lot of racing car talk, and social drinking into the early hours.

SUPPORT



YOKOHAMA SUPPORT 2023

Stickers will be given to competitors to at the first race they attend this season.

COMPETITOR SUPPORT

Adams & Page will be attending the Silverstone International to offer competitors advice and technical support. If tyres are ordered for collection at the meeting they will also provide a fitting service.

YOKOHAMA 2023 TYRE RANGE

Yokohama Tyre Range with a minimum of 50 profile as Regulation 5(13).3.

Competitors prices from Adams & Page:

Including VAT, fitting & balancing.

If the size you require is not available from the Yokohama range Adams & Page stock a large range of alt alternative brands.

CONTACT:

Adams & Page
Lincoln Road, Cressex Business park,
High Wycombe HP12 3RQ
01494 525 971

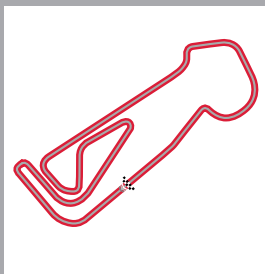
adamsandpage.co.uk

SIZE	YOKO 048	YOKO 050	YOKO 052
MSA LIST	1C	1C	1B
165/55R12	£105.00	–	–
165/60R12	–	–	–
175/50R13	£129.30	–	–
175/60R13	£135.00	£ 135.00	–
185/60R13	£145.00		N/A
205/60R13	£175.00		N/A
235/45R13	–	–	–
185/55R14	–	–	£171.25
185/60R14	–	–	N/A
195/50R15	–	–	£183.00
195/55R15	–	–	£191.00
205/50R15	–	–	£191.00
205/60R15	£195.00	–	–
225/50R15	–	–	£208.00
235/50R15	–	–	–
195/50R16	–	–	£230.00
205/50R16	–	–	£231.00
205/55R16	–	–	£233.00
225/50R16	–	–	£241.00
255/50R16	–	–	–
205/50R17	–	–	–

N/A: Not suitable for competition use

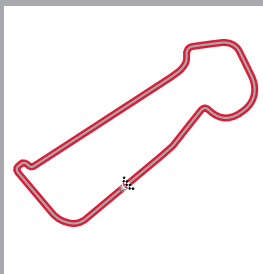
CALENDAR 2023

**22 APRIL
SNETTERTON 300**



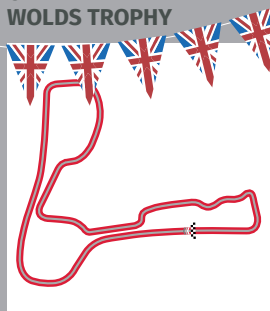
**NORFOLK,
UK**
3.00 MILES / 4.78 KM

**23 APRIL
SNETTERTON 200
AUTOSPORT 3 HOURS**



**NORFOLK,
UK**
2.00 MILES / 3.21 KM

**06 – 07 MAY
CADWELL PARK
WOLDS TROPHY**



**LINCOLNSHIRE,
UK**
2.18 MILES / 3.51 KM

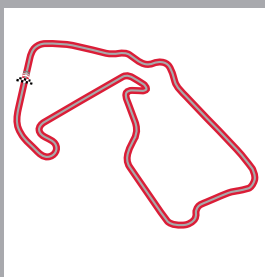
**SNETTERTON 300:
SATURDAY 22 APRIL**
HRS & 70S

**SNETTERTON 200:
SUNDAY 23 APRIL**
HRS ONLY

**CADWELL PARK:
SATURDAY 06 MAY**
HRS & 70S
SUNDAY 07 MAY
HRS & 70S

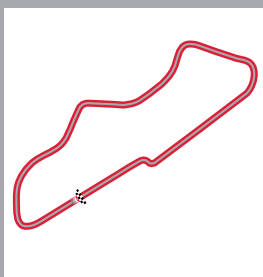
**SILVERSTONE GP:
SATURDAY 27 MAY**
70S & HRS COMBINED
GRID

**27 – 28 MAY
SILVERSTONE GP
INTERNATIONAL TROPHY**



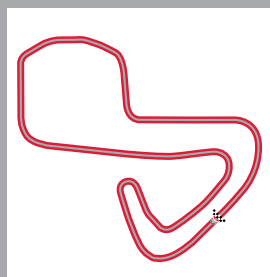
**NORTHANTS,
UK**
3.67 MILES / 5.90 KM

**24 – 25 JUNE
DONINGTON PARK
NATIONAL**



**LEICESTERSHIRE,
UK**
1.98 MILES / 3.18 KM

**15 – 16 JULY
BRANDS HATCH GP
LEGENDS OF BRANDS**



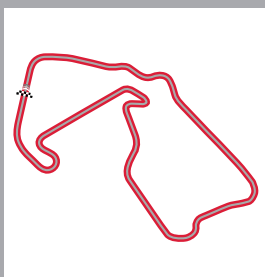
**KENT,
UK**
2.43 MILES / 3.91 KM

**DONINGTON PARK:
SATURDAY 24 JUNE**
HRS
SUNDAY 25 JUNE
70S

**BRANDS HATCH GP:
SATURDAY 15 JULY**
HRS & 70S

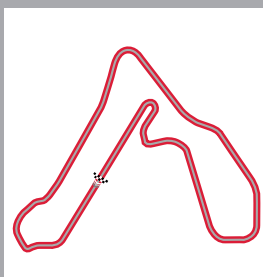
**SILVERSTONE FESTIVAL:
25 – 27 AUGUST**
HRS & 70S COMBINED
GRID
QUALIFYING:
FRIDAY AFTERNOON
RACE:
SUNDAY AFTERNOON

**25 – 27 AUGUST
SILVERSTONE GP
SILVERSTONE FESTIVAL**



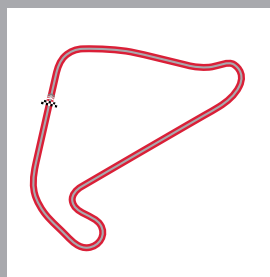
**NORTHANTS,
UK**
3.67 MILES / 5.90 KM

**02 – 03 SEPTEMBER
CROFT
NOSTALGIA**



**NORTH YORKSHIRE,
UK**
2.10 MILES / 3.38 KM

**14 – 15 OCTOBER
SILVERSTONE NATIONAL
HSCC FINALS**



**NORTHANTS,
UK**
1.64 MILES / 2.64 KM

**CROFT NOSTALGIA:
SATURDAY 03 SEPTEMBER**
HRS & 70S
SUNDAY 04 SEPTEMBER
HRS & 70S

**SILVERSTONE FINALS:
SATURDAY 14 OCTOBER**
HRS
SUNDAY 15 OCTOBER
70S

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CHARLIE WOODING

Historic Motorsport Photographer

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JEFF BLOXHAM

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The **70s Road Sports & Historic Roadsports Championships** are organised and administered by the Historic Sports Car Club in accordance with the General Regulations of Motorsport UK.



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