

roadsports

HISTORIC SPORTS CAR CLUB

SPRING 2024 – No1





COMMENT

MOST OF YOU WILL HAVE SEEN THE PRESS RELEASE ANNOUNCING KEVIN AS THE NEW CHAIRPERSON OF THE HISTORIC SPORTS CAR CLUB FOR THE NEXT TWO SEASONS, IT WILL BE GREAT TO HAVE A CLOSED WHEEL FAN IN THE BIG CHAIR AT THE TOP OF THE TABLE



Many of you will also be aware that Kev has been a bit under the weather recently and so to assist him as we start the new season I will be fulfilling the role of 'super sub' (filling the roll?) for both Historic Roadsport and 70s competitors: james_nairn@btinternet.com

Since the last Newsletter we've had the Road Sports awards dinner to celebrate the achievements of 70s & HRS competitors in 2023. It was the usual circus, clowns, jugglers, radio controlled sea gulls, guide dogs for the blind and laughter. When the bar shutters came down at 11.00 it caused slight consternation but if you weren't there you missed a good evening.

Having passed the spring equinox it's officially the end of the dark days with race suits replacing wet suits but based on the recent experience of Snetterton it may still be wise to pack your thick jumper and wooly hat.

I like to keep things really simple, so if you are planning to race with 70s or HRS this year now is the time to place your entries. Encourage your fellow competitors to do the same, the more entries we get the better the racing, the more social the social events and potentially the less it will cost.

Motor racing is a selfish sport but for a championship to be successful it requires all competitors to work together to provide strong grids, fast, close and exciting racing not just for yourselves but your families, friends and spectators.

We have splendid Roadsports 'picnic' weekends planned for this season at Cadwell Park, Oulton Park and Croft. Fish & chips from a van, barbecues, and maybe a 'car boot, bingo, disco'. Plus the return of the Yokohama Driver of the Day Tankard for both HRS & 70s.

We have been invited back to Oulton Park for the Gold Cup and Castle Combe for the Autumn Classic, and of course the popular Croft Historic Weekend. If you look at this years calendar and are not excited and inspired to come racing with 70s & HRS please tell me why.

On the following pages of this Newsletter I will confirm the 70S & HRS racing days, race formats and track time. I will also try to explain the new discount scheme, when entry fees will be taken and provide target entry numbers.

Cadwell Park entries close on 14th May. This is a great circuit for small capacity cars and a committed driving style, hope to see you there.



HOPEFULLY WARM DAYS
WILL BE BACK SOON THEN
WE CAN START PLANNING
SUMMER MERCH

CALENDAR '24

EVENT DOCUMENTATION: <https://hssc.org.uk/events/>
LIVE EVENT UPDATES: HSCC Information App (Available for Apple & Android)



SAT 20
APRIL
SUN 21
SNETTERTON
200



The start of a new racing season with the Historic Sports Car Club. The first combined race of the season for the 70s Road Sports and Historic Road Sports Championships, with a 20-minute race each day of the weekend.

FORMAT: 70s + HRS = 2X 20MIN
70s TARGET GRID: 13 | HRS TARGET GRID: 19

TIMETABLE

SATURDAY: QUALIFYING: 09:30 – 09:50
SATURDAY RACE 1: 14:25 – 14:45
SUNDAY: RACE 2: 10:50 – 11:10

SAT 18
MAY
SUN 19
CADWELL PARK
WOLDS TROPHY



Traditionally a popular event with 70s competitors, a great venue which regularly provides entertaining racing. The first of the season's picnic weekends with plans for a fish supper served from a classic mobile chip van.

FORMAT: 70s = 2X 20MIN | HRS + HTC = 2X 20MIN
70s TARGET GRID: 25 | HRS TARGET GRID: 17

TIMETABLE

SATURDAY: 70s QUALIFYING: 09:00 | HRS QUALIFYING: 11:00
SATURDAY: 70s RACE 1: 14:30 | HRS RACE 1: 16:50
SUNDAY: 70s RACE 2: 10:10 | HRS RACE 2: 12:20

SAT 08
JUNE
DONINGTON
PARK



To offer competitors more variety during the season and following the success of the format at the Silverstone Festival last year we have introduced a 40min mini-enduro championship race with pit stop.

FORMAT 1X 40MIN – GRID 70s + HRS + HTC
70s TARGET GRID: 23 | HRS TARGET GRID: 21

TIMETABLE

SATURDAY: QUALIFYING: TBA
SATURDAY RACE: TBA

FRI 26, SAT 27
JULY
SUN 28
OULTON PARK
GOLD CUP



Back on the Roadsport calendar with a double header. The venue of our most legendary picnics including the Soap Box Grand Prix, Space Hopper Races and Hawaiian Night. New for this year barbecue and Car Boot, Bingo, Disco.

FORMAT 2X 20MIN – GRID 70s + HRS + HTC
70s TARGET GRID: 23 | HRS TARGET GRID: 21

TIMETABLE

FRIDAY: QUALIFYING: TBA
SATURDAY RACE 1: 14:25 – 14:45
SUNDAY: RACE 2: 10:50 – 11:10

SAT 10
AUGUST
SUN 11
CROFT HISTORIC
WEEKEND



A two-day meet of historic racing, classic car displays and enthusiastic spectators. A great weekend, it should be on everyone's must-do events of the season. Including the third of our seasons picnics with a traditional barbecue.

FORMAT 2X 20MIN – GRID 70s + HRS
70s TARGET GRID: 22 | HRS TARGET GRID: 18

TIMETABLE

SATURDAY: QUALIFYING: TBA
SATURDAY RACE 1: TBA
SUNDAY: RACE 2: TBA

SAT 18
SEPTEMBER
SUN 22
CASTLE COMBE
AUTUMN CLASSIC



The Royal Automobile Club's Event of the Year 2023. It is a privilege to be invited to this must-do event on the historic racing calendar so get your entries in early as we are expecting a full grid.

FORMAT 2X 20MIN – GRID 70s + HRS
70s TARGET GRID: 18 | HRS TARGET GRID: 18

TIMETABLE

SUNDAY: QUALIFYING: 08:55 – 09:10
SUNDAY RACE 1: 14:55 – 15:15
SUNDAY RACE 2: 17:20 – 17:40

SAT 12
OCTOBER
SUN 13
SILVERSTONE
FINALS



FORMAT 2X 20MIN – GRID 70s + HRS
TARGET GRID: 40

The traditional end of season celebration with hopefully a lot of cake and trophies.

FORMAT 2X 20MIN – GRID 70s + HRS
70s TARGET GRID: 17 | HRS TARGET GRID: 20

TIMETABLE

SATURDAY: QUALIFYING: TBA
SATURDAY RACE 1: TBA
SUNDAY RACE 2: TBA

SHARE YOUR THOUGHTS

Finally, I would really like to hear your thoughts and plans for the coming season, I don't mind if you are planning to compete in just one event or all seven, please send me an email, I really do want to hear from you.

And it's not too early to talk about 2025 as it will be 30 years since the 70s and HRS championships were created from the burgeoning HSCC Standard and Improved Road Sports Championships

james_nairn@btinternet.com



LET'S BE HAVIN' YOU

DELIA SMITH

'A BUMPER GRID OF 70S AND HISTORIC ROAD SPORTS DELIVERED A GREAT SPECTACLE ON EACH DAY AND SATURDAY'S RACE WAS ONE OF THE BEST OF THE WEEKEND.' PAUL LAWRENCE

Competitors who decided to attend the first race of the 70s and Historic Roadsport season were greeted by a strong east wind, not a friendly theatrical wind which blew Mary Poppins into town and allowed Dick Van Dyke to 'perfect' his cockney accent but a biting polar expedition type of wind where competitors striking out heroically for the circuit café were resigned to the probability that it could prove to be an ill-fated journey in the footsteps of Robert Falcon Scott.

Thirty-one competitors should have lined up in the Assembly Area for early morning qualifying but this number was immediately reduced by one when Pete Connell discovered a coolant leak from a perished pipe whose sole purpose was to prevent fluid leaking from the cooling system.

Richard Plant and Simon King performed as if they had never been away, their rumbling Morgan Plus 8s locking out the front row of the grid on just their fourth lap of qualifying. For the father and son pairing of Barry & Rupert Ashdown, their searing lime green Lotus Elan S1 suffered from a suspected head gasket failure also on lap 4, whilst the other father and son pairing of Paul & Harry Brown didn't

progress much further, but were hopeful of effecting a repair in time for the race. They had a big stick and were not afraid to use it.

Mark Leverett (70s) and Mervyn Selwyn (HRS) achieved the fun but inconsequential honour of matching their 'Ideal Lap Times' qualifying sixth and twenty first, whilst Howard Payne secured eighth on the grid and the significant personal milestone of a trouble-free qualifying session.

Aussie ex pat. Justin Murphy was easing into the new season and going about his business unobtrusively, or with as little attention as it's possible to create in a 4900cc daffodil yellow Bolwell Nagari rumbling onto the fourth row. It was fitting that Lotus were well represented at Snetterton with eight Elans, three 7s and two Europas, the ex Leverett Martini liveried example now in the hands of Nic Strong, a competitor whose motor racing adventures usually balance precariously between crisis and disaster.

Nic's first qualifying experience with the Europa maintained this tradition, ending the session not with the Lotus running out of fuel but with fuel running out of the Europa from places fuel shouldn't run.

Peter Hore qualified his Porsche 924 mid grid, a bratwurst in a Lotus Elan sandwich, before the car suffered a valve/piston interface. Peter was last seen heading for the exit pursued by the biting wind with the words "I am just going (outside) and may be some time."

Ten different marques were represented in this multi coloured grid, including TVR, Marcos, Alfa Romeo and representing the pioneers of the British motor industry, MG, Triumph and Sunbeam, so the prospects were good for a weekend of entertaining and spirited racing.

RACE ONE

With the wind showing no sign of abating competitors were happy to clamber into triple layered race suits and woolly balaclavas for their first race of the weekend scheduled to start at 14.30 Saturday afternoon.

As the lights were extinguished the Morgans set off towards Riches as one, with the blue TVR 3000M of Antony Ross in hot pursuit, by the time the cars

reappeared through Coram the Porsche 911 of John Williams was in third place snapping at the heels of the Morgans. After experiencing a misfire in qualifying (from an ignition wire short) John had starting from the fifth row of the grid. The 911SC might be heavier than a TVR 3000M and less powerful than a Morgan Plus 8 but if the opportunity of a good fight presents itself John won't hesitate to get stuck in.

The rest of the grid broke up into pockets of entertaining battles, a menagerie of cars piloted by Howard Payne, Mark Leverett, Andrew Long and Jonathan Stringer kept each other busy, with the TVR Vixen of David Tomkinson hanging on heroically, until they came across a gaggle of Triumphs, MGs and Sunbeams having their own fun.

By the time the pack had been reshuffled Mark found himself under intense pressure from the 7 of Jonathan Stringer, his class rival Howard having escaped up the road and gained a 3sec cushion, with Andrew Long also breaking free from the squabble. David Tomkinson continued his

THE 911SC MIGHT BE HEAVIER THAN A TVR AND LESS POWERFUL THAN A MORGAN PLUS 8 BUT IF THE OPPORTUNITY OF A GOOD FIGHT PRESENTS ITSELF JOHN WON'T HESITATE TO GET STUCK IN

relentless chase of Jonathan and Mark to run off a consistent series of laps with all three cars separated by just 0.662sec at flag fall.

As the race approached mid distance John Williams got bundled back to fifth by Frazer Gibney whilst Antony Ross set off after the Morgans of Richard and Simon who swapped places on lap eight. By lap ten the top three were separated by six tenths of a second, battling hard during the remaining four laps, the gap at the finish was just 0.804sec. Simon King taking the first outright win of the championship season ahead of Richard Plant.

Frazer Gibney and John Williams faded in the later laps but finished comfortably ahead of the Bolwell of Justin Murphy who enjoyed an uneventful Saturday afternoon drive in Norfolk, finishing 6th overall. Also

having a quiet time was Adrian Russell having his first run in the Championship, his white Lotus Elan S2 finishing a competitive 2nd in class.

Andrew Walton impressed in his Porsche 911 especially with the accompanying primal scream soundtrack from the 2 litre flat-6, winning class D and finishing ahead of the Lotus pairing of Peter Micklewright, Elan S1 and Justin Wilson Lotus 7 S4.

The immaculate MGB of Chris Thompson finished second in Class D, if there was a car you would be happy eating your dinner off it would be this one. Bryn Griffiths won the battle of the Sunbeam Alpines with the Alfa Spider of Adam Ross, the venerable Triumph TR2 of Richard Owen and Dennis Pickett's MGB between him and his rival Stephen Chapman.

Pete Connell made steady progress from





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THE MARCOS SHOT OFF THE LINE LIKE A FOOTBALL FROM THE BOOT OF GEORGE BEST, PASSING TEN CARS ON THE FIRST LAP, FOUR MORE ON THE SECOND. THE MARCOS THEN DECIDED IT HAD DONE ENOUGH

the back when the Lotus 7 of Chris Holland expired like a boiling kettle and Peter eased the TVR up to nineteenth finishing between the Elan S3 of Mervyn Selwyn and Marcos 1600GT of Chris Tolchard.

Following the qualifying fuel issues Nic Strong swapped back to his regular Marcos 3000GT, Nic knows from bitter experience this car has emotional tendencies and was never going to accept a rival for Nic's affections. At the start the Marcos shot off the line like a football from the boot of George Best, passing ten cars on the first lap, four more on the second. The Marcos then decided it had done enough, placing the responsibility on Nic to demonstrate his undivided affection before it went any further.

The MGB of Paul Brown expired even before the Marcos flounced to a halt, leaving Paul to reflect on his car completing more laps on a flat bed truck than under its own power. Following post race checks the Morgans of Simon King and Richard Plant were withdrawn from the event with a possible gearbox issue and split radiator respectively.

RACE TWO

Twenty six cars lined up for the second race of the weekend with Antony Ross promoted to pole alongside the Elan of Frazer Gibney. As the lights went out the TVR of Antony Ross held its position for

the first lap, the Bolwell Nagari launched itself into second place with a sense of urgency, as if Justin had found a Redback spider under his race seat, with traditional fast starter John Williams left feeling a little chastened in third, although not as bad as the Lotus pair of Frazer Gibney and Howard Payne who dropped to eighth and twelfth.

Justin Murphy powered the Bolwell into the lead on lap 2 pulling a stunning 131mph over the start line to Antony's 114.5mph, John Williams' 'tank' lumbered by in pursuit barely able to pull the skin off a rice pudding at a little over 112mph.

Saturdays retirees, Adrian Gilbert and Nic Strong who risked the wrath of his jilted Marcos by choosing to race the Europa, made steady progress from the back, whilst the mirror images of Frazer Gibney's, Elan using all his Formula 2 experience and Howard Payne's, Europa made similar impressive progress further up the track.

Just as the crowd were getting excited by the plucky underdog, Justin out-braked himself into Riches and kissed the barrier leading to a disappointing retirement. John Williams continued his dogged pursuit of the blue TVR which sounds smooth enough to be running with a sump full of butter. Using all his wily skills John managed to trap Antony behind a slower car during some lappery although only hung onto the lead for a lap before Antony redressed the balance of power.

DESPITE THE SPIRITED PERFORMANCE FROM THE SMALL CAPACITY TVR, ITS ENGINE WAS BACK ON THE WORK BENCH BY MONDAY EVENING

Almost unnoticed Frazer Gibney continued his relentless progress up to the back of the Porsche slipping past John into second overall on the final lap to pocket a full set of championship points for the weekend. Howard Payne swept past the Elan of Mark Leverett on the tenth lap to secure his second class win of the weekend much to the obvious delight of Lewis Beales.

Antony Ross wound down the final laps taking the flag just ahead on the road of his son in the Alfa Spider. Adrian Russell completed a promising weekend finishing fourth overall ahead of the Morgan of Andrew Long who also ended the weekend content with his performance over the two days. Jonathan Stringer put on a good show in his early Lotus 7 S2, whilst Mark Leverett finished just 2 seconds in front of David Tomkinson. Despite the spirited performance from the small capacity TVR, its engine was back on the work bench by Monday evening receiving some remedial attention before Cadwell Park.

Andrew Walton was another to score a pair of class wins followed home by the MGB of Chris Thompson in both races. The Marcos 1600GT of Chris Tolchard competes in the same class as the twin-cam Lotus Elans but also Chris put in a good performance over the weekend reducing his lap time by over 2 seconds over the two days.

Finished just 1.4sec behind Mervyn Selwyn his Saturday sparring partner Pete Connell

set the third highest speed of the day across the startline, the way the TVR launched itself down the straights reminiscent of the heady days in 1974 when top fuel dragsters came to Norfolk and a Drag Race just meant men messing with nitromethane.

Overall a very promising start to the season, some good performances and entertaining battles throughout the grid with outright wins for both Historic Roadsports and 70s competitors.

The popular Yokohama Driver of the Day trophies were awarded to Antony Ross (for taking the fight to the Morgans) and Justin Murphy for his entertaining Race 2 performance, a number of other drivers grabbed our attention who we will be keeping a close eye on at future events.

Once competitors have recovered from the effects of the bitter wind from the Norfolk prairies, we head up to the Lincolnshire Wolds for the annual Wolds Trophy at the delightful rolling Cadwell Park circuit and will be looking forward to more excellent racing, great sportsmanship, brilliant cars and the first of our Saturday evening circuit events with a fish and chip supper.

With the Morgans heading down to Enna, in Sicily there will be a great opportunity for some of the smaller capacity cars to shine in Lincolnshire.

Cadwell Park entries remain open until 14 May.



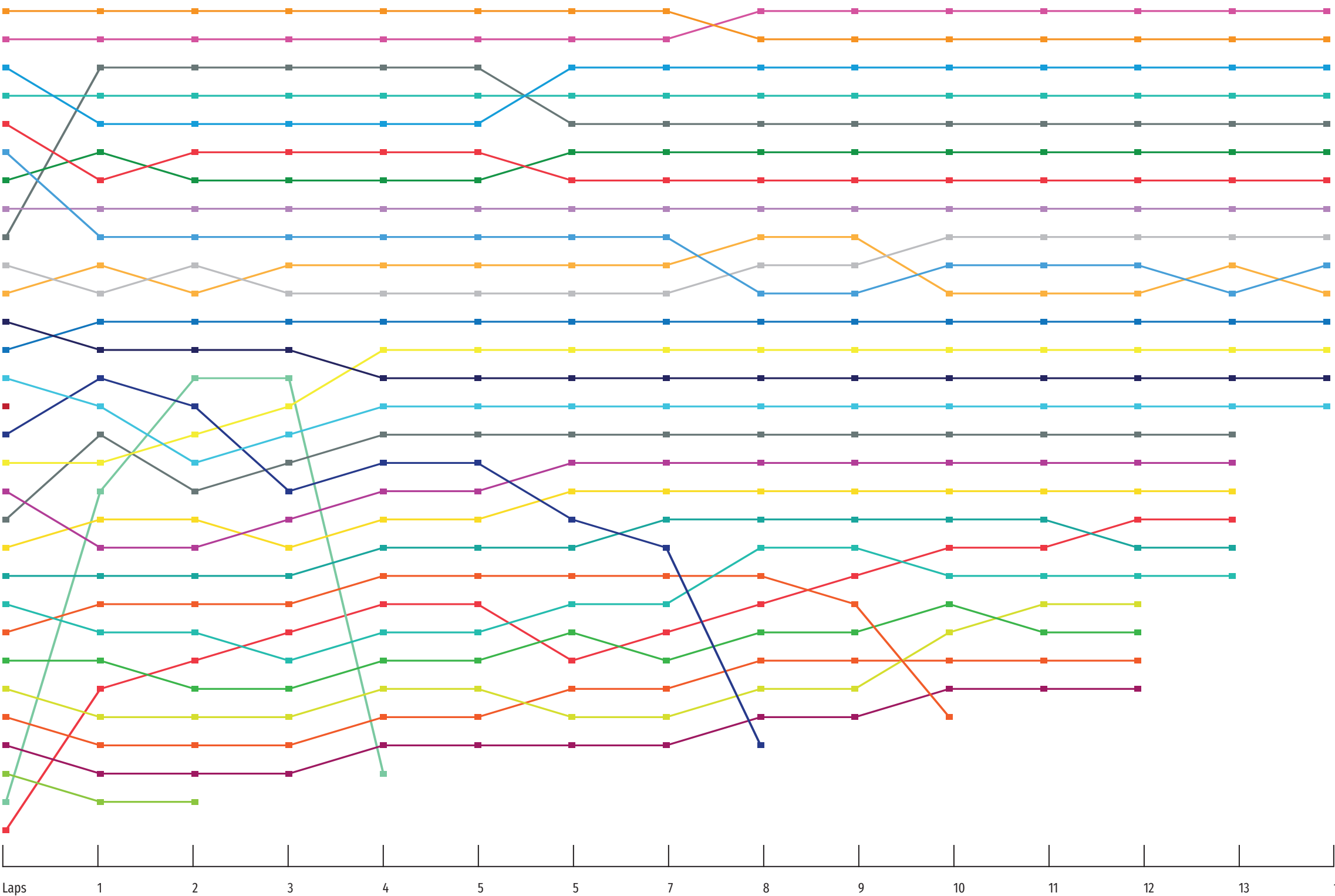
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LAP CHART

SNETTERTON 200: SATURDAY 20TH APRIL 2024

13

01 79 Richard Plant
02 51 Simon King
03 05 Antony Ross
04 36 Frazer Gibney
05 81 Adrian Russell
06 01 Mark Leverett
07 52 Justin Murphy
08 11 Howard Payne
09 30 John Williams
10 182 Andrew Long
11 66 Jonathan Stringer
12 31 Andrew Walton
13 07 David Tomkinson
14 85 Peter Micklewright
15 49 Peter Hore
16 53 Adrian Gilbert
17 16 Robert Rowe
18 60 Chris Thompson
19 34 Justin Wilson
20 37 Mervyn Selwyn
21 62 Chris Tolchard
22 08 Bryn Griffiths
23 14 Chris Holland
24 91 Richard Owen
25 75 Adam Ross
26 126 Dennis Pickett
27 99 Stephen Chapman
28 88 Paul Brown
29 137 Nic Strong
30 03 Pete Connell

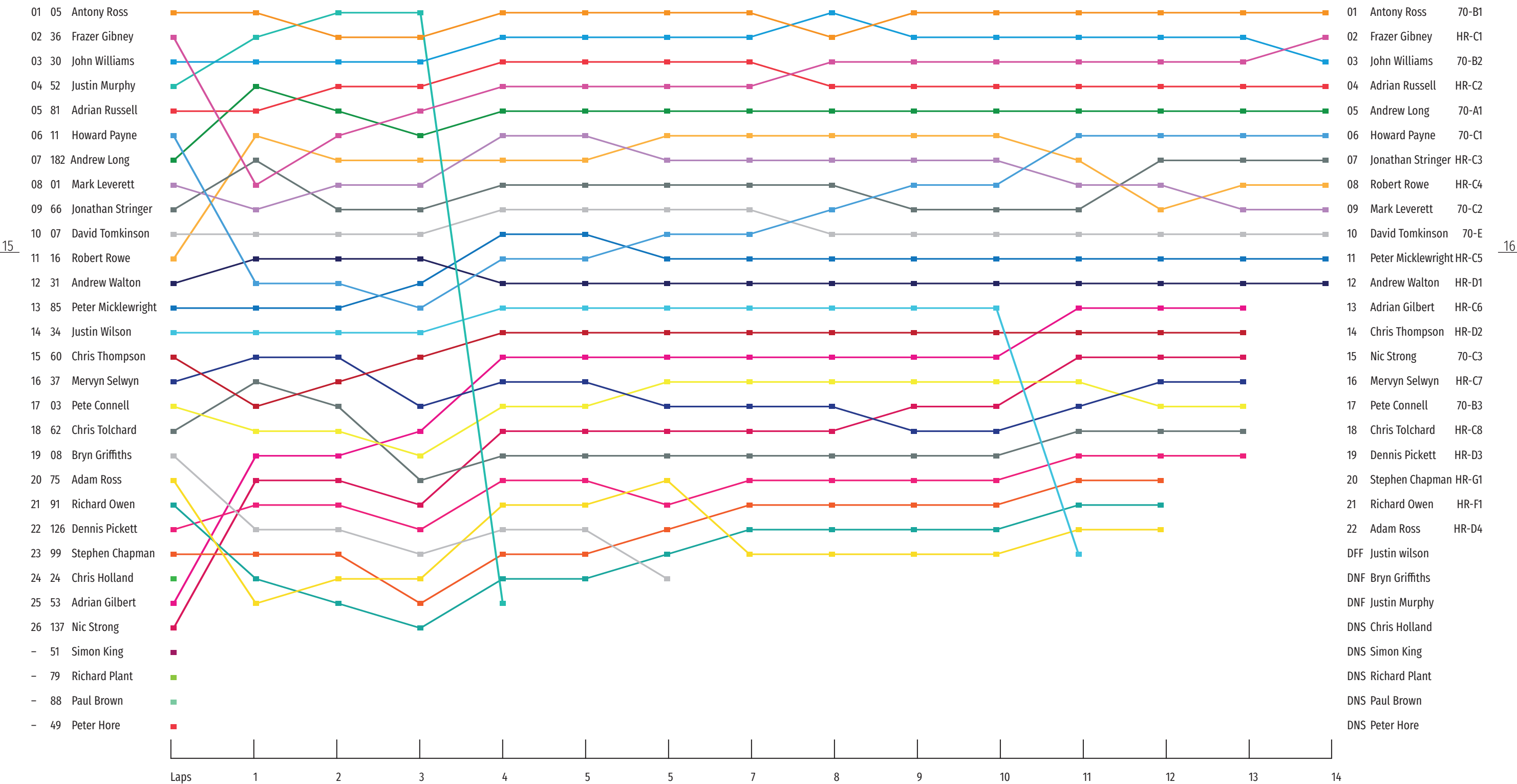


14

01 Simon King HR-A1
02 Richard Plant HR-A2
03 Antony Ross 70-B1
04 Frazer Gibney HR-C1
05 John Williams 70-B2
06 Justin Murphy HR-A1
07 Adrian Russell HR-C2
08 Howard Payne 70-C1
09 Andrew Long 70-A1
10 Mark Leverett 70-C2
11 Jonathan Stringer HR-C3
12 David Tomkinson 70-E1
13 Robert Rowe HR-C4
14 Andrew Walton HR-D1
15 Peter Micklewright HR-C5
16 Justin Wilson 70-C3
17 Chris Thompson HR-D2
18 Mervyn Selwyn HR-C6
19 Pete Connell 70-B3
20 Chris Tolchard HR-C7
21 Bryn Griffiths HR-G1
22 Adam Ross HR-D3
23 Richard Owen HR-F1
24 Denis Pickett HR-D4
25 Stephen Chapman HR-G2
DNF Chris Holland
DNF Adrian Gilbert
DNF Nic Strong
DNF Paul Brown
DNS Peter Hore

LAP CHART

SNETTERTON 200: SUNDAY 21TH APRIL 2024





CHAMPIONSHIP '24

17

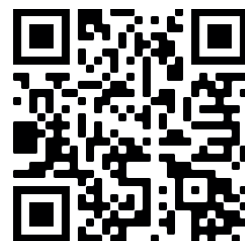
No	Driver	Car	SN	SN	CP	CP	DO	OP	OP	CR	CR	CC	CC	SS	SS	TOTAL	OVERALL	CLASS
11 C	Howard Payne	Lotus Europa	6	6												12	1	1
05 B	Antony Ross	TVR 3000M	6	5												11	2	1
01 C	Mark Leverett	Lotus Elan S4	5	5												10	3	2
30 B	John Williams	Porsche 911SC	5	4												9	4	2
03 B	Pete Connell	TVR 3000M	4	3												7	5	3
07 E	David Tomkinson	TVR Vixen	3	3												6	6	1
182 A	Andrew Long	Morgan +8	3	3												6	6	1
34 C	Justin Wilson	Lotus 7S4	4	NS												4	8	3
137 C	Nic Strong	Lotus Europa	-	4												4	8	3
37 B	Nic Strong	Marcos 3000GT	NF	-												0	10	4
14 C	Chris Holland	Lotus 7 S4	NF	NS												0	10	5
49 D	Peter Hore	Porsche 924	NS	-												0	10	1
02 A	Adam Bagnall	Jaguar E-Type	-	-														
35 A	Robert Gate	Jaguar E-Type	-	-														
115 A	Mike Eagles	MGB GTV8	-	-														
131 A	Mark Bennett	MGB GTV8	-	-														
09 B	Julian Barter	TVR 3000M	-	-														
33 B	Matt Nichols	TVR 3000M	-	-														
52 B	Mike Stephenson	Datsun 240Z	-	-														
55 B	Steve Bellerby	TVR 3000M	-	-														
10 C	Nigel Ashley	Lotus Europa	-	-														
19 C	Will Leverett	Lotus Elan	-	-														
22 C	Nigel Armstrong	Lotus Elan	-	-														
70 C	Steve Skipworth	Lotus Europa	-	-														
72 C	Jim Dean	Lotus Europa	-	-														
04 D	Ken Rorrison	Alfa Romeo GTV	-	-														
23 D	Will Morton	Alfa Alfetta	-	-														
28 D	Chris Baines	Porsche 924	-	-														
28 D	Simon Baines	Porsche 924	-	-														
57 D	Mark Oldfield	Lancia Beta	-	-														
62 D	James Charalambides	Porsche 924	-	-														
68 D	Jon Wagstaff	Alfa Romeo GTV	-	-														
77 D	Simon Holmesmith	Alfa Romeo GTV	-	-														
111 D	Gavin Johnson	Porsche 924	-	-														
22 E	Tom Owen	TVR Vixen S2	-	-														
27 E	Chris Fisher	Lotus 7 Cross-Flow	-	-														
67 I	Tim Hayes	Alfasud Sprint	-	-														
111 I	Mark Wynn	TVR Vixen S2	-	-														
00 I	Niall Sinclair	Lotus 7 S4	-	-														



CHAMPIONSHIP '24

18

No	Driver	Car	SN	SN	CP	CP	DO	OP	OP	CR	CR	CC	CC	SS	SS	TOTAL	OVERALL	CLASS
36 C	Frazer Gibney	Lotus Elan S1	4	4												8	1	1
31 D	Andrew Walton	Porsche 911	4	4												8	1	1
81 C	Adrian Russell	Lotus Elan S2	3	3												6	3	2
60 D	Chris Thompson	MGB	3	3												6	3	2
66 C	Jonathan Stringer	Lotus Seven S2	2	2												4	5	3
51 A	Simon King	Morgan +8	3	NS												3	6	1
75 D	Adam Ross	Alfa Spider	2	1												3	6	3
126 D	Dennis Pickett	MGB	1	2												3	6	3
99 G	Stephen Chapman	Sunbeam Harrington	1	2												3	6	1
79 A	Richard Plant	Morgan +8	2	NS												2	11	3
16 C	Robert Rowe	Lotus Elan S3	1	1												2	11	4
91 F	Richard Owen	Triumph TR2	1	1												2	11	1
188 G	Bryn Griffiths	Sunbeam Alpine	2	NF												2	11	2
52 A	Justin Murphy	Bolwell Nagari	1	NF												1	15	4
53 C	Adrian Gilbert	Lotus Elan S3	NF	0												0	16	5
37 C	Mervyn Selwyn	Lotus Elan S3	0	0												0	16	5
88 D	Paul Brown	MGB GT	NF	NS												0	16	5
49 C	Peter Micklewright	Lotus Elan S1	0	0												0	16	5
62 C	Chris Tolchard	Marcos 1600GT	0	0												0	16	5
45 C	Barry Ashown	Lotus Elan S1	NS	NS												0	16	5
98 A	Kevin Kivlochan	Shelby Cobra	-	-														
80 A	John Shaw	Morgan +8	-	-														
54 A	Philip StClair Tisdall	Morgan +8	-	-														
07 A	Keith Wenman	Morgan +8	-	-														
22 B	Mark Hoble	Morgan +4	-	-														
32 B	Alex Hewitson	Austin Healey 3000																
178 B	Jonathan Rushton	Morgan +4																
02 C	Thomas Giddings	Lotus Elan S1																
14 C	Dave Bioland	Lotus Seven S2																
09 C	Jonathan Rose	Lotus Elan S1																
26 C	John Davison	Lotus Elan S1																
83 C	Mark Godfrey	Lotus Seven																
717 C	Chris Merrick	Lotus Elan S3																
08 E	John Waterson	Lotus Elite																
21 E	Peter Chappell	Austin Healey Sprite																
71 E	Brian Arculus	Lotus Elite																



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>

HSCC DISCOUNT SCHEME

AN INCENTIVE NOT A REWARD

I would like to thank all 70s and Historic Roadsport competitors for their support of our first meeting of the season at Snetterton.

The HSCC Online Entry site will display the maximum fee competitors will pay for each event. This fee has been calculated based on last year's costs with a 6.5% increase (the combined increase imposed on the Club by circuits and suppliers) for the 2024 season.

The budget for 2024 has been based on these entry fees, divided by the actual grid sizes from 2023 or from the last time a series or championship raced at a particular circuit.

A proportion of any entry fee(s) received above the previous grid size will be redistributed back to the drivers of the championship/series contributing to such surplus.

The discount will be calculated at the point of closing entries and will not be adjusted further if additional late entries or cancellations are received.

Entry fees will not be taken from competitors until the closing date. The closing date being 3 days prior to the start of event. Refunds will not be made after the closing date.

THE HSCC HUB

The new HSCC Hub was at Snetterton over the weekend providing complimentary tea & coffee for competitors plus a Hot Dogs & Pint night Saturday evening.

Currently it is planned for the Hub to be at all HSCC meetings this season. Post race awards presentations may also be held in The Hub.

Volunteers are needed to help with the assembly and dismantling of the hub at the start and end of every event weekend.

If you are at the circuit early and are able to help with the set up or competing in one of the later races and available for the pack up please make yourself available as The Hub is for the benefit of all competitors.

DRUG & ALCOHOL TESTING

Pursuant to G.15.1.4. of the MSUK Yearbook, the Anti-Doping Official, in collaboration with the Clerk of the Course and the Stewards, is authorised to conduct random checks on Competitors or Officials to determine whether they are under the influence of drugs or alcohol. The HSCC now possess the capability to administer alcohol and drug screening during events using an industry accepted oral fluid test cube.



CADWELL PARK

FISH & CHIP SUPPER

Our first of our social event of the season for Roadsport & 70s

competitors will be held on Saturday evening following the days racing and awards

Please let me know before the 10th May if you and your team will be attending and if you have any dietary requirements:
james_nairn@btinternet.com



70S PADDOCK FLAG

Normally we would remind competitors to park together under the championship banners but the 70s flag was stolen over the winter – although we do look forward to spotting it on a late night news broadcast displayed somewhere inappropriate.

SOCIAL MEDIA

We have seen steady growth in followers of our social media platforms which are useful showcase for attracting new racing members and developing professional relationships with companies such as Yokohama.

Both our Facebook and Instagram platforms require relevant and inspiring content posted on a regular basis to maintain interest.

The creativity of our YouTube channel improved significantly last year with the creation of shorter and sharper videos.

To showcase the best of our weekends we would like to add additional features such as driver interviews and external video into in car content recorded by competitors and edited into 2 minute videos.

This is our Temple:
<https://www.youtube.com/watch?v=NsUlt1Lrj9A&t=1s>

YOKOHAMA

DRIVER OF THE DAY TANKARDS

The popular Yokohama Driver of the Day Tankards are back this season, one to be awarded to a 70s and HRS competitor at each meeting. Remember it's not about the result but all about the performance

PS. IF ANYONE HAS A FRIEND OR COLLEGE WITH PROFESSIONAL VIDEO AND EDITING SKILLS THEY WOULD BE HAPPY TO SHARE PLEASE ASK THEM TO GET IN TOUCH.
WE CAN'T OFFER A FEE BUT CAN PROVIDE CREATIVE FREEDOM AND ACCESS TO COMPETITORS





REGS: YOKOHAMA 2024

Only Yokohama tyres are permitted from the Motorsport UK General Regulations Section L tyres list 1A/1B/1C although the Yokohama AO52 is the preferred tyre.

If a Yokohama tyre is not available in the size required for the vehicle, then another List 1A/1B/1C tyre is permitted subject to notification to the Eligibility Scrutineer.

Two Yokohama logos must be displayed on each side of the car

COMPETITOR SUPPORT

A Yokohama technician will be attending a number of our meetings this year and will be available to offer set-up advice and technical support.

YOKOHAMA 2024 TYRE RANGE

Yokohama Tyre Range with a minimum of 50 profile as the Regulations. If you have any concerns regarding availability of a specific size please contact me.

The prices indicated in the table are guide prices (and include vat, fitting and balancing) however feel free to negotiate your own discount.

SIZE	YOKO 052	YOKO 048
MSA LIST	1B	1C
165/55R12	–	£105.00
165/60R12	–	–
175/50R13	–	£121.00
175/60R13	–	£148 .00
185/60R13	£172.00	–
205/60R13	–	£180.00
235/45R13	–	–
185/55R14	£181.00	–
185/60R14	£184.00	–
195/50R15	£193.00	–
195/55R15	£202.00	–
205/50R15	£202.00	–
205/60R15	–	–
225/50R15	£220.00	–
235/50R15	–	–
195/50R16	–	–
205/50R16	£244.00	–
205/55R16	£246.00	–
225/50R16	£254.70	–

SPECIALISED MOTORSPORT DEALERS



Historic / Race

ADAMS & PAGE
Cressex Industrial Est. Lincoln Road,
High Wycombe,
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HP12 3RQ
Tel: 01494 445 389
info@adamsandpage.co.uk
www.adamsandpage.co.uk

Race / Rally

DEMON TWEEDS
75 Ash Road South,
Wrexham Industrial Est.,
Wrexham, Clwyd
LL13 9UG
Tel: 01978 664 466
wheels@demon-tweeds.co.uk
www.demon-tweeds.co.uk

Rally / Race Scotland

WHEELS AROUND
21 Feus,
Auchteradar,
Perthshire
PH3 1EP
Tel: 07711 577148
fiona@wheelsaround.com
www.wheelsaround.com

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www.mrttyremotorsport.co.uk

Race

DARKSIDE DEVELOPMENTS
Unit 1 Carbon Court,
Springvale Road,
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Tel: 01226 827999
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www.darksidedevelopments.co.uk

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info@murraymotorsports.ie
www.murraymotorsport.com

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

CHARLIE WOODING

Historic Motorsport Photographer
<http://charliewooding.co.uk>

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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