



© www.charliewooding.co.uk

Nigel's notes – New VIFs

Nigel has requested everyone is reminded that there VIFs must be available at scrutineering and of course throughout the day in case the car is checked against the VIF.

Everyone should have the new style electronic VIF as the old one is now obsolete.

To apply for an HSCC Vehicle Identity form please follow the link highlighted on the HSCC website Championship page: <http://hsc.org.uk/championships>

This is a Word Document, which you should download and complete on your computer.

Then e-mail the completed form in Word format (**not pdf**) to the HSCC office@hsc.org.uk.

Thank you Ralph

It is with much regret I report Ralph Harwood-Penn has stepped down as our Registrar after many years of valiant service to our Championship. Ralph was very much part of the team when we completely re-wrote the Regulations to simplify and update them, leading to many years of stability.

Peter Shaw leads the chasing pack at the Cadwell Park Wolds Trophy, taking two confident race wins over the weekend.

New registrar

We have recently appointed Mathew Smith, one of our scrutineers and son of Dallas, as our new Registrar; we are absolutely delighted he has accepted the post.

He will start working through the outstanding new VIFs at future meetings. The Committee's intention, along with the Club, has always been to have the new VIFs in place this year, this has clearly slipped, however for 2016 all cars will need the new VIFs to score Championship points.

Silverstone International

05 April 2015

There is a special appeal to the Grand Prix circuit at Silverstone with the result it brings our biggest grid of the year, 30 for our traditional May International meeting all be it a bit lower than preceding years.

Six were Invitation cars, two of which locked out the front row, Ian Jacobs in his much modified Mercedes 450SL and a Lotus Elan which runs with HRS – *more on Invitation Cars on page 6.*

Peter Shaw's TVR was fastest in qualifying (*however nearly three seconds behind the Merc*), but a second clear of Julian Barter followed by Charles in the 240Z and James Dean's Europa.

Next up was a tight bunch, Robert Gate, Will Leverett, Brian Jarvis, Mark Bennett

and Bill Braithwaite all within a few seconds of each other, then an even spread of Class D and E cars all the way down to Peter Richards in the little Clan Crusader.

As the invitation cars disappeared into the distance, the TVRs of Peter Shaw and Julian Barter had a terrific race long scrap, with Julian managing to come out ahead by less than a second.

Next in line was a little tussle between James Dean and Charles's Datsun. Robert Gate in the E Type battle throughout the race with Will Leverett slowly pulling clear of Mark Bennett's V8 MGB.

Having taken over the ex Ralph Harwood-Penn Arkley only to discover an sick engine, Chris Fisher's bad luck continued, this time running out of fuel just before the finish to join the five other unclassified runners.

A number of infrequent 70s competitors were enjoying Silverstone with us, Nigel Ashley in the beautiful little Europa, Peter Head with his MGB and Ross Braithwaite in another Europa, unfortunately Ross's father Bill didn't fare so well, having been collected by the Invitation Elan in qualifying leaving him with a hefty bill to rebuild the o/s door pillar.



A great turn out of 70s competitors put on an entertaining race at Silverstone.

Donington Historic Race Meeting

30 May 2015

© www.charliewooding.co.uk

Donington, many competitors would feel, deserves more than a one day meeting, especially poignant if one is unfortunate enough to be an early race which results in pushing cars, some heavy, to scrutineering before the 9 o'clock noise curfew is lifted.

On a day which promised to be dry, a healthy grid of twenty two cars presented themselves for qualifying, only two of which were Invitation cars Peter Shaw took 70s pole followed by Charles Barter and James Dean. Will Leverett was again showing his natural ability keeping the Porsche ahead of Robert Gate in the E Type.

Then it was reasonably close all the way down to David Lane, out in the Jensen Healey after a longish break.

As Peter capitalised on his pole position into Redgate James was able to muscle his way by the Datsun 240Z and set off

in hot pursuit of the TVR, but it took all of ten laps to find a way to nip past.

William Jenkins moved up through the field in the BMW and Robert Gate was getting into his stride and hanging on to the BMW, whilst Mark Leverett slipped back into the clutches of Mark Bennett peddling the V8 engined MGB to its limit.

Unfortunately Will Leverett's Porsche became embedded in the gravel at the Old Hairpin when the brakes failed and Steve Cooke Lotus 7 expired along the main straight heading up to Goddards.

Paul Stafford hunted Jon Wagstaff's Alfa GTV down throughout the race, passing just before the end to finish a little over a second in front at the flag

Neil Brown made a welcome return with the Lotus Eclat and we had a new competitor in the form of Mark Lawton's Porsche 924, who hopes to join us again in future meetings.

Peter Shaw leads Steve Cooke's Lotus 7 during the early morning practice session.



Snetterton Team Trophy

13 June 2015

Race One

The HSCC Office had a great idea, varying the traditional race format and introducing a bit of inter-championship rivalry between HRS and 70s.

Well this certainly appeared to be a great idea until the lights went out at the start of Race 1...

Norfolk, mid June, the driest county in Britain with sunshine guaranteed... Unfortunately racers woke up on Saturday morning with the rain falling in stair rods, the clouds were as grey and heavy as porridge and looked set for the day. The seagulls easily outnumbered spectators by more than 50:1.

Jim Dean and Peter Shaw lead the flotilla away at the start of race 1, the wooden chassied Morgans clearly displayed greater buoyancy in the conditions.

Jim Dean and Peter Shaw dominated the front row of the grid in this combined HRS/70s race, 3.4 seconds in front of Richard Plant's HRS Morgan +8. Will Leverett qualified a competitive 8th, unfortunately his Porsche started to

make expensive noises and was withdrawn from the rest of the meeting.

Sarah Hutchinson put on a good show to post the 14th quickest time in her Lancia Beta, but she was also forced to withdraw after practice, so things were already looking tricky for 70s in the race for the Team Trophy.

Peter Shaw drove like a champion all afternoon to retain some honour for 70s. In race 1 on a drying but very greasy track he held the lead throughout in his TVR Tuscan, despite constant pressure from the two HRS Morgans of Richard Plant, Philip Goddard.

Unfortunately the challenge from the remaining 70s competitors was about as effective as the Jamaican Bobsleigh team, Jim Dean 'went gardening' – *Marcus Pye*, and by the time he had extricated himself from the weeds was too far down the order to make any significant progress up the leader board.

Second in the 70s race but 13th overall was a surprised Mark Leverett in his Lotus Elan, closely followed by Brian Jarvis who drove consistently well to finish 3rd in 70s and secure a place on the podium, possibly a first for a Class D racer.



Snetterton Team Trophy

13 June 2015

Race Two

With the rain falling again at the start of race 2 the track was now completely wet which at least made the grip levels more predictable.

Peter Shaw led for one lap before being jumped by Philip Goddard's Morgan +8 and that's how they stayed until the end, Richard Plant finishing a further 20 seconds behind these two.

Jim Dean started in 17th place and dragged himself up to 11th overall and 2nd in the 70s race. Brian Jarvis continued to drive well to finish 3rd in 70s and again found himself being interviewed by Marcus Pye on the winners podium.

Dave Karaskas achieved his 100th career win (made up from overall and class victories) in race 2, although he had little class opposition he still raced competitively towards the front of the 2000cc Class D in his small engined MG Midget and had the added satisfaction of also beating the HRS Midget of Larry Tucker by 1.228 seconds.

It was good to see Graham Hall back with his Lancia Monte Carlo after a 2 year rebuild and Simon Holmesmith taking part in his first meeting of the



year. Applying the of principal of safety in numbers along with Ken Rorrison they gravitated towards each other as the race progressed like Wildebeest crossing a raging torrent.

On the plus side the combined grid looked good with 28 Road Sport cars entered for this event and despite the track length being almost 3 miles they filled it out quite nicely.

Congratulations to HRS for winning the first Road Sports Challenge Trophy, we shall look forward to the HSCC Office repeating this initiative.

The conditions we so bad even the Scary Tree was scared.



Dave Karaskas, MG Midget and Brian Jarvis Porsche 924 both had a good day despite the conditions.



Croft Nostalgia Festival

8 & 9 August 2015

This truly is the mini Goodwood Revival meeting of the North, with real racing and each year just gets better and better.

The organisers are boosting the nostalgia element of this superb meeting with more historic aircraft demonstration runs, including the last flying Avro Vulcan, XH 558.

Martin, the pilot of the Vulcan said the plan is to perform one High Speed pass and then two at slow speed, or in his words,

We will give you plenty of noise and different angles of our lovely old girl.

Martin Withers DFC

For those who haven't been before, this is an old school track, fast and flowing which reminds you why competing in motor sport is such good fun.

It is really an event where we can showcase the talents within the 70s Championship and one should really try to make the effort – it isn't that far, just try to complete the journey before lunchtime on the Friday!

If you would like to show off your racing skills in front of a large, knowledgeable audience, this is the event for you.

If you haven't done it already, it's not too late to submit your entry – you can be sure of receiving a warm and enthusiastic welcome.

Invitation Cars

Our regulations have always included a class for Invitation cars.

The straight forward ethos is to encourage competitors – who may own a car that doesn't 'quite' meet our regulations – to try our Championship.

It also allows two drivers to share a car on occasions or for HRS/70s competitors to increase their track time over a race weekend by entering both events.

As Invitation cars are not part of the 70s Championship and may not comply to the Championship regulations we are asking journalists to temper their enthusiasm for the performance of an invitation car particularly when they dominate a race.

We do not wish the Invitation cars to detract from the achievements of the Championship contenders and along with HRS we have agreed that no Invitation car/competitor will be brought forward to the podium and only Championship competitors will be presented with awards.

Win Percy Novice Trophy

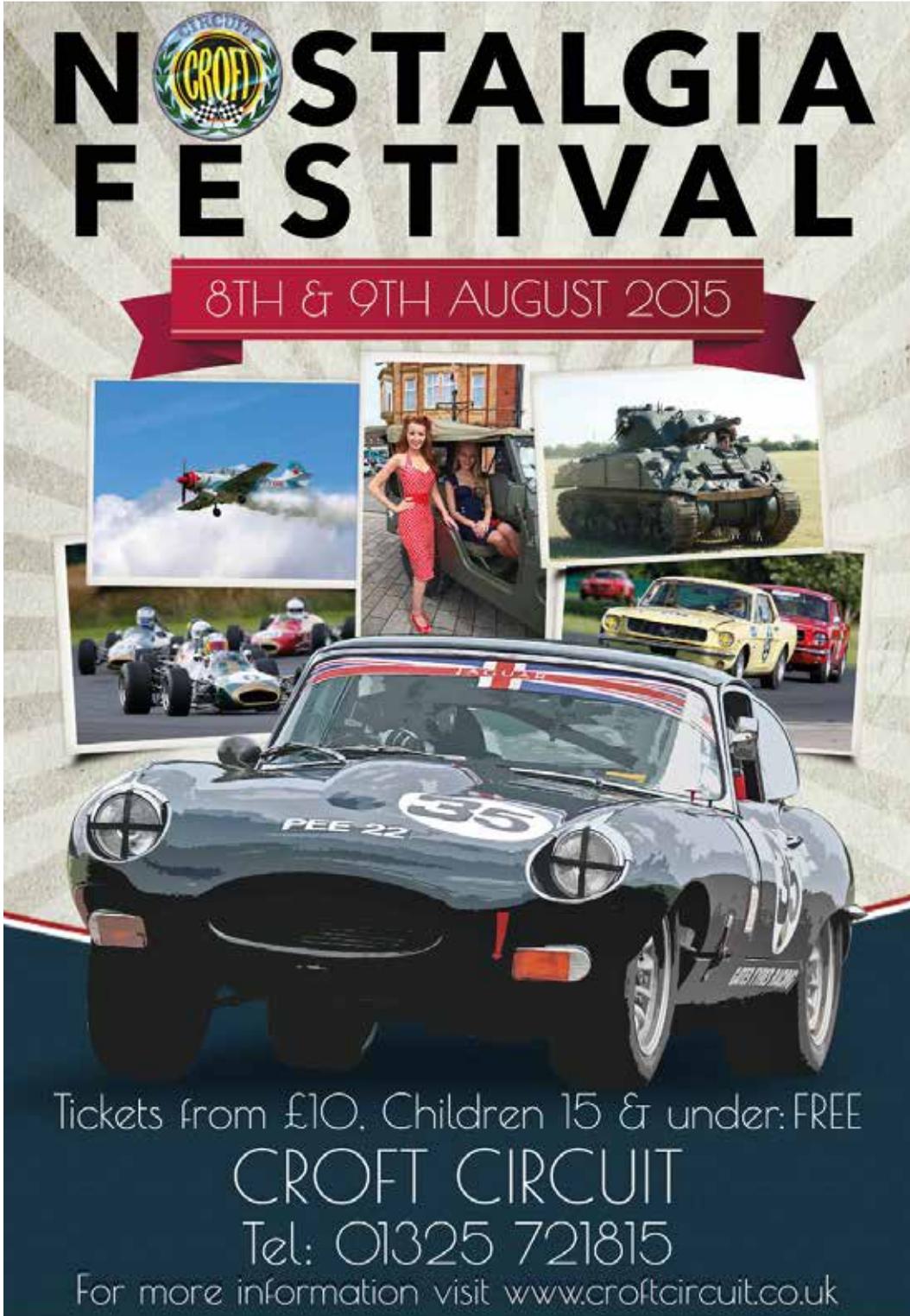
Will Leverett, clearly a talent for the future, is comfortably ahead in the listings and lying 9th overall in the 70s Championship, he is followed by Neil Brown and Matt Nichols.

Chris Fisher is the competitor most likely to give Will some competition as the year progresses, he has experienced a torrid start to the season with reliability issues, hopefully this will all be behind him now following the latest engine rebuild.

Croft Nostalgia Festival

8 & 9 August 2015

Croft Circuit are putting a lot of effort into this years event and it would be good if 70s could support them with a strong entry.



NOSTALGIA FESTIVAL

8TH & 9TH AUGUST 2015

Tickets from £10. Children 15 & under: FREE

CROFT CIRCUIT

Tel: 01325 721815

For more information visit www.croftcircuit.co.uk

The Croft Nostalgia Festival poster features Robert Gate's, 70s Road Sport E-Type as it's main image.

Hopefully 70s will respond to this support with a full grid and a brace of exciting races.

70s Road Sports calendar 2015

4-5 April	Thruxton (Easter)	20 minute race
16-17 May	Silverstone International	20 minute race
30 May	Donington	20 minute race
13-14 June	Snetterton (combined with HRS)	2x 20 minute races
27-28 June	Cadwell Park	2x 20 minute races
11-12 July	Brands Hatch Super Prix	20 minute race
8-9 August	Croft Nostalgia	2x 20 minute races
29-31 August	Oulton Park Gold Cup	20 minute race
19-20 September	Spa Six Hours	2x 30 minute races
26-27 September	Brands Hatch Indy	20 minute race
17 October	Silverstone Finals	20 minute race
31 October	Walter Hayes Trophy	50km race
28 November	HSCC Annual Awards Dinner	

Live weblinks

All the weblinks in this document should link directly to the relevant web page simply by positioning your cursor above them and double clicking.

Clicking on the images will also link you directly to the source website.

Blog of the Month

<https://www.youtube.com/channel/UCqfhIQcsw1leKIB4tOIN3w>

We are slowly building an archive of edited videos from 70s competitors so you can see for yourself how a lap in a TVR or Lotus looks and sounds.

Charlie Wooding

http://charliewooding.co.uk/?Action=_VC&id=181138802&ppwd=87728wgg

To order any images simply click on the link above or any image in this newsletter.

Facebook

<https://www.facebook.com/pages/Road-Sports/253593504740651>

70s have a Facebook page, it is usually updated before each event and other stuff is added from time to time if it is relevant or amusing.

Live timing

<http://www.mstworld.com/motorsport/livetiming>

If you are unable to attend a race this is a fascinating way to watch proceedings and stay involved.

Historic Sports Car Club

Silverstone Circuit,
Silverstone,
Northamptonshire
NN12 8TN

email: office@hsc.org.uk

tel: 01327 858 400

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