



70s Drivers Meeting

Silverstone Finals 17th of October

The Agenda for the Drivers Meeting has been sent out by the Office which will be held at 15.45 in the Paddock Bar.

If any competitor wishes to raise a particular subject it would be helpful to have details in advance of the meeting.

Please email any items to Charles within the next couple of weeks: Charles.barter@thewatercresscompany.com

If anybody wishes to attend but isn't racing please contact the HSCC Office: office@hsc.org.uk



Classic Car Show

NEC – 13 to 15 November

The HSCC will again be taking a stand and Road Sports will be represented. The Clubs race programme and plans for our 50th Anniversary year will be announced at the Show.

Details of a members discount ticket offer will be released in the next edition of the club's Historic Racing Magazine.

If anyone from 70s is available to assist on the stand on Saturday or Sunday it would be much appreciated. Please email Charles:

Charles.barter@thewatercresscompany.com

HSCC Dinner Dance & Awards Presentation

Saturday 28 November 2015

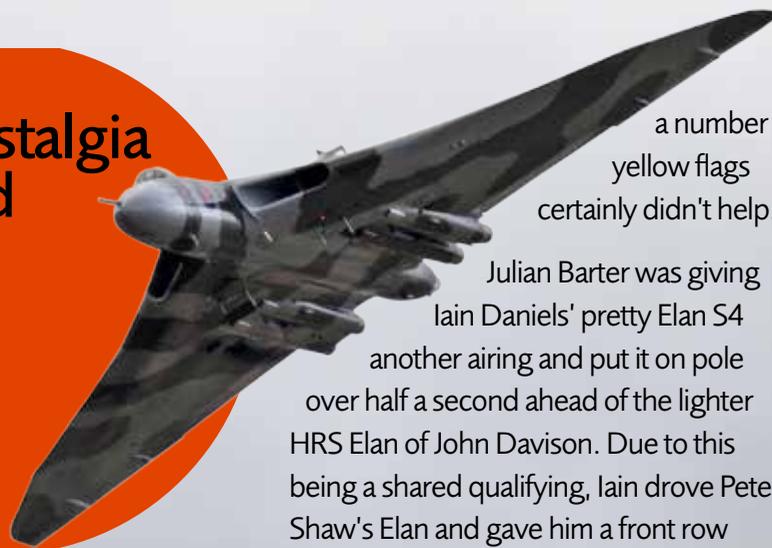
All members should have now received a booking form for the HSCC Awards Dinner, where all Championship Trophies will be presented

Black tie and posh frocks, a great evening so if you are collecting or just supporting the HSCC hope that you and your friends will be able to attend.



Croft Nostalgia Weekend

7/8 August



a number of yellow flags certainly didn't help.

Julian Barter was giving Iain Daniels' pretty Elan S4 another airing and put it on pole over half a second ahead of the lighter HRS Elan of John Davison. Due to this being a shared qualifying, Iain drove Peter Shaw's Elan and gave him a front row position for the HRS race.

The sight of the Vulcan Bomber in its final year before it is grounded, when it can then only be seen in a museum, flying over Croft was another very good reason to make the trek north to this Nostalgia Historic racing weekend.

It has been said many times before however it must be said again, this meeting is one of the best on our calendar, certainly the circuit is challenging and satisfying to drive all at the same time; add in the friendly welcome and mini Goodwood Revival atmosphere more competitors should attempt to go in the coming years.

A very representative field of eighteen 70s cars completed qualifying with sixteen from HRS making it very busy with many complaining it was difficult to find a clear lap;

Chris Alford gave his new acquisition, a Porsche 928, its first airing and desperately wished it had a little more power however he still enjoyed the event, as did Graham Hall giving the Lancia Monte Carlo another outing but sadly it wasn't to last.

The start line operators like to keep competitors on their toes, there were a few issues last year with very fast procedures and again our first race was very similar, with the start lights coming on and going out immediately after the 5 second board was shown.



This caught out some competitors at the front; potentially a dangerous situation which thankfully resulted in no incidents and was changed for the second race.

As expected Julian soon pulled out quite a gap at the front, (If one ignores the Invitation Lotus 7 of John Pringle which disappeared over the horizon), however with just a couple of laps to go a warning light flashed on and as the oil pressure gauge dropped to zero, Julian switched off the engine.

The fault was traced to a wire falling off the sensor – a certain victory lost. Peter Shaw also fell victim to the Croft gremlins, a rubber carburettor seal was sucked in cutting the engine. This left a fairly lonely and uneventful race for the first three, Jim Dean taking the laurels, Charles Barter second and a delighted Will Leverett in the Porsche 911 making his first visit to the podium, after a strong and calculated drive.

Nic Strong and Steve Cooke in the Lotus 7 had a strong race never more than a second apart and that's how they finished, the Capri just scrapping over the line in front. When Peter Richards gets the Clan running smoothly it is quick and nippy, but

the carburettors are somewhat unreliable and he failed to finish. Mat Nichols returned with his TVR 3000M and really enjoyed his weekend.

The weather remained glorious on Sunday and the race followed a more normal pattern other than of course two of the quickest cars were starting from the back of the grid.

Jim Dean lead at the end of lap 1 followed by Charles, the question was how long would it take for Julian and Peter to join them... well one more lap to be precise and Julian was through into the lead on lap 3 with an audacious move in the Jim Clark Esses, Charles making sure he was glued to Julian's rear bumper at that time so that Jim could not come back onto the racing line.

Jim's Europa made various assaults on the Datsun but Charles was always in front as the cars crossed the line; Peter worked his way from the back up to fourth but couldn't climb any further.

Steve Cooke had another good race, staving off Robert Gate in the E Type who had Mark Leverett all over him at the finish and probably having his best race to date. Jon Wagstaff was again the best of the Alfas but had a fairly lonely race.

A colourful and eclectic mix of cars make 70s so appealing to spectators with Nick Strong, Capri, leading Steve Cooke, Lotus 7, Robert Gate, E-Type and Will Leverett, Porsche 911.



Oulton Park Gold Cup Meeting

29/30 August

The Bob Trotter Celebration
70s Roadsports Race

During the summer we go from one fabulous circuit to another and again at Oulton Park the weather was favourable for both days, including the Saturday night for the 70s themed barbeque, (more elsewhere).

One of the healthiest grids of the season with the addition of just four Invitation Cars, one of which was Robert Gate in the Guards E Type following a brake failure on his 70s car.

All 29 cars qualified but not without a few issues for Nigel Ashley and Dave Karaskas however they were both able to start the race.

Peter Shaw came out on top this time followed by Jim and Charles; with Julian racing the Elan in HRS for a change Iain Daniels headed a tight chasing group all which included Howard Bentham, Mark Bennett, Nic Strong, Will Jenkins and Robert Gate, all qualifying within a second of each other.

Further back the Alfas were all having a tussle, again with Jon Wagstaff on top and it was good to see Jim Nairn out after a long break in Alex Child's 1600 GT, even though a broken roll bar mount made the handling interesting.



A great weekend for 70s at Oulton Park, Bob Trotter would have enjoyed it.

Most competitors had recovered from the previous night's activities, well there was plenty of time, with the race not starting until late afternoon.

Jonathan Palmer dropped into the 70s paddock for a chat, having raced a Austin Healy Sprite & Marcos at the start of his racing career in the early 1970's.

The front half of the grid took off smoothly except Charles's Datsun which dropped a number of places whilst Jim Dean was quickly past Peter's TVR.

Things got a little more exciting for the second half of the grid when the Alfa of Jon Wagstaff's Alfa suddenly snapped sideways exiting Old Hall.

Will Leverett practices the art of arm folding from the Zen Masters, Charles Barter and Robert Gate.



The outcome resulted in a sudden concertina effect at the back from which everyone fortunately escaped unscathed. Charles made up a number of places on the first lap unfortunately in the process taped Howard Bentham into a spin at the Hislops chicane; both continued but the Howard's Elan found itself now at the back of the field.

At the start of the second lap the Invitation Alfa Romeo of Tim Hayes spun at Old Hall after a sudden loss of fluids, Tim then decided to continue through Cascades and along The Avenue to Island Bend enveloped in a smoke screen and leaving a slippery trail on the track.

Although no slippery surface flags were being shown as the leaders approached Old Hall no one came to grief whilst even Charles gained a handful of time which brought him back up with leaders.

Just behind the lead battle another great tussle was raging behind between Will Leverett, Iain Daniels, Will Jenkins, Nic Strong and Robert Gate – Iain was to come out on top.

In probably his last ever race with the HSCC Howard Bentham put in a strong drive back through the pack, finishing between Mark Leverett and Steve Cooke at the flag.

Brian Jarvis had a lonely race but Jon Wagstaff, Mark Oldfield and Chris Fisher all had fun working their way back through the field after being delayed at the start.

Meanwhile at the front Charles dragged by Peter on the way down to Island Bend and quickly setting about the Europa.

The two swapped places on a number of occasions, notably when Jim went round the outside of the Datsun up Clay Hill and into Druids, but Charles was always in front over the start finish line and won by 0.08 of a second.

Jan Trotter joined the top 3 on the winners podium immediately after the race to present the trophies and later a presentation ceremony was held in the paddock.

The 70s Driver of the Day award went to Howard Bentham for the greatest number of places gained during the race.

Jan Trotter presented the trophies to the race winner Charles Barter, Jim Dean and Peter Shaw on the Oulton Park podium.



70s Themed Barbecue

29/30 August

The large gazebo of Jim Dean became the hub of the 70s paddock throughout the weekend. Making the most of the late summer sun a 70s themed barbecue was organised on Saturday evening after practice.

The girls dressed stylishly and elegantly displaying the best of 70s fashion, unfortunately the same could not be said for the men who displayed the worst of the fashion from the period, although perhaps that is how it was back in the day.

Alex Bage manfully took responsibility for making fire, whilst Ann supported by some of the other girls created a delicious spread including the essential 70s centerpiece – a cheese and pineapple hedgehog.

With the warm glow from the charcoal reflecting from his gold medallion Alex and Jim Dean tirelessly flipped meaty hamburgers for an appreciative audience.

Attended by most of the 70s competitors racing at Oulton Park plus families and friends, all were charmed by Julian and Liz's daughter Harriet in an evening which represented all that is good about 70s Road Sports.

If 70s Road Sports did barbecues... A most enjoyable way to spend a sunny autumn evening.



Brands Hatch Indy

26/27 September

Alex Childs, Chris Fisher and Peter Richards enjoyed some close racing at Brands Hatch



Competitors who headed down to the Brands Hatch Indy meeting were treated to a glorious sunny Autumn day. 70s were mainly huddled together under the flag in the centre of the paddock which along with the mid morning practice time made it a relaxed and sociable event.

Seventeen cars took to the track for practice with Charles Barter, Peter Shaw and Jim Dean establishing themselves as pace setters. Charles took pole with the top 3 separated by just 0.059sec, followed by Will Leverett.

The next 8 cars were covered by just 1.00sec. and included another new driver the Championship, Oscar Rovelli who immediately proved to be rather handy in his Alfa.

The 70s grid was also bolstered by Alex Childs and Robert Barter taking part in their first races of the year.

Unfortunately Charles's Datsun lost 3rd gear towards the end of practice and was withdrawn from the race putting Mark & Will Leverett together on the second row of the grid.

The race had to be red flagged when the Alfa Spider of Antony Ross suffered brake failure approaching Paddock and barrel rolled to the

bottom of the hill, fortunately without injury.

At the restart Peter and Jim quickly broke away from the rest, lapping closely and swapping places a couple of times including an impressive move by Jim around the outside of Paddock Hill, who won by just under a second to seal the 2015 Championship.

Will Leverett found himself in a gap, unable to keep up with the leaders he was comfortable quicker than everyone else. Oscar maintained his practice form, lapping consistently to keep Mark Leverett on his toes.

Meanwhile Jon Wagstaff, Chris Fisher and Alex Childs a race long battle, swapping places constantly and providing an excellent demonstration of close clean racing.

Peter Richards again demonstrated the potential of the Clan before gremlins halted his progress, which also accounted for Robert Barter. Behind Will Morton, Alan Hersey completed the list of finishers after giving 'Rosie' its first run of the year

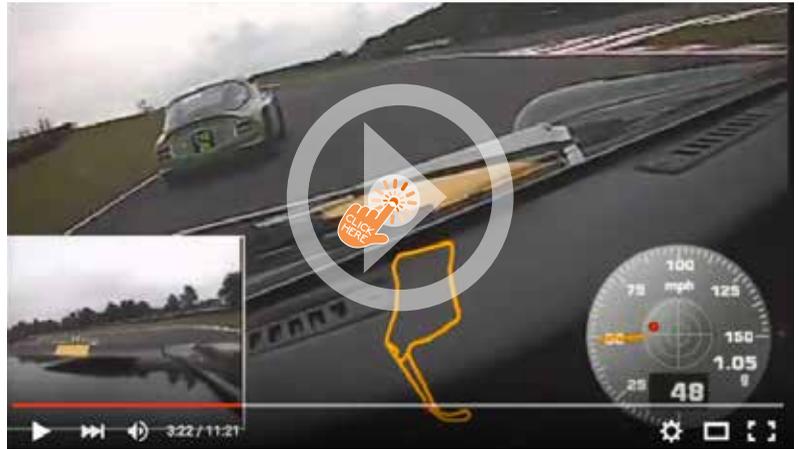
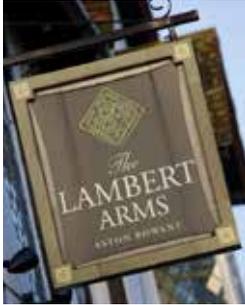
The convenient mid afternoon race slot gave everyone the opportunity to share race experiences before heading home from a most enjoyable days racing in time to catch the England World Cup Rugby Match.

70s Dinner

Saturday 20 February 2016

The 70s Dinner has been arranged for the end of the hibernation season and will again be held at The Lambert Arms, Aston Rowant, Oxfordshire OX49 5SB.

Booking details will follow in the next issue of the Newsletter



Video of the month

Oulton Park Gold Cup – In-car with Jim Dean

<https://www.youtube.com/watch?v=knGrcRRn2nE>

Edited highlights of a typical 2015, 70s Road Sports race, in-car with Jim Dean, Lotus Europa, with the added feature of Racelogic data and rear facing camera.

Also worth a look

David Tompkinson, Triumph Spitfire (18min)

<https://www.youtube.com/watch?v=GON0ZMkAy4I>

Mark Oldfield, Lancia Monte Carlo (18min)

https://www.youtube.com/watch?t=88&v=3raKPSc2_G4

70s Twitter

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

News and views relating to 70s Road Sports

70s Facebook

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

The 70s Facebook page 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.

Charlie Wooding

<http://charliewooding.co.uk/v/photos/87728wgg/C194037040>

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

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