



AN HSCC CHAMPIONSHIP SINCE 1996

March 2016 – No3



seventies

CELEBRATE THE
50th
ANNIVERSARY
OF THE **HSCC**



The Griffiths Formula

Castle Combe, 14 May 1966

70s Road Sports remain true to Guy Griffiths original ethos that in order to preserve them 'historic cars should not be modified inappropriately beyond their original specification'.



Guy Griffiths first self portrait taken when he was 5 years old, wearing one of his fathers old mackintoshes, his cap back to front and sixpenny goggles.

Born in 1916 Guy was a sickly child and his passion for cars and photography was kindled by his nurse. By the time he took his first self-portrait when he was just 5 years old, Guy already knew he wanted to be a racing driver.

Leaving school at 16 he started trading cars when he was just 18 and entered his first race at Donington in 1935. Working for Napier at Brooklands during the war Guy formed a life long friendship with Motor Sports Continental Correspondent Denis Jenkinson.

After the war Guy returned to the motor trade and rekindled his passion for photography attending virtually every race meeting held in the UK between 1946 to 1953.

Whilst continuing to compete in the occasional club event Guy's business interests diversified and following the austerity of the war years he discovered a burgeoning market for glamorous lingerie.

In the early 60's whilst struck down by a serious illness Guy devised an equalizing formula that would allow 50s sports cars to remain competitive with newer models and created the Griffiths Formula.

Guy found support for his idea from Betty Haig, a co-founder of the Frazer Nash Car Club and a pioneering female motorist having brought her first car when she was 16 with a gift of £50 received from a Great Aunt.

Betty Haig used Guy's Formula as the basis of the Frazer Nash Car Club's first event The Griffiths Formula race held at Castle Combe on 14 May 1966. The race was flagged away by Guy's daughter Penny.

Betty was a prolific competitor taking part in many races, rallies and hill climbs over more than 30 years and used the Griffiths Formula races as the swansong to her career. The Griffiths Formula flourished and in 1969 evolved into the Historic Sports Car Club.

Penny had inherited Guy's talent for racing and with some interesting cars at her disposal enjoyed success in speed trials and club meetings. With her mothers support Penny established a car museum at the family home in Chipping Campden,

“ Guy devised an equalizing formula that would allow 50s sports cars to remain competitive with newer models providing them with a new lease of life reducing the numbers being scrapped or exported. ”

with Guy's collection of over 20 cars, made up of many interesting cars including 2 Bugatti's, a Alfa Romeo 8 cylinder Le Mans and 6 Jaguars plus a racing C-Type driven by Stirling Moss and the prototype Jaguar 'E2A', said to be the missing link between the D-Type and E-Type.

Guy's business interests continued to expand into the 1970s and one of his lingerie shops in Brighton was used as the cover shot for Ian Dury's iconic 1977 album *New Boots & Panties*.

He maintained his passion for photograph and continued to attend motorsport events well into his 80's whilst digitizing his archive of more than half a million images. Shortly before Guy's death a collection of his favourite photographs were published in a book - *1946 AND ALL THAT* – still available to order from Amazon.

In 1999 Penny entered Guy's Jaguar D Type into the Goodwood Revival to be driven by Win Percy, this provided him with his introduction to Historic Motorsport and where he enjoyed a successful extension to his career.

Maintaining his connection with the grass roots, Win supports 70s Road Sports Novice Trophy encouraging more drivers to experience Historic Motorsport with the HSCC, maintaining the link with Guy Griffiths, his daughter Penny and Betty Haig who were all there at the very beginning of the HSCC story.

The first Griffiths Formula race was won by Neil Corner's Jaguar D-Type followed by Chris Drake's Lotus Bristol.

Betty Haig finished 6th in her Frazer Nash.



If you only remember 3 things

Things to do before entering the 50th Anniversary Meeting at Castle Combe on 16 – 17 April. Draft Regulations are available on the HSCC website and a new file will be uploaded when approved by the MSA.

1 Vehicle Identity Forms (VIFs)

2016 Championship Regulation:

All cars in Classes A to F must have current HSCC Vehicle Identification Forms. No competitor can claim Championship points unless the VIF has been approved by the Registrar.

By now you should have already downloaded the Form from the HSCC website or email the HSCC:

office@hsc.org.uk

This form must be submitted before your first race meeting.

The 70s Registrar Matthew Smith will inspect your car at the first available race meeting.

Providing the car conforms to the regulations and paperwork presented, upon receipt of the £50 registration fee the completed paperwork will be returned to you.

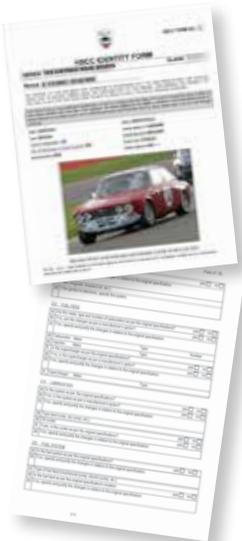
2 Championship decals

2016 Championship Regulation:

All competing cars must display two HSCC badges and two 70s logos, one on each side of the car, towards the front and near the top of the front door; alternatively, if insufficient space available, at the rear and near the top of the front wings on a near vertical surface. The 70s logo to be placed, in line, and immediately below the HSCC badge.

New Class identification stickers will be provided for competing cars registered for the 2016 Championship, they must be displayed along with the HSCC and 70s Road Sports Championship logos as detailed in the regulations.

All cars in Classes A to F must display their class letter, available from the Office when registering for the Championship, immediately next to (5cm) and to the front of the competition numbers on both sides of the car.



3

Vehicle presentation

2016 Championship Regulation:

Cars must at all times be entered in a presentable manner, in the true spirit of 70s Road Sports, including sponsors decals. Gaudy colour schemes are not acceptable.

The definition of 'Gaudy' for the purposes of the Championship Regulations is 'extravagantly bright or showy, typically so as to be **tasteless**'.

If a car is considered not to be presented in the spirit of the Regulations the Championship Committee will be final arbiters in the event of a dispute.

Simple guidelines to aim for:

1. Beautiful from 6ft away
2. Cherished from 3ft away
3. Authentic from 6"

The Key phrase here is 'authentic'.



Examples of authentic 70s colours, bright, cheerful, vibrant and beige... but not gaudy

We would still like 70s competitors to park together as it improves the paddock presentation for spectators and make events more sociable for competitors.



Simon Taylor's Notebook

Motor Sport Magazine – November 2004

The generally accepted wisdom is that if you go motor racing in an old car it will cost you a lot. HSCC Road Sports is one way you can go racing without a millionaire's budget, or a trailer.

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At the major historic meetings, priceless cars arrive in huge transporters operated by hired hands who maintain and mend. The owner just turns up to drive, and to pay the bills. And the car he races may well be worth more money than most of us will ever earn in a lifetime.

But if you feel it's only a lack of dosh that's keeping you off the starting grid, take heart. You too can go circuit racing. Campaigning a classic car need not involve a giant outlay, nor spare engines, skilled mechanics, racing tyres or trailers.

The Historic Sports Car Club runs race meetings at most British circuits, not just for old sportscars but also for saloons

and pre-1980 single-seaters, right from Formula Ford to Formula 5000. Racing is both close and highly competitive, but it's all meant to be good clean fun.

Race director Grahame White, who has seen it all before in a long career of race organisation, will have a quiet word with anybody driving over his or her head and spoiling it for the others.

I like to get to an HSCC meeting from time to time, because the racing is always entertaining, the cars interesting and the people friendly. And it was high time I went back to Mallory Park: I hadn't been since I raced a single-seater there 32 years ago.

But I had fond memories of the days when top drivers didn't just do one race a year in this country: I saw John Surtees win an F1 race there in a Lola, Bruce McLaren in one of his first outings in the Zerex Special, and drivers such as Clark, Stewart, Rindt and Peterson in F2.

Years ago Mallory Park used to be part of the Brands Hatch group, but it is now totally independent and belongs to former racer Chris Meek. Ron Overend, who ran the circuit for so long in concert with his sadly departed wife Edwina, is still in charge, along with his son David.



“ So if you're about to sign on for that holiday cruise, or order your new BMW 3-Series, don't. Spend that money on a tired TVR, a doggy Alfa GTV or a wobbly X1/9. ”

I was delighted to see that the little circuit is unchanged in layout, apart from a couple of chicanes for the bikers which do not affect the car circuit. Steady rain somehow only served to add to the atmosphere of grass-roots British club racing as it always used to be.

The HSCC hires the circuit — Mallory's fees are reasonable — and recoup their costs out of the entry fees charged to the competitors, which are £140 a race. Every driver gets a 15-minute qualifying session and a 15-minute race, and the eightrace programme included events for the likes of Classic F3, Historic Racing Saloons, Formula Junior and Road Sports.

This last is particularly attractive for shoestring racers. It's open to production sports and GT cars built between 1970 and 1979. The key is they must be road registered, taxed and MoT'd, and be running on road tyres.

No nonsense about trailers and tow-cars — you drive the car to the meeting, and if you don't you earn fewer Championship points. The entry was a motley mixture: Jaguar E-type, MGB and Lotus Elan, of course, but also Triumph, Datsun 240Z and even Pontiac Firebird. They run in classes according to capacity and type

so, despite wide performance differentials, almost everyone seems to earn points.

Some of the humbler Road Sports cars could be put on the grid for less than £5000 and, given a reasonably reliable and accident-free season, a year's racing needn't cost much more than a smart two-week holiday for two.

Many of the drivers have come to racing comparatively late in life, after mortgages and families are sorted: a criminal lawyer, a doctor, a market gardener. Several raced in their youth and are returning to it in middle age.

So if you're about to sign on for that holiday cruise, or order your new BMW 3-Series, don't. Spend that money on a tired TVR, or a doggy Alfa GTV, or a wobbly X1/9. Clean it up a bit, put in a roll-cage, and go motor racing.

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70s Road Sports Calendar 2016

Championship Events

16-17 April	Castle Combe	20 minute race
21 - 22 May	Silverstone International	20 minute race
18 -19 June	Cadwell Park	2x 20 minute races
2 - 3 July	Brands Hatch Super Prix	20 minute race
6 - 7 August	Croft Nostalgia	2x 20 minute races
27-29 August	Oulton Park Gold Cup	20 minute race
16 -18 September	Spa Six Hours	2x 30 minute races
15 October	Silverstone Finals	20 minute race

70s Spa Days

16-18 September 2016

This year there will be two Championship races at Spa on 16-18 September, we hope that competitors will support this brilliant new addition to the 70s Championship.

We will be updating competitors with news, travel advice, Channel crossings and accommodation in subsequent issues of this Newsletter.



Jim Dean revealed his new Championship challenger at the 70s Dinner. He has invited 2014 Champion Ollie Ford to drive it at the Castle Combe Anniversary meeting.

Julian Barter at Spa in 2014, see 'Video of the Month' for the full in car sensation.

70s Annual Dinner

20th February 2016

An enjoyable 70s dinner organised by Robert Barter was held on at The Lambert Arms, Aston Rowant.

Alex and Ann Bage were presented with the Spirit of the Seventies trophy for their enthusiastic support of the 70s Road Sports Championship.

Alan Jones from the HSCC Office explained how the new on-line entry system would work and Charles told a story about a 1966 Mustang powered by Vaseline!



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Video of the month

Julian Barter at Spa 2014

<https://www.youtube.com/watch?v=-AYzeP5sEic&feature=youtu.be>

The final two laps of the entertaining 20 minute tussle between Julian Barter and the Colman/Colman Chevron B8. Being in separate classes doesn't stifle the competitive instinct as both push their cars to the limit on a slippery track. The Colman Chevron finishes 7th overall and 3rd in class. Julian's TVR finishes 8th overall and 1st in class from a grid of 55 starters.



70s Road Sports Yearbook

2015 Season

A 68 page, A4 photographic record of the 70s Road Sports 2015 Championship Season. With race reports for each event, plus images of every competitor who took part in the Championship.

£35 + £2.00 postage & packing. To preview and order visit:

http://www.charliewooding.co.uk/2015_70s_book.html



70s Website

<http://70sroadsports.co.uk/>

Colour, diversity and fun fueled competition.

70s Twitter

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

70s Facebook

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

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



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