



Spa Francorchamps Championship Races

16 – 18 September

By now you should have received your Entry Form for the Spa Championship Races, please return your completed Form to The Office as soon as possible as grid places are being allocated on a first come basis.

The weekend consists of a 30 minute qualifying session plus two 30 minute races.

Timetable:

Fri 16 Sept: Qualifying: 14.30 – 15.00

Sat 17 Sept: Race One: 12.55 – 13.25

Sun 18 Sept: Race Two: 13.05 – 13.35

We hope that 70s competitors will support this event, your committee has worked hard to add variety to our Championship without increasing costs for the season.

The saving from the Snetterton Double Header and Brands Indy entry fees is virtually identical to the Spa Entry fee for considerably more track time over the weekend. Plus competitors also have the option of dropping two races during the year without affecting their championship ambitions.

Accommodation costs in the Spa region are very similar to the UK. Jim Dean has rented a house near Malmedy and has a spare room available if anyone is still looking for a place to stay.

Please email him direct at:
jimdean7@icloud.com

70's STATS

CADWELL PARK - 18th - 19th June 2016



CADWELL PARK

1st

FATHERS DAY
WINNER

Charles Barter
Datsun 240Z
(Race 13)



DADS & LADS

1st - Julian Barter
2nd - Charles Barter
3rd - Will Leverett
4th - Mark Leverett



114.7 MPH

FASTEST
SECTOR SPEED

Will Leverett
Porsche 911SC
SECTOR 1
(Qualifying Race 3)



218

FOLLOWERS
on twitter



YEARS

Paul Stafford
1996 - Datsun 240Z
2016 - Datsun 240Z



1:44:310



FASTEST RACE LAP

Julian Barter
Lotus Elan S4
Av. 75.47mph
(Race 13)



0.795

CLOSEST FINISH

Charles Barter - Datsun 240Z
Julian Barter - Lotus Elan S4
(Race 13)

10 PLACES GAINED



Paul Stafford, 240Z
(Race 3)



MST IDEAL LAP
TIME ACIEVED

Julian Barter
Lotus Elan S4
(Qualifying Race 3)

MST
IDEAL LAP

1:44:118

BEST LAP

1:44:118

Wolds Trophy Race 1

Saturday 18 June 2016

Time waits for no man, unless the man in question is Paul Stafford who works to his own race day timetable and rolled into the Cadwell Park Paddock in time to zip up his overalls and slip almost unnoticed onto the back of the grid for the first of the weekends two races.

Although as Paul has been racing in the 70s Championship since it's inception in 1996 when his beard was merely strong stubble it's difficult to argue how much more practice he really needs.

For the rest of the grid who woke up to another dull, grey and cool morning

scrutineering was relatively trouble free and efficient with the exception of Mark Oldfield whose gloves had suffered from the effects of a rodent attack and were confiscated, although a substitute pair were fortunately provided by Sarah Hutchinson's husband John.

On a damp but drying track Charles Barter and Will Leverett were quickly down into the 1:40s by their third laps, Charles as usual displaying his smooth flowing style whilst Will was on the attack regularly slapping the Porsche mirrors against the corner markers on the climb up the Mountain (until being remonstrated by a marshals wagging finger).

Ultimately both were pipped by Julian Barter, in Iain Daniels Elan who posted the three best sector times on his last practice lap to grab pole by over a second from Charles's Datsun. Mark Leverett who must have had extra fruit on his Cornflakes that morning was in excellent form and qualified 4th.

Chris Fisher in the Arkley was awesome wherever the road turned, qualifying 6th



Mark Oldfield initially lead a lively and closely matched group in the mid-field until officials took offence to his ever increasing smoke screen.



overall ahead of Howard Payne despite dropping 10mph through the speed traps to the Lotus Europa which was narrowly ahead of Mark Bennett's MGB V8 and John Williams Porsche 911.

Johan Denekamp was running well in his TVR until getting caught out exiting Barn on a damp patch under the trees at the end of practice. The class D contenders were running as a pack with Brian Jarvis heading Mark Oldfield, Jon Wagstaff and Steve Moore. Unfortunately the transaxle casing cracked on Steve's Alfa bringing a change of activity to his weekend which was seamlessly relocated to the coast.

Behind Stephen Bellerby's TVR, Robert Barter's misfortunes continued, the newly rebuilt engine in the uncooperative Jensen Healey frustratingly ran its bearings after

just 20 minutes practice. David Tomkinson hustled his Triumph Spitfire around enthusiastically but claimed he just wasn't as brave as Chris through the twiddly bits.

Will Morton gave his Porsche 924 another outing and was followed on the grid by Martin Dyson's GT6, Simon Holmesmith, Alfa Romeo Bertone and Sarah Hutchinson in her Lancia Beta.



“ Chris Fisher in the Arkley was awesome wherever the road turned, qualifying 6th overall ahead of Howard Payne despite dropping 10mph to the Lotus through the speed traps ”

As the lights went out at the start of Saturday's race, Charles and Will initially got the jump on Julian although Julian quickly nipped past the Porsche on lap two and was in front of the Datsun before the end of lap four thereafter the leading trio held station opening out a comfortable gap to the rest of the field.

Mark Leverett successfully defended his 4th position from John Williams Porsche, Mark Bennett had an uneventful race as Chris Fisher continued to outperform the potential of his car to hold onto a solid 8th overall whilst classmate David Tomkinson struggled with brake woes.

The best of the action was in the mid-field with Mark Oldfield's Lancia Monte Carlo fending off the attentions of Jon Wagstaff, Alfa and Brian Jarvis Porsche. Will Morton initially hanging just a cars length behind the group as Paul Stafford worked his Datsun 240Z from the back to join in the fun and add more variety to the mix.

Meanwhile Mark's Lancia was coming under increasing scrutiny from officialdom, a broken seal was causing oil to drop onto the exhaust creating a disconcertingly large cloud of smoke, eventually after waving flags of various colours at Mark it



was decided that the time had come for his race to be brought to a premature end, Brian Jarvis grabbed the opportunity to jump to the front of this exciting group for half a lap before attacking the Goose Neck backwards which undid all his good work.

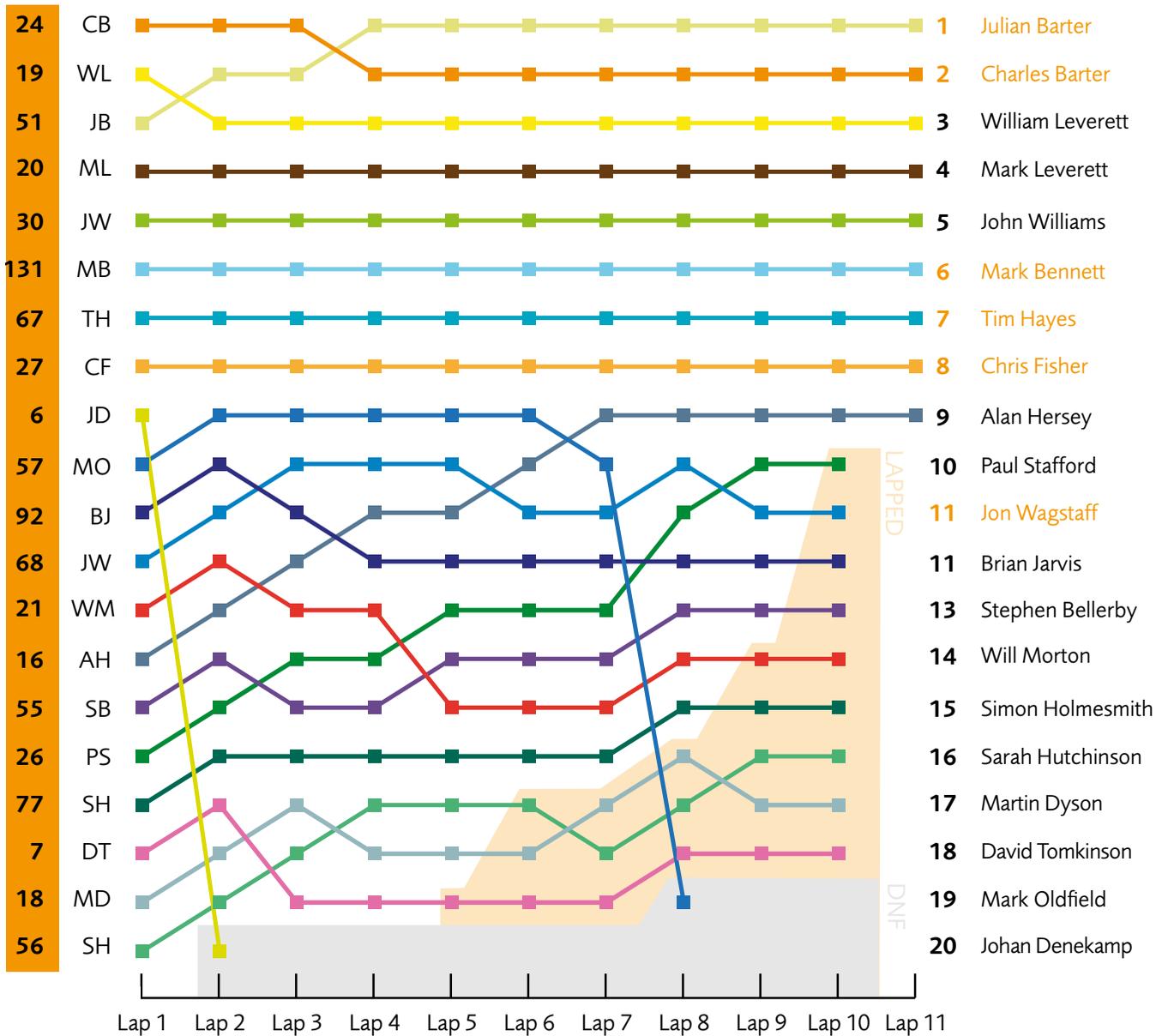
Having driven up from Cornwall, Steve Bellerby was enjoying the two day format saying the relaxed atmosphere gave him time to get to know his fellow competitors, he also enjoyed nipping past Will Morton mid race who was equally surprised to find himself third in class after all the on track shenanigans had played themselves out.

With thanks to Simon Arron of Motor Sport for supplying this evocative image of Julian Barter in control of the first race of the weekend

“ Will Morton initially hanging just a cars length behind the group as Paul Stafford worked his Datsun 240Z from the back to join in the fun and add more variety to the mix ”

Cadwell Park Lap Chart (Race 1)

A graph mapping the position of all 70s Road Sports Competitors



With thanks to Garry Clarke for this image of Charles resisting the attentions of Julian to win the second race of the weekend.



Sunday dawned warm and dry and with the start time for the second race of the weekend at 11.30, Fathers Day had a nice and relaxed start to it, although things were about to get quite busy very quickly.

Will Morton was a non-starter having unfortunately got called back home to attend to farm duties and Brian Jarvis's Porsche ground to a halt at Park on the warming up lap. A rather depleted grid of 18 cars assembled in front of the start light gantry but what was lacking in quantity was made up for with some quality racing.

Charles and Will both got better starts than Julian who was pegged back in 3rd place for a couple of laps before finding a way past the Porsche which was lighting up the speed trap at 115mph. Julian then set off after Charles who was posting consistently quick lap times and certainly wasn't hanging about waiting to be caught.

Meanwhile Mark Leverett was having a great tussle with John Williams, swapping places regularly, having discovered his race pace at the beginning of the weekend Mark had no intention of relinquishing it so soon to hang on to another 4th place.

Mark Bennett was holding a watching brief

in 6th just not close enough to join in the fun ahead whilst Paul Stafford jumped forward another couple of places at the start and settled into a comfortable 7th.

Meanwhile Chris Fisher was having to fend off the unwanted attentions of Alan Hersey's Reliant with the Arkley so much quicker through the corners than the wayward Scimitar only to be overpowered again on the next straight.

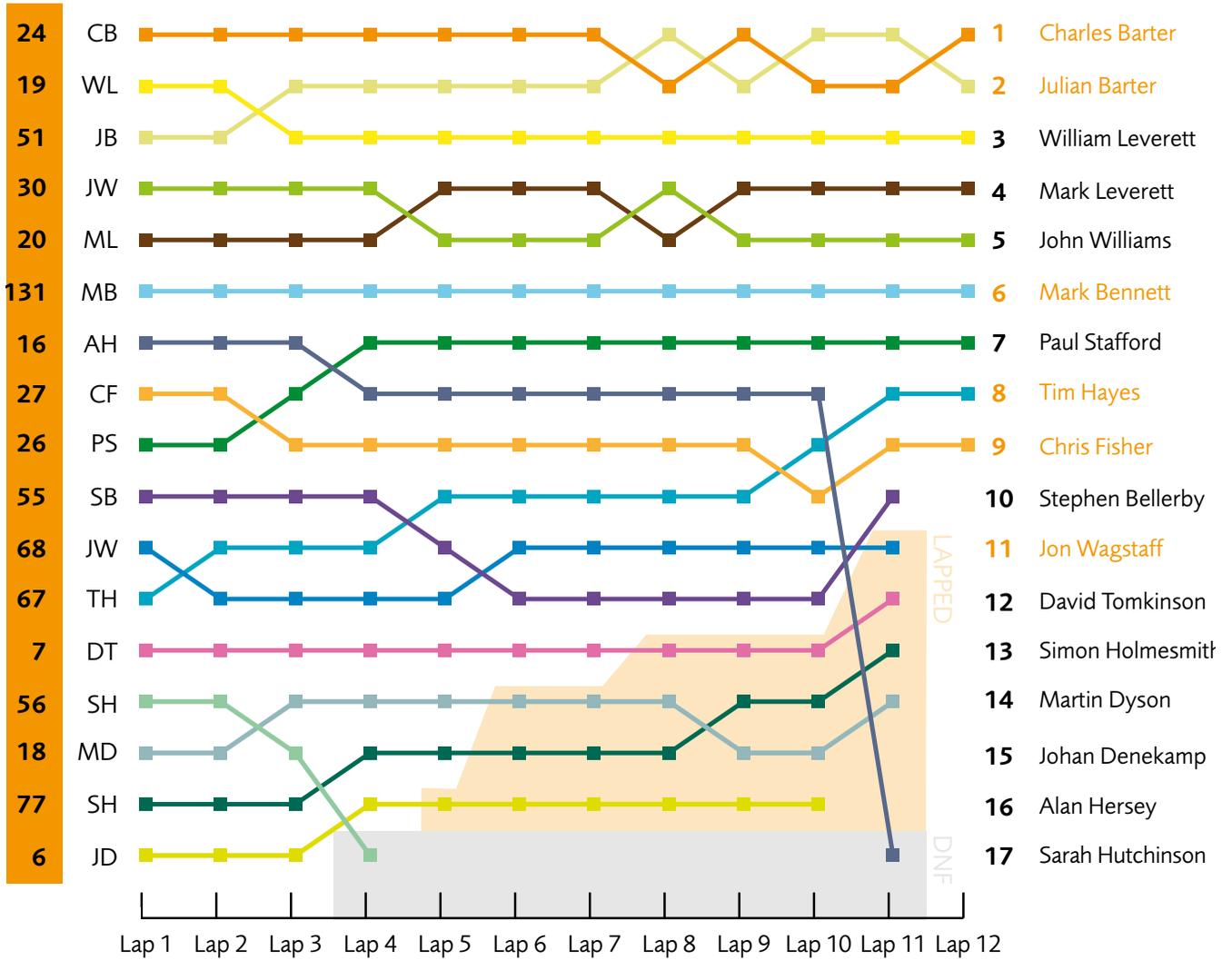
Stephen Bellerby dropped a couple of places at the beginning of the race but recovered to finish a credible 10th overall and with working brakes David Tomkinson also had a much more enjoyable race although unfortunately the brake gremlins jumped across to Sara Hutchinson's Lancia which she was forced to retire on lap 3.

Charles and Julian swapped places a couple more times before the end with Charles taking the flag eight tenths ahead of Julian. Will Leverett had another uneventful race although kept himself amused by posting his quickest lap just 3 laps from the end.

Overall an excellent weekend for dad's and lads with a well deserved win for Charles Barter on Father's Day.

Cadwell Park Lap Chart (Race 2)

A graph mapping the position of all 70s Road Sports Competitors



Legends of Brands Hatch

Saturday 2 July 2016

The 70s practice session on Friday afternoon was scheduled to start at 6.00pm, by then the event commentators had been sitting in their tower for most of the day with the sun baking down on the roof and were ready for some entertainment.

Charles Barter continued his momentum from the previous race and dipped below 1:50sec on his second qualifying lap, progressively reducing his lap times until securing pole with a 1:47.801. Julian Barter in the Europa again for the weekend was the only other driver to dip into the 1:40s just... with a 1:49.222.

Peter Shaw was back in the TVR Tuscan now with a smokeless engine to qualify 4th just 0.023sec behind Jim Dean. Mark Leverett was another to carry his form over from Cadwell Park to qualify 5th just 0.160sec in front of the Porsche of his nemesis John Williams.

Howard Payne returned to the track with his Lotus Europa and was separated from rival Steve Skipworth by the ex John Dobson Alfa Romeo Bertone, now owned by Oscar Rovelli who created some amusement amongst the commentators as they speculated whether Oscar was Welsh and how 'Rovelli' could be pronounced if he was.

Just behind 'friend of 70s' Jim Bayman in his invitation MGB was Nigel Ashley, making it five Lotus Europa's on the grid, out qualifying Chris Fisher by 00.21sec who again wasn't troubling the speed trap but clearly finding a lot of time in the corners. Chris in turn was just 0.015sec ahead of Dave Erwin in his Alfa Romeo looking splendid in the afternoon sun after its off season refurbishment.

The Europas put on an impressive paddock display on Saturday morning under the 70s Championship flag



“ Charles was already putting pressure on Peter as they approached Paddock Hill for the second time taking a wide outside line, whilst Jim and Julian squabbled in their wake ”

Neil Brown's Eclat was followed by Simon Holmesmith's Alfa Romeo who created more amusement in the commentary box when the MST Timing system promoted him to the front of the grid. The two sunshine yellow TVRs of Johan Denekamp and Stephen Bellerby qualified within half a second of each other and the grid was completed by Sarah Hutchinson, David Tomkinson and Bob Fisher in the other invitation MGB.

With a 9.00am start time it was up to the Legends of the 70s to set the standard for the weekend although apart from the marshals it appeared that only butterflies warming their wings in the morning sun were up early enough to watch the race.

As the lights went out Peter Shaw made the best start from 4th on the grid to lead the rest of the multi coloured pack into Paddock Hill. Will Leverett started from the back after missing practice and was already making giant strides gaining 5 places before the top of the hill and was up to 9th by the end of the first lap.

Charles was already putting pressure on Peter as they approached Paddock Hill for the second time taking a wide outside line,



whilst Jim and Julian squabbled in their wake ahead of John Williams with Mark Leverett filling his mirrors both slightly ahead of the Europa's of Steve Skipworth and Howard Payne.

Next time around Charles was clearly quicker through Clearways, as Peter hugged the tighter inside line the Datsun swept around the outside of the TVR as both cars turned into Paddock Hill, Charles slowly eased away from the green Tuscan as they both pulled away from Jim and Julian who continued to trip over each other as Julian contended with gear selection problems.

On lap 5 Steve Bellerby pulled off the track exiting Druids with deranged steering

With thanks to Chris Todd for the image of Peter Shaw grabbing the lead at the start, unfortunately his race came to a premature end when the front right stub axle failed

causing the Safety Car to be deployed whilst the TVR was recovered. By this time Will Leverett had already moved onto the tail of the group containing John William's Porsche and his fathers Lotus Elan but as the field closed up behind the safety car he was only 4 seconds behind the leaders when they were released on lap 8.

Charles timed the restart perfectly although Peter was hot on his heels determined not to let the 240Z break away but as he turned through Graham Hill the TVR's front right stub axle broke, fortunately both Peter and the wheel pulled safely onto the grass, but in the confusion John Williams Porsche lost momentum and Mark Leverett jumped past into 4th place as they headed out into the country bringing Will onto the tail of his adversary.

As they headed out onto their 9th lap Will dived inside John's Porsche entering Surtees, as momentum carried them both towards the outside Will's Porsche rubbed against the front of John's which shredded the rear tyre of the red car forcing him to retire immediately. Will has demonstrated consistently that he is a very talented competitor and this was a very unfortunate end to an inspired recovery drive.

Charles wound out the final 2 laps with metronomic consistency, just 0.077 of a second variation between laps 9 and 10, sparing partners Jim and Julian finished 3.5 seconds behind but just 0.226 sec apart.

Mark Leverett was 4th just half a second in front of John Williams after a competitive mornings work. Steve Skipworth and

Howard Payne also had fun in the sun and were separated by just 0.295 sec.

Chris Fisher had an uneventful race finishing 9th just behind Jim Bayman's invitation MGB. Neal Brown was awarded his first class win in the Championship after nipping past Dave Erwin mid race who in turn was followed by Sarah Hutchinson, Johan Denekamp, Simon Holmesmith, David Tomkinson and Bob Fisher completing the finishers, all remaining on the same lap as the race winner.

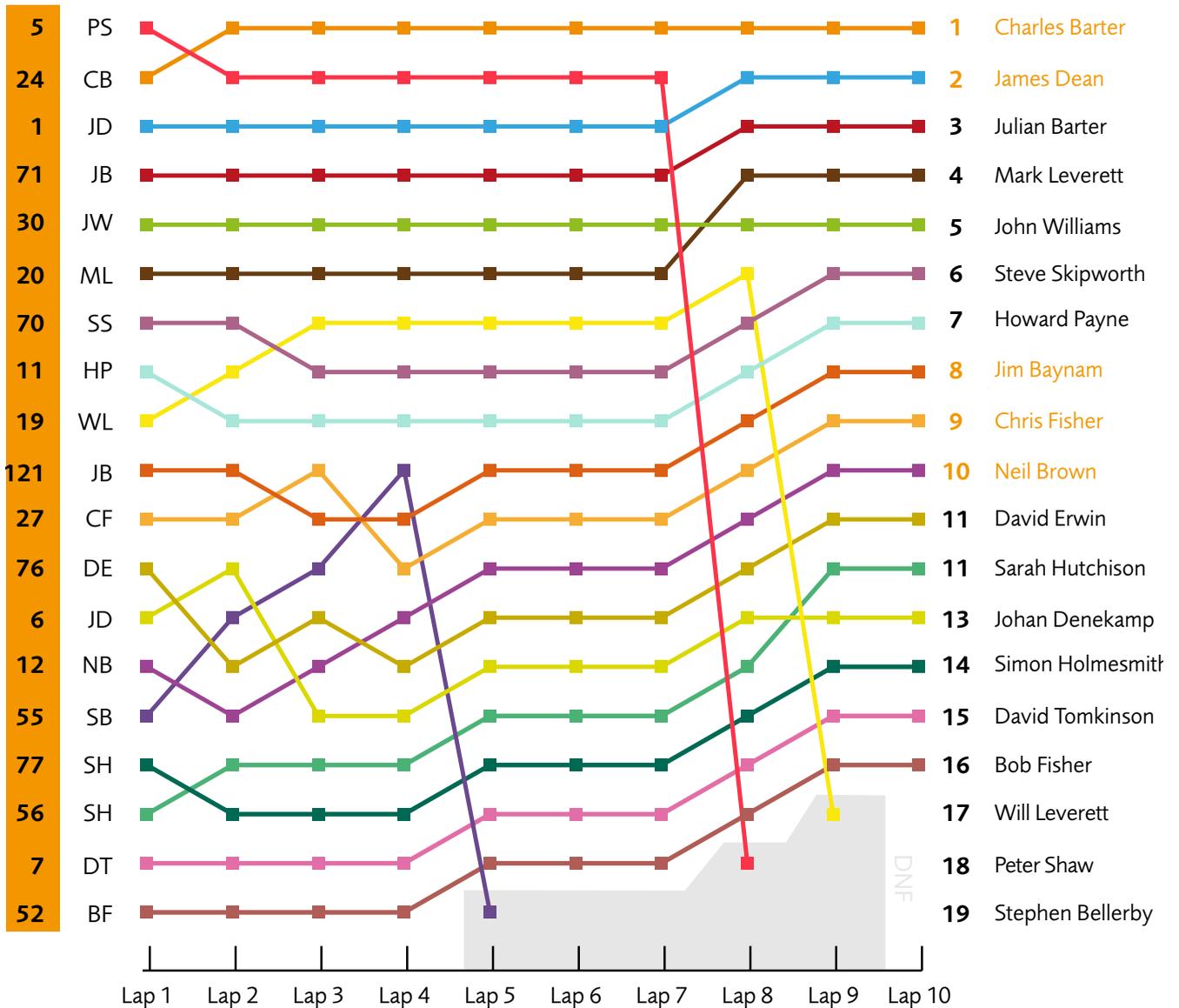
The Legends before breakfast time podium celebrations were hosted by Marcus Pye and witnessed by a baying crowd consisting of the author of this report, Paul Woodford from SSTV and his erstwhile cameraman, everyone else missed a classic 70s treat.

With thanks to Simon Arron of Motor Sport for providing the image. Chris Fisher had an uneventful race and left Brands Hatch with a single point lead in the Championship



Brands Hatch Lap Chart

A graph mapping the position of all 70s Road Sports Competitors



Oulton Park Gold Cup Barbecue

27 - 29 August

MasterChefs Jim Dean & Alex Bage have offered to organise another BBQ at the Gold Cup for 70s competitors and friends, to be held early Saturday evening.

We will be asking for a £10pp contribution towards costs and any money left over will be used as a subsidy for the Annual 70s Dinner currently planned for the end of January 2017.



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	Legends of 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 Website

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

70s Twitter

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

70s Instagram

<https://www.instagram.com/70sroadsports/>

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