

70

seventies

AN HSCC CHAMPIONSHIP SINCE 1996

April 2019 - No2



DONINGTON PARK: 30 MARCH 2019
BE PREPARED TO CLEAR AWAY THE SNOW
AND RECEIVE A WARM WELCOME IN GARAGE 39

**JUST TO
PROVE YOU
CAN MAKE A
MESS OF THE
DAY AND STILL
COME OUT
SMELLING OF
ROSES**
JON WAGSTAFF

comment

The Club is looking towards 2020 and how it can provide a less predictable calendar for competitors with more varied race distances and a HSCC Championship meeting in Europe.

Over the years we have listened to suggestions from 70s competitors for longer races at selected events and we had addressed this to a degree by offering double header weekends at Cadwell Park, Croft and now the Anglesey weekend which I hope all competitors will support.

This year the race distance at three big meetings of the year, the Silverstone International, Legends of Brands Super Prix and Oulton Park Gold Cup has been increased to 30 minutes. These are usually extended weekends for competitors, previously with 15 mins qualifying followed by a 20 min race and competitors may have felt these weekends haven't always represented good value for money especially if there was an incident during a race as there would be little opportunity to recover lost track time.

However, track time is calculated on a cost per minute basis and therefore the cost to competitors is greater as entry fees have increase proportionately. I would be very interested to hear the views of competitors and whether longer races would be something you would like to keep, if it's possible as part of the 70s Championship .

The Club is also investigating the possibility

of organising a HSCC Championship weekend in Europe next year at a venue for example Zolder with a huge history. The hope is that entry fees could be kept the same as the equivalent Legends of Brands Super Prix or Oulton Park Gold Cup weekends. This is all part of the Clubs efforts to provide racing members with a more varied calendar but we would very much like to know if 70s competitors would support this initiative.

Competitors may have noticed that the timetable for each event is published on the HSCC website at the time entries open, we would like to extend the information available if we can prise the details from the circuit owners, to include when you can gain access to the circuit, and if it is possible to sign-on and have your car scrutineered earlier than the times specified in the final instructions.

Let me know your thoughts on double header weekends, race distances varying between 20 minutes and 30 minutes and whether you would support a championship round in Europe in 2020.

I shall look forward to hearing from you.

Charles Barter

charles.barter@thewatercresscompany.com

#1-30.03.19



DONINGTON

And breathe...

Time doesn't stand still when preparing a race car for a new season and actually seems to travel a x2 speed, recording your efforts on a smart phone then play it back at half speed doesn't help at all. Two weeks before Race 1 of the 70s Road Sports season current Champion Jez Clark had the body of his Elan hung from his garage ceiling like a side of venison.

Images: Charlie Wooding & Martin Cooper Words: James Nairn

AND SO WITH THE TURN OF A KEY, THE FLICK OF A SWITCH, THE PRESS OF A BUTTON THE NEW SEASON BEGAN IN A FLURRY OF COLOUR, HUNTING EXHAUST NOTES, SPITTING CARBURETTORS AND ANTICIPATION.

Scott James Temple was trying to navigate through a DVLA quagmire to get his Porsche 924 onto the grid and Mark Oldfield had a screw loose which prevented his new challenger from taking part so transported a pair of deckchairs to the circuit instead, Steve Bellerby appeared to be ready the day after the Silverstone Finals then spotted a fleck of dust on a drop link which threw all his plans into disarray although he was almost certainly the first 70s competitor through the newly installed Donington Park gates on Friday morning.

Peter Connell was trying to track a mysterious wiring problem and in some strange quirk of fate David Tomkinson had four wheels on his car but no engine. After a brief diversion to move house mid-week David had the engine installed back in the Spitfire a comfortable 12 hours before scrutineering, leaving himself plenty of time to fit the exhaust and replace a seized extinguisher cable. Will Morton moved some sheep pens in preparation for lambing season, spotted a Porsche 924 and in the hope that his sheep could keep their legs crossed for one more day loaded it onto the trailer, the result of all this activity was that 27

race cars presented themselves for scrutineering early Saturday morning.

In the past competitors arriving at Donington Park in late March generally had their senses assailed by the heady aroma of hi-octane aviation fuel and fried onions blown in on a biting wind from the east, but now Garage 39 had become a welcoming feature in the centre of the paddock and this year even the weather was surprisingly pleasant, warm sun shone on competitors who picked up conversations that were left open last October and eagerly went about the business of fiddling and fettling, checking tyre pressures and oil levels in a strangely mesmerizing process mirrored by every competitor up and down the paddock. It is an unwritten law that seatbelt adjustment is always left until the Assembly Area.

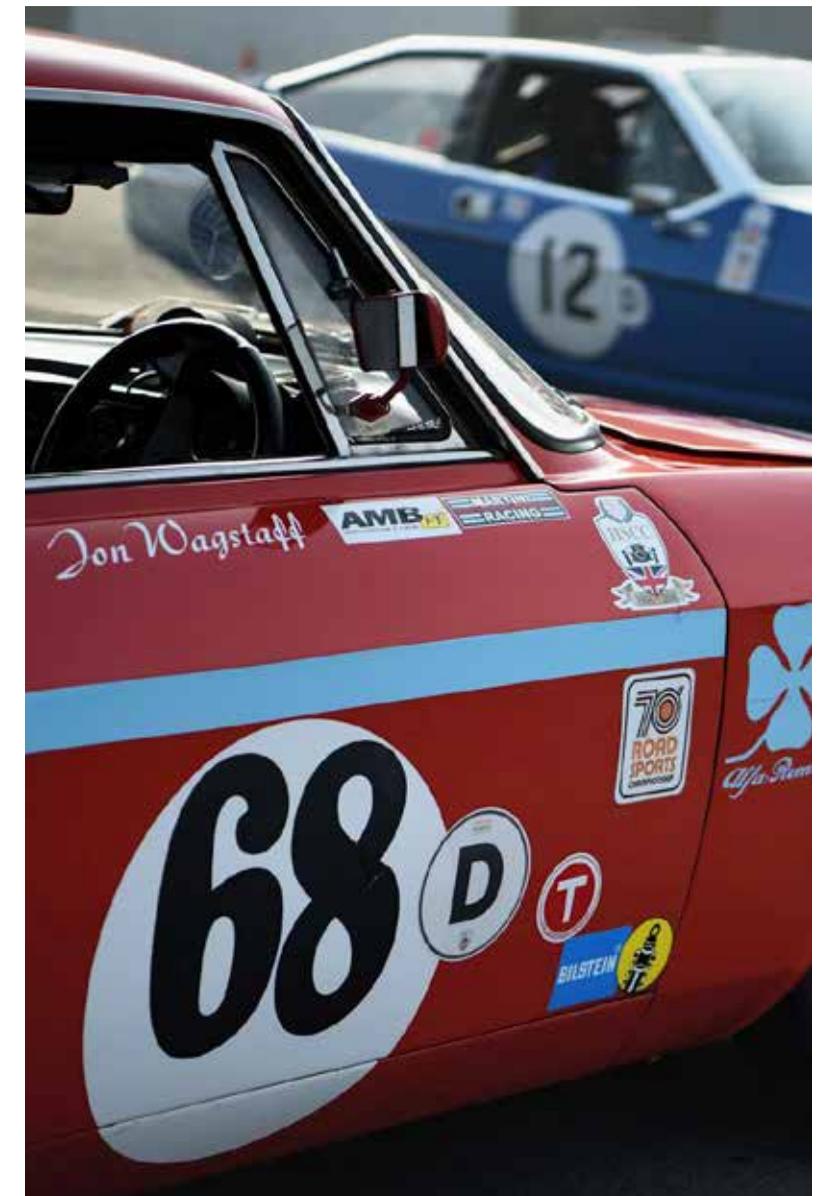
And so with the turn of a key, the flick of a switch or the press of a button the new season began in a flurry of colour, hunting exhaust notes, spitting carburettors and anticipation. Despite the five and a half month gap since the end of the previous season it looked as if we had never been away, although as most competitors posted their quickest times right



at the end of the session the suggestion was that more time had been spent during the off season winning favours with close family members than honing the reflexes of a hawk.

Will Leverett's Europa moved quickly to the top of the timesheets only to be pipped by John Dickson's Ferrari 308GTB on the last lap of the session by 0.027 sec with Jez Clark's Elan and the TVR 3000M of Dave Karaskas, hanging on closely in their wake. It was good to see such a variety of cars chasing top honours with Mark Leverett separated from the flamboyantly driven Porsche of John Williams by just 0.044 sec.

The Cambridge Regional College Team Lotus Europa of Howard Payne qualified ahead Rupert Ashdown's Historic Road Sport Lotus Elan, the quickest of the invitation class racers, ahead of first two in the big engine Class A, Mark Bennett's MGB V8 and the E-Type of Adam Bagnall. It was a surprise to see Nic Strong languishing in 11th on the grid as his Marcos 3000GT had been lighting up the speed traps like British tourists on the A16 Autoroute racing across France to catch the last ferry out of Calais at the end of the Easter holidays.





John Dickson dominated the first race of the season in his Ferrari 308GTB

Image:
©martincooperphoto

Although qualifying a racy 12th, Steve Bellerby was an unfortunate casualty of the qualifying session when an innocent off track moment resulted in his TVR striking the parked Triumph Spitfire of David Tomkinson which had been sidelined early in the session by a broken gear linkage. Robert Gate was the third of the Class A runners in 13th with the next seven cars covered by 0.800 sec, a menagerie of sports cars that would in period have been representative of the legendary Chequered Flag Garage forecourt. Peter

Bowyer's (Invitation) MGB Roadster headed the group from the Class D leading Lotus Eclat of Neil Brown ahead of Nigel Ashley's Lotus Europa, invitation regular Tim Hayes' Alfasud Sprint, Drew Nicholson's Alfa Romeo GT Junior, the Lotus Seven S4 of Chris Holland and Will Morton's Lychen Green Porsche 924.

It was a surprise to find Sarah Hutchison's Lancia Beta another half a second from the back of this group as the Beta was running well and looking fresh and lively. Jon

A GIFTED RACER WHO USED 'THE LIMIT' AS HIS BASELINE THEN WENT QUICKER, IF HIS CAR WASN'T AT THE POINT OF THROWING ITSELF INTO A WALL AT HIGH SPEED THEN THERE WAS CLEARLY MORE GRIP TO BE FOUND.

Wagstaff was strangely out of sorts in his Alfa GTV but ahead of Glynn Evans in his tricky Porsche 914-6 which spent part of the session extracting itself from the Old Hairpin gravel although qualifying ahead of Simon Holmesmith's Alfa GTV 2000 and Adam Ross in the family Alfa 1750 Spider. Pete Connell was probably pleased to get a full qualifying session under his belt after the challenging seasons with his TVR and completing the runners was the non-running David Tomkinson.

Competitors huddled in groups eagerly awaiting the time sheets like GCSE students on results day to see if their efforts translated in lap times despite a total lack of revision. As Steve Bellerby was unable to satisfactorily repair the TVR, he and Andy set about helping Dave Tomkinson with his Spitfire although the broken gear linkage appeared to be an insurmountable problem. As is the way with 70s a resourceful person wanders up with a solution, on this occasion Adam Bagnall offered to remove the linkage from a GT6 he had sitting at home in his garage.

Outside 70s this might have seemed an optimistic suggestion but Adam had a secret

weapon, his son Luke, one of the quickest drivers ever to sit on a 70s grid. A gifted racer who used 'the limit' as his baseline then went quicker, if his car wasn't at the point of throwing itself into a wall at high speed then there was clearly more grip to be found. Returning from a 60 minute journey in 40 minutes with the appropriate part enabled David's Spitfire to be ready to go with a whopping five minutes to spare.

Sadly it was in those five minutes that Jez Clark discovered his Elan had an oil leak from a snapped oil pressure sender and was regrettably forced to withdraw from the race.

Nic Strong had the Marcos flying in the first half of the race

Image:
©martincooperphoto



ADAM BAGNALL AND MARK BENNETT ALSO FOUND THEMSELVES EMBROILED IN AN ENTERTAINING BATTLE IN THE SECOND HALF OF THE RACE, WHICH WAS VERY MUCH ENJOYED BY ADAM JUDGING BY THE ENTHUSIASTIC CELEBRATIONS AS HE CROSSED THE LINE TO TAKE CLASS A HONOURS.

Adam Bagnall had a great run in his road driven E-Type to lead home the Class A runners

Image:
@martincooperphoto



John Dickson had a great idea to broadcast the race live from his Ferrari, as he sat at the front of the grid the camera pointing at an empty track the start light sequence provided an interesting distraction before the 20 minute race but if John intends to make this style of race performance a habit then perhaps he should stick a hula dancing doll to his dashboard to provide viewers with something to watch.

If you ever want to know how to launch a Porsche, John Williams is your man and he was quickly into second position from the third row, pushing Will Leverett back to third, although equally quick off the mark were the E-Type of Adam Bagnall and Nic Strong's Marcos resulting in Mark Leverett finding himself floundering around in seventh by the end of the second lap before making a good recovery systematically working his way to fourth on the road. Meanwhile Will set off after John's Ferrari with his usual exuberance, delighting the spectators on the banking with his three wheeling antics. Initially it looked as if Will was closing the gap but 1.4 sec was as close as he got before John eased away from him at a second a lap.

Dave Karaskas wrestled with his TVR manfully, adopting a driving style resembling the drumming technique of Keith Moon to keep the car in check, until his engine made a noise, not so much a tuneful noise that could be associated with Stevie Nicks but an unsettling discord perhaps better associated with the self-destructive Sid Vicious. The cars of Howard Payne and Robert Gate looked quick and sounded crisp but could not quite maintain the pace of the leaders finishing fifth and sixth. After showing some good early pace the Marcos of Nic Strong began to slip down the order before retiring on lap 10.

Adam Bagnall and Mark Bennett also found themselves embroiled in an entertaining battle in the second half of the race, which was very much enjoyed by Adam judging by the enthusiastic celebrations as he crossed the line to take Class A honours. As suggested by the qualifying times the mid grid were set for a race long battle, although Drew Nicholson retired at the end of the first lap and was later seen walking down the pit lane carrying his oil catch tank, it's wasn't clear whether this was the only bit of the Alfa he had left or the only bit he thought worth saving.

Both John Williams, Porsche 911 and Will Leverett drove up to the ragged edge but couldn't match the pace of John Dickson's Ferrari

Image:
@charliewooding

THE CARS OF HOWARD PAYNE AND ROBERT GATE LOOKED QUICK AND SOUNDED CRISP BUT COULD NOT QUITE MAINTAIN THE PACE OF THE LEADERS

Jon Wagstaff found the pace that was missing from qualifying and dragged Sarah Hutchison with him towards the back of Will's Porsche Morton with the invitation Alfa of Tim Hayes and Glynn Evans 914-6 joining the fun.

Although after a couple more excursions one wondered whether Glynn's main priority was simply to collect gravel for a garden project. Neil Brown had initially disappeared into a comfortable lead in Class D but his progress was halted on lap five due to a broken fuel pump, leaving a surprised Jon Wagstaff, who jumped past Will Morton mid race to take the Class D spoils with the quote: 'Just to prove you can make a mess of the day and still come out smelling of roses.' finishing a credible 12th from 20th on the grid.

Nigel Ashley and Peter Bowyer also enjoyed an entertaining race and as these two are also business partners it added a bit of extra piquancy to the battle. Unfortunately for Peter having tried every move except under or over to get past Nigel's Europa, he finally made a move stick two laps from the end only to visit the Redgate beach undoing all his hard work. David Tomkinson suffered a shortage of stopping power from early in the race but

after the dramas of qualifying was pleased just to complete the distance satisfied that at least his new engine appeared to be performing well and finishing ahead of Pete Connell who was probably happy to complete a full race distance but will be looking for more pace from his Porsche 924 as the season progresses.

As competitors wound down and filtered into the pitlane there was a sense of a race well run, many looking forward to a celebratory beer although there is always a hint of apprehension whilst waiting to clear post-race scrutineering. Rumours began to circulate that the Leverett's cars had been held for closer examination, idle speculation suggested wrong colour Martini stripes or that Will had been caught wearing his lucky Guardians of the Galaxy underpants.

Finally it was announced that the Lotuses had been excluded for 1mm oversize choke tubes, Mark and Will were left devastated and feeling very upset and embarrassed. A specification sheet from their engine builder which had been supplied to the HSCC Office and Nigel Edwards clearly specified the correct choke sizes and the Leveretts had



Howard Payne was awarded the class win in his Cambridge Regional College Team, Lotus Europa

Image:
©martincooperphoto

trusted the information provided to them. In hindsight Mark says he should have double checked the detail but most of us have jobs, families, a limited amount of time and simply rely on the integrity of our engine builders and preparation specialists.

Whilst most competitors will agree that enforcing rules consistently and impartially is important for the credibility of the Championship, they will also hope that Will and Mark will bounce back with their usual infectious enthusiasm for racing. In light of this experience we would suggest that all competitors should check their cars just a little more thoroughly before Silverstone. (See also, Nigel Edwards contact details on the News page).

Howard Payne was awarded the Class C victory, whilst probably not how he would have wanted to win it did provide a nice link as his Europa was featured on the event programme cover.

Footnote:

Following post-race checks instigated by himself John Dickson became aware of a technical issue with his Ferrari that may not comply with the Championship Regulations. In the spirit of competition, rather than quietly take advantage of the situation John has requested that his entry should be reclassified and placed into the Invitation Class and that he should forfeit any Championship points scored at Donington Park.

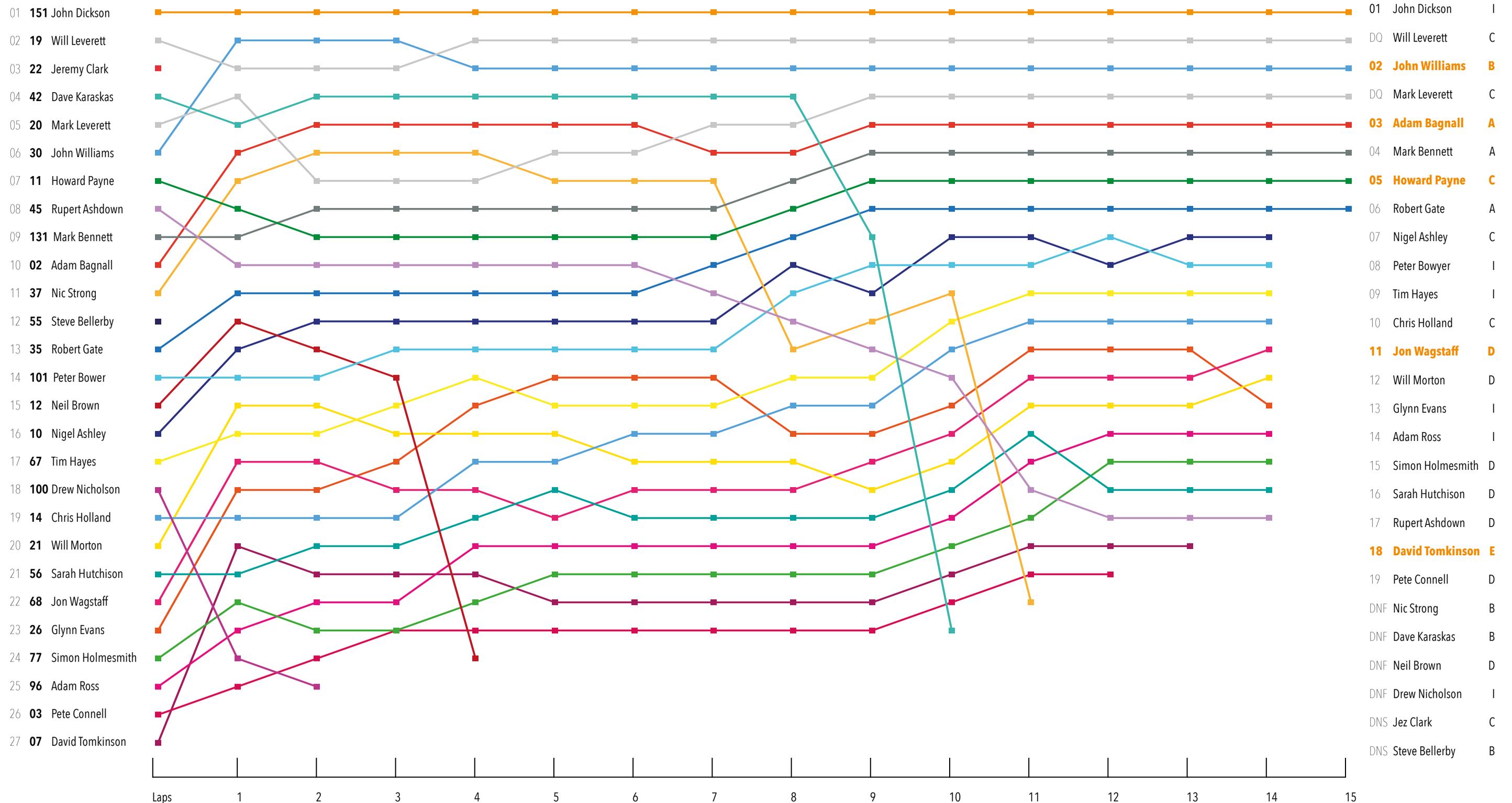
There was a great mid grid battle between Will Morton's 924, Chris Holland's Lotus 7, Sarah Hutchison in her Lancia Beta and Jon Wagstaff in an Alfa Romeo 2000GTV

Image:
©charliewooding



LAP CHART

DONINGTON PARK: SATURDAY 30TH MARCH 2019



news

A HELPING HAND TECHNICAL REGULATIONS

Our aim is to ensure all competing cars comply with the 70s Championship Regulations.

Eligibility Scrutineer Nigel Edwards has offered to spend time with any 70s competitor (novice or not) to take them through the HSCC scrutineering process.

We believe that being able to ensure with confidence that all competing cars are compliant with their correct specification will promote demonstrably fair racing and remove one area of stress from a race weekend

Following the post race checks at Donington Park the value of being certain that your car complies with our Technical Regulations should be obvious to all. In return for his technical help and support we suggest that all competitors who take advantage of Nigel's generous offer should at the very least reimburse Nigel's travelling expenses

Nigel Edwards
MSAUK Scrutineer Car & Eligibility
(Licence 15190) and HTP Registrar
01903 742505 or 07875 111554

Email: nigelcedwards@hotmail.com

When contacting Nigel it would be useful if you were able to tell him whether your car has a current VIF, when the VIF was approved and whether you have made any changes to the specification of your car since the VIF was issued.

TECHNICAL REGULATIONS PENALTIES 2019

Our 2019 Championship Technical Regulations include penalties for non-compliance, these penalties will apply at all times and there is no leeway.

Except in extreme situations, competitors whose cars have been identified as not complying with the Regulations will be given the opportunity to correct the error or race in the Invitation Class.

Non compliance identified before qualifying (ie. at Scrutineering):

Competitors will be offered the opportunity to comply without penalty;

Non compliance identified after qualifying:

Competitors will be given the opportunity to comply but will start from the back of the grid;

Any car that doesn't comply before the race start will be placed in the Invitation Class and start from the back of the grid;

Non compliance after the race:

Any car that doesn't meet the regulations identified after the race, will be excluded from the results.

The full regulations are available to download from the HSCC website: <https://hsc.org.uk>

ELLIE & CHRIS 20 APRIL 2019



DIARY DATES 2019* EVENTS CALENDAR

30 MARCH 1x20MIN
DONINGTON PARK

18/19 MAY 1x30MIN
SILVERSTONE INTERNATIONAL

01 JUNE 2x20MIN
SNETTERTON (70s & HRS)

15/16 JUNE 2x20MIN
CADWELL PARK WOLDS TROPHY

29/30 JUNE 1x30MIN
BRANDS SUPER PRIX

13/14 JULY 2x20MIN
ANGLESEY

03/04 AUGUST 2x20MIN
CROFT NOSTALGIA

24-26 AUGUST 1x30MIN
OULTON PARK GOLD CUP

21 SEPTEMBER 1x20MIN
BRANDS INDY

19/20 OCTOBER 1x25MIN
SILVERSTONE FINALS

*PROVISIONAL DATES & RACE DISTANCES



GREAT ESCAPE

We all know that racing a classic car is great fun, offering a visceral and tactile experience that most modern road cars are unable to offer. Thoughts might occasionally wonder what the other side of the classic car coin might look like and instead of ragging your historic racer around a circuit a jolly jaunt along some back roads finishing at a chocolate box tea shop might feel like a good idea.

Except it will never happen, despite the use of the word 'Road' in the 70s Championship title.

Words & images: James Nairn



In reality, race suspension and a lack of sound proofing would not make it an enjoyable experience, any passenger would find their feet sharing the footwell with an extinguisher bottle possibly a battery and that's after they have negotiated access through a complexity of pipework, but as I discovered recently there is another way of enjoying the less competitive form of classic car experience, having found myself with an invitation to visit an anonymous industrial estate in Redditch populated by men wearing hi-vis jackets.

It's difficult to speculate what any of these industrial units contained, as the oversized sign boards attached to the buildings gave little indication as to what industry might be happening inside, but whatever it was could almost certainly be restrained with cable ties, tied with gaffer tape, wrapped in plastic sheets and transported in a Mercedes Sprinter van.

Fortunately my destination was the home of Graham Eason's, 'Great Escape Cars', easily identified by the eclectic mix of classics from the 60s, 70s and 80s arranged on the forecourt in a formation probably referred to by the Red Arrows as a 'Shuttle Flanker'. In the workshop, future projects greeted visitors

along with a stainless steel tea urn and large bag of sugar and on this day a gathering of people who feed our motoring habit with words that paint pictures and hold a shared affection for vehicles where patchy paintwork crosses the divide to become patina and dubious smelling interiors blurred the senses into believing petrol vapour could actually be old leather, all merging to suggest a life well lived.

This eclectic group represented a broad cross section of ages, beards and Converse trainers, occupying their days as journalists, writers, film makers, extreme marathon runners and a few other occupations that don't appear on the tired list hawked around schools by weary careers advisors. All were 'car people' invited to experience a Classic Road Trip around the Cotswolds (food included) driving a selection of cars from the Great Escape fleet.

Graham explained that experience had shown him many people like the idea of driving a Classic Car but only for a short while before the realities of draughts, rattles and automatic stop/start not controlled by the car's computer brain become less of an amusing quirk and more of an irksome irritation.

A GATHERING OF PEOPLE WHO FEED OUR MOTORING HABIT WITH WORDS THAT PAINT PICTURES AND HOLD A SHARED AFFECTION FOR VEHICLES WHERE PATCHY PAINTWORK CROSSES THE DIVIDE TO BECOME PATINA.

We were then split into pairs for a shared experience and given an (almost) idiot proof road book – (it was not the fault of the road book that we were laughing so much we missed the turning) – before being pointed in the direction of the great white Final Edition 4 litre XJS, with walnut sideboard and soft blue leather gentlemen's club chairs.

The 100 mile route was divided into five stages over which I shared the driving and navigation duties with 'The Bear,' a fur coat which probably has more social media followers that I could possibly dream of, however its owner/occupier, Keiron proved to be most amiable company for the day.

Failing at the first hurdle we had to ask for help to lower the electric roof, which was simple enough for a child to operate. It might not have been the warmest of days but if the top could come down that was where it would be and we were off, cocooned in the warm wafty comfort of the Jag. Keiron and I quickly established a shared history of dubious car ownership, purchased not for their potential resale value but more for their patina and ownership experience. As we pursued a Triumph TR6 up the hill to Broadway Tower for





PUT TWO ENTHUSIASTS IN A CAR AND AS SURE AS WILE E. COYOTE WILL CHASE THE ROAD RUNNER THERE WILL BE AN ENDLESS FLOW OF OPINIONS, LAUGHTER AND IRREVERENCE.

our first stop of the day, we discovered that one of the amusing features of the XJS was that whilst kick down blurred the change into a lower gear perfectly, it simply generated louder purring from the six cylinders without any increase in momentum.

By the completion of the first stage, affection for these cars was clearly developing as drivers and passengers exchanged first impressions whilst casting envious glances towards their next drive. Having warmed our hands with coffee, our next 'experience' was the Saab 900 Turbo. My first car as a teenager was a two-stroke Saab 96, followed by a v4, I still have a soft spot for Saab, even though I haven't owned another one since but have often thought one with the turbo script on the boot could be entertaining.

To say the Saab was quirky was exactly the point of this experience, I knew there were five gears because there was a diagram on the top of the gear lever that told me but I never found them all. My excuse is that the last Saab I drove had a steering column gear change and freewheel, but Keiron did to demonstrate they were definitely in there somewhere. The whoosh of the turbo though was contagious

as was the mind-bending the surge towards the horizon or maybe that was just the torque bending steer to an unexpected destination. As we completed the mid stage driver change in the company of the silver Porsche 996, falling out of the Saab convulsed with laughter and tears staining our cheeks they must have felt slightly cheated that the 911 was providing such an efficient and reliable form of transport.

Next stop, Caffeine & Machine. This is the living embodiment of 'The Field of Dreams,' build it and they will come, a destination for everything with wheels from a lawnmower to a Lamborghini and all that falls inbetween. The impression certainly appears to be of one big harmonious society, a shared celebration of, in their words 'the lowered and the uplifted,' served with burgers, chips and coke from the bottle.

And into the next car, dark blue, cream leather, 400bhp supercharged V8 Jaguar XKR, another convertible so again we had the clouds scurrying overhead or maybe the clouds were stationary and we were smoothly dashing along underneath. We were going to stop at a caravan park for the photo shoot

before realising that it wasn't a caravan park in the holiday sense but more the travelling kind. Deciding caution is preferable to rash bravery when it comes to big angry dogs, we stopped on a picturesque hillside instead to take some art images of England.

Well Keiron did, all I got was a Jaguar silhouette in front of the sun and some hill shapes. It was also at this point we realised that we could be perfect presenters for Top Gear and that it was probably the easiest job in the world, put two enthusiasts in a car and as sure as Wile E. Coyote will chase the Road Runner there will be an endless flow of opinions, laughter and irreverence.

At the next change over we slipped into our drive of the day, the pale blue V12 Jaguar XJS Coupe, by now we'd had enough of fresh air motoring and cranked up the thermostat on the heated seats. This car was a delicate delight, the gear lever a thin chrome magic wand, the whole driving experience just engendering a sense of wellbeing and good will to all men, at least until I tried a cheery wave of acknowledgment to the rider of a horse, sharply and painfully stubbing my fingers into the windscreen that Graham had

thoughtfully made spotlessly clean, disguising how compact even big V12 examples of older cars are. Making our final approach to Bidford Airfield for the last vehicle change of the day we passed the Triumph Herald convertible, dispatched with a royal wave because we were in a Jaguar and gliding on the wind.

Reluctantly handing over the keys to the XJS and waving goodbye to the flying buttress, we stood around making small talk, even more envious of 'the bear' as the afternoon temperature cooled, before discovering that our final drive was 'round the back.' Parked incongruously beside the Biffa bins was an Imperial Blue Mondeo ST200 (if someone called it Deep Reflex Blue I wouldn't argue) but an iconic Ford colour from the heady days of manufacturer financed British Touring Cars in the 90s in unmodified condition and full of blue ovalness.

What is it about Ford enthusiasts that they feel the need to modify something to within a hair's breath of becoming an explosion of white hot metal when engineers have spent a lot of time and effort developing something as good as this. In Italy young men are more



interested in whether the front seat of their Fiat will fold flat, perhaps that is the definition of natural selection? From the turn of the key the V6 settled into a lovely smooth burble, the gearbox action was slick and fool proof, the steering sharp and direct – the Mondeo just shouted ‘drive me.’ It was so involving we did two laps of the ring road before return it to Great Escape, because it was that much fun. Don’t get me wrong, I wouldn’t spend my money on one and that is the whole point of Great Escape Cars.

They buy them, store them, maintain them, in fact Great Escape do everything and all you have to do is drive them, just one car for a special occasion or a selection of your choice for a jaunt around the Cotswolds.

The thing about classic cars is they all have their own personalities, quirks, peculiarities and smells, not all good and some slightly life threatening, but if you drive with an open heart and realistic expectations they are all entertaining and will leave you with a warm fuzzy feeling, or maybe that’s just the heated seat in the XJS.

As the assembled gathering milled about the workshop exchanging stories and anecdotes

of the day, it was like the end of a really good party where the guests knew it was time to go home but couldn’t quite drag themselves away. I had come to the conclusion quite quickly that just driving five cars was never going to be enough, taking one last look around the workshop it was obvious that I will have plenty of excuses to return, Graham is still investing in the future (or is it the past). There was an unusual Lancia Trevi, worth saving just for the dashboard, an Alfa Sud that hadn’t turned to oxidized dust and a GTV6 all waiting in the wings to be introduced into the fleet at some time in the future.

The Great Escape website offers variety of ‘Experiences’ to suit most pockets. The Classic Taster options start from just £39 offering enthusiasts a broad choice of cars from a lowly Morris Minor Traveller to iconic Jaguar E Types in coupe and roadster forms and you can even bring a friend along for the ride.

A half day Cotswold Tour driving three cars, including afternoon tea sounds great value at £145 and a Great Escape Experience Voucher would be the perfect gift that keeps on giving.

<https://www.classicjaguardrives.co.uk/road-trips-buy-online>



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<https://www.instagram.com/70s.roadsports/>

CHARLIE WOODING

<http://charliewooding.co.uk>

Historic Motorsport Photographer

MARTIN COOPER

<https://www.martincooperphoto.co.uk/work>

Automotive & Travel Photographer



The **70s Road Sports Championship** is organised and administered by the Historic Sports Car Club [HSCC] in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association [MSA].



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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.

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