



seventies

AN HSCC CHAMPIONSHIP SINCE 1996

June 2019 - No3

FOR MOST OBSERVERS THE PERFORMANCE OF CHARLES BARTER'S DATSUN 240Z AT THE SILVERSTONE INTERNATIONAL WAS JUST A BLUR



THE OLD
MAN'S ON
FIRE JU ...
STEVE DEEKS

comment

The HSCC Committee is working hard to provide competitors with a more varied racing experience in 2020. If any 70s competitor wishes to share their thoughts I would be very pleased to hear from them.

The Club is hoping to organise a HSCC Championship weekend in Europe next year with entry fees at a similar level to the Legends of Brands Super Prix or Oulton Park Gold Cup weekends

Please let me know if this is something you would like as part of the 70s Championship or whether you have reservations regarding:

1. Travel and accommodation costs
2. Updating cars and racewear to FIA requirements
3. Circuit/Venue

Charles Barter

charles.barter@thewatercresscompany.com

The Club would also like to introduce new venues each year adding variety to the season. This year we have the Anglesey Weekend on 13-14 July which I hope all competitors will support.

There is a general testing session on the 12 July available on a first come first served basis which can be booked directly through the circuit:

<https://www.angleseycircuit.com/events/general-testing-120719/>

Accommodation guide:

<https://www.angleseycircuit.com/venue/accommodation/>

This year we have introduced varied race distances to the 70s Championship, with a single 20 minute race at the Donington season opener and the Brands Indy meeting in September plus a 25 minute race at the Silverstone Finals

Two day meetings at Cadwell Park, Anglesey and Croft will feature a 20 minute race on each day.

At the Silverstone International, Legends of Brands Super Prix and Oulton Park Gold Cup will will have a single 30 minute race.

Entry fees will vary depending on the length of races, as track time is charged proportionately on a cost per minute basis.

Is varying 70s Championship race distances something you would like to keep for 2020? I would be very interested to hear your views.

Charles Barter

charles.barter@thewatercresscompany.com



#2-18.05.19



SILVERSTONE

The six week break since the previous round, made the trials, tribulations and machinations that followed Donington Park feel as if they were part of the previous season. With the return of Charles Barter and Jim Dean setting up his Teepee on the outer edge of the competitors reservation there was a sense of 'let's start again from here' in the air...

Images: Martin Cooper Design & words: James Nairn



The V6 Marcos of Nic Strong and Twin-Cam Lotus Europa of Howard Payne were separated in qualifying by just 0.127sec

Image:
©martincooperphoto

The day ended almost before it had started for Jim Dean with a gearbox issue in his Elan rendering him a spectator after less than one lap. Many more might have packed up early and gone fly fishing with JR Hartley had they not been strapped in their race cars, such as Charles Barter's mesmerizing demonstration. Whilst others were fearful of aquaplaning the Datsun appeared to hydroplane, skimming over the damp track surface with the agility of an America's Cup Yacht. In stark contrast everyone else wrestled, bullied and generally appeared out of sorts with the surly and uncooperative track conditions.

Charles' aim at the outset was to set a time early to avoid being left high and dry if heavier rain fell later in the session. Posting the quickest time on his second lap he then settled down 'cruising around' to avoid having his lap time beaten should the track dry towards the end of the session. In 'cruise mode' six of the eight laps Charles completed were quicker than the best anyone else could achieve. Despite its outright pace over a lap the Datsun didn't trouble the speed traps, leaving that honour to the Ferrari 308 GTB of John Dickson, followed by Adam Bagnall's

E-Type and the Elan of Jez Clark which qualified second, ahead of John's Ferrari. Will Leverett's Lotus Europa was fourth with the Elan of Mark Leverett sixth, sandwiching the invitation Mazda RX7 of Alex Taylor leaving Adam's road driven E-Type a racy seventh.

Switching from a Surtees TS11 in the Aurora Trophy, Greg Thornton was eighth in his #308 numbered invitation Ferrari GTS ahead of John Williams Porsche 911, the E-Type of Robert Gate who was also racing in the Classic Jaguar Challenge and Mark Bennett, the third of the large engine Class A runners with his covert black MGB V8. Rupert Ashdown's smart apple green invitation Elan was ahead of Roger Sparrow's tidy 1960s Historic Roadsports Porsche 911. Nic Strong's Marcos qualified just 0.127sec ahead of Howard Payne's Lotus Europa although the Cambridge Regional College Team were hunting in the dark corners of the Silverstone circuit for the performance they had left behind at the Classic last summer. Jon Wagstaff led the Class D runners in 16th, his Alfa Romeo GTV 2000 ahead of the tenuously similar invitation Alfa of Drew Nicholson. Nigel Ashley's Lotus Europa qualified just 0.021sec

THE RENEWED SENSE OF WELLBEING WAS SLIGHTLY DISRUPTED BY THE PATTERN OF LITTLE RAINDROPS ON WINDSCREENS AS COMPETITORS SAT IN THE ASSEMBLY AREA WAITING FOR QUALIFYING TO START.



behind Glynn Evans who headed the triumvirate of white Porsche 914-6's driven by William Jenkins and Richard Grube. Invitation cars then alternated with the final 70s racers, Johan Denekamp's Marcos 1800GT ahead of Lawrence Alexander's Alfa Alfetta 23rd, the Morgan Plus 4 of Robert Pomeroy ahead of Steve Skipworth's Lotus Europa, sixth out of the eight variations of the twin-cam Lotus which made up almost a quarter of the grid.

According to 'howmanyleft.co.uk' Tim Hayes Alfasud Sprint is one of possibly only 56

remaining examples of the species and is also the only front wheel drive car on the grid. As we know from past events Chris Baxter is happier when the weather matches the sunny disposition of his bright yellow Lotus 7 leaving him in 27th position. Tom Owen revealed his sparkling Datsun 240Z recently completed by Dave Jarman and was sensibly finding his feet. Andy Honey and Peninsular Historic Motorsport have spent a lot of time sorting the myriad of problems with Peter Head's MGB and finally revealed a car that would look equally immaculate upside down.

SUCH WAS CHARLES BARTER'S MESMERIZING DEMONSTRATION, WHILST OTHERS WERE FEARFUL OF AQUAPLANING THE DATSUN APPEARED TO HYDROPLANE, SKIMMING OVER THE DAMP TRACK SURFACE WITH THE AGILITY OF AN AMERICA'S CUP YACHT, IN CONTRAST EVERYONE ELSE APPEARED OUT OF SORTS WITH THE CONDITIONS



Ken Rorrison only completed one lap of qualifying in his Alfa GTV Bertone before a broken low tension wire halted progress. As one of the road driven competitors, Ken was relieved not to have suffered the problem during his drive down the motorway earlier in the morning, resigned to start from the back Ken surprisingly found himself 30th ahead of Peter Connell, Adam Ross, Chris Baines and Adam Gittings whose cars were relegated to the even further back of the back of the grid for failing post qualifying scrutineering but completing the 35 car entry.

Even with Jim Dean side-lined for the day it could still have been a 36 car grid but Mark Oldfield missed out on the action again. He did bring a car this time, his new for 2019 'reliable' Porsche 924 (in addition to the two deck chairs). True to its reputation the car would go, unfortunately it wouldn't stop... not in the conventional sense of a car without brakes but a car that once started wouldn't stop, despite the twisting of every visible 'cut-out' switch. Mark commented that if his season continues like this it will be carbon neutral and cost positive after calculating the amount not spent on tyres and fuel.

With the 50+ grid capacity of the Silverstone GP circuit this was a great opportunity to bolster the 70s grid with extra invitation cars bringing the double benefit of creating more interest on a circuit that can look quite desolate without cars on it (the same could also be said for the spectator banking). The 70s grid would have stretched to 40+ if not for a few last minute dramas the week before the event but as the cars gathered in the assembly area there were still enough cars to represent every possible four stroke cylinder configuration known to any self-respecting anorak wearing observer: straight fours and sixes, flat fours and sixes, V6s, V8s although sadly no V12s and a Wankel Rotary, providing an eclectic mix of colour, form and dysfunction.

My suspicion is that when Alex Taylor submitted his entry for the Mazda he either underestimated the performance of his RX7 or overestimated the potential of 70s sports cars from the 1970s, either way after a disciplined rolling start the Mazda was gone, possibly driving so fast in the hope that the centrifugal pull of the rotary engine would speed up the rotation of the world in an attempt to bring the 30 minute race to an end sooner.

THE TWO LEVERETT LOTUS'S SQUABBLED WITH JOHN DICKSON'S FERRARI UNTIL LAP THREE WHEN JOHN PASSED WILL AND SLOWLY INCHED AWAY BEFORE BRAKE PROBLEMS HOBBLLED THE FERRARI

Either way Alex turned into Marty McFly and became invisible to all but the TSL-Timing technology. Not that Charles was hanging about, pulling away from the chasing pack at more than two seconds a lap and by lap five was already eleven seconds ahead of Jez Clark. By this time he was already cautiously picking his way through the backmarkers to avoid getting his nose pinched but effectively that was the last anyone saw of him until the Datsun 240Z was parked in the pit lane for the trophy presentation.

Jez Clark was having a much more exciting time, having clawed out a two second gap to Will Leverett on the opening lap that was as far away as he got, his mirrors were filled with the two Leverett Lotus's squabbling with John Dickson's Ferrari until lap three, when John passed Will, slowly inching away before brake problems hobbled the Ferrari, forcing John to retiring on lap nine. Jez appeared to be maintaining the gap to Will's Europa until the red Elan was tripped into a spin whilst lapping a slower car and lost the place. Jez was battling hard to grab the position back from the Europa until being called into the pits to have a dislocated bumper removed,

putting him out of contention but with the consolation of two bonus points for topping the time sheet in Class C and ahead of Howard Payne who was running fourth in class, leaving Will and Mark Leverett to secure the two remaining steps on the podium.

Adam Bagnall continues to demonstrate why he is a multiple 70s champion, securing his second Class A win of the season, whilst both his rivals experienced more challenging races, the MGB V8 of Mark Bennett dropped off the pace to finish a lowly 18th and the E-Type of Robert Gate didn't featuring in the final results. Greg Thornton's invitation Ferrari 308 GTS had been providing some aural entertainment with the raspy V8 sounding much like a circular saw cutting through rusty steel. Unfortunately even before Greg retired from the race on lap four Peter Head's much improved MGB lasted only the pace lap and a half before rolling to a halt with a broken gearbox to complete another sad chapter in the tale of this particularly recalcitrant race car. Lawrence Alexander also retired his Alfa to the pits at the end of lap one and the invitation Morgan Plus 4 of Robert Pomeroy only made it to the end of lap 3.



John Dickson enjoyed a spirited tussle with Will Leverett in the early laps before succumbing to failing brakes

Image:
©martincooperphoto



John Williams Porsche 911 experienced gearbox problems forcing him to retire on lap six.

Image:
©martincooperphoto



Chris Baxter drove a storming race – with the track conditions more to the liking of the little yellow Lotus 7 he hustled through the field finishing an impressive ninth from a grid position so far back he was still in Buckinghamshire when the start gantry lights went green. The two invitation Alfas of Drew Nicholson and Tim Hayes were able to make better use of their power advantage in the dryer conditions to pull clear of Jon Wagstaff and Ken Rorrison's Road Sport Alfas. Although Ken (alone with Adam Bagnall in driving his car to meetings) put on a great show, surprising most of the tyre technology aficionados who spend many hours in a dark room scrutinising the MSUK Tyre Lists, his Alfa is not fitted with the erotic fandango rubberwear of the trailered cars but tyres that would not only pass an MOT but ensure Ken enjoyed a longer and healthier life when driving his car to and from race meetings on the public roads.

With only one lap of practice under his belt, although not including the early morning drive from North London, Ken launched a storming attack from 'almost' the back of the grid, demonstrating the superior grip of his

'road' tyres gaining seven places on the first lap, before dispensing with the Porsche 914-6s of Richard Grube and William Jenkins through the right left Becketts sweepers to latch onto the tail of Jon Wagstaff's Alfa by lap five. Ken passed Jon's similar Alfa Bertone on lap 8 and pulled away at over a second a lap, until with just two laps to run Jon (either stung in the backside by a wasp or by removing the empty beer can from under his throttle pedal) found a way of reducing his lap time by a mahoosive three seconds, hoovering up the gap to Ken and passing at Brooklands on the final lap to secure his second class win of the season, finishing 13th and 14th respectively and separated by just half a second. Ken also set his personal best lap time on his final circuit so didn't make it easy for Jon but still scored a great result in a car that is the epitome of the spirit of the 70s Road Sports Championship.

Tom Owen put some useful mileage on his immaculately prepared Datsun 240Z finishing a little over a second ahead of the Porsche 924 of Chris Baines who completed the list of classified finishers. Pete Connell should have been on the list but mistakenly thought a

CHRIS BAXTER DROVE A STORMING RACE WITH THE TRACK CONDITIONS MORE TO THE LIKING OF THE LITTLE YELLOW LOTUS 7. HE HUSTLED THROUGH THE FIELD FINISHING AN IMPRESSIVE NINTH FROM A GRID POSITION SO FAR BACK HE WAS PROBABLY STILL IN BUCKINGHAMSHIRE WHEN THE START GANTRY LIGHTS WENT GREEN.





Ken Rorrison #4 Alfa fitted with genuine 'road tyres' enjoyed a spirited race with the similar car of Jon Wagstaff #68

Image:
©martincooperphoto

black flag held displayed on the start line was for him. Pulling into the pits on lap 8 to find he wasn't an expected pit visitor, with no welcome committee it took a while for Peter to discover that he had stopped unnecessarily but unfortunately by then the race had ended.

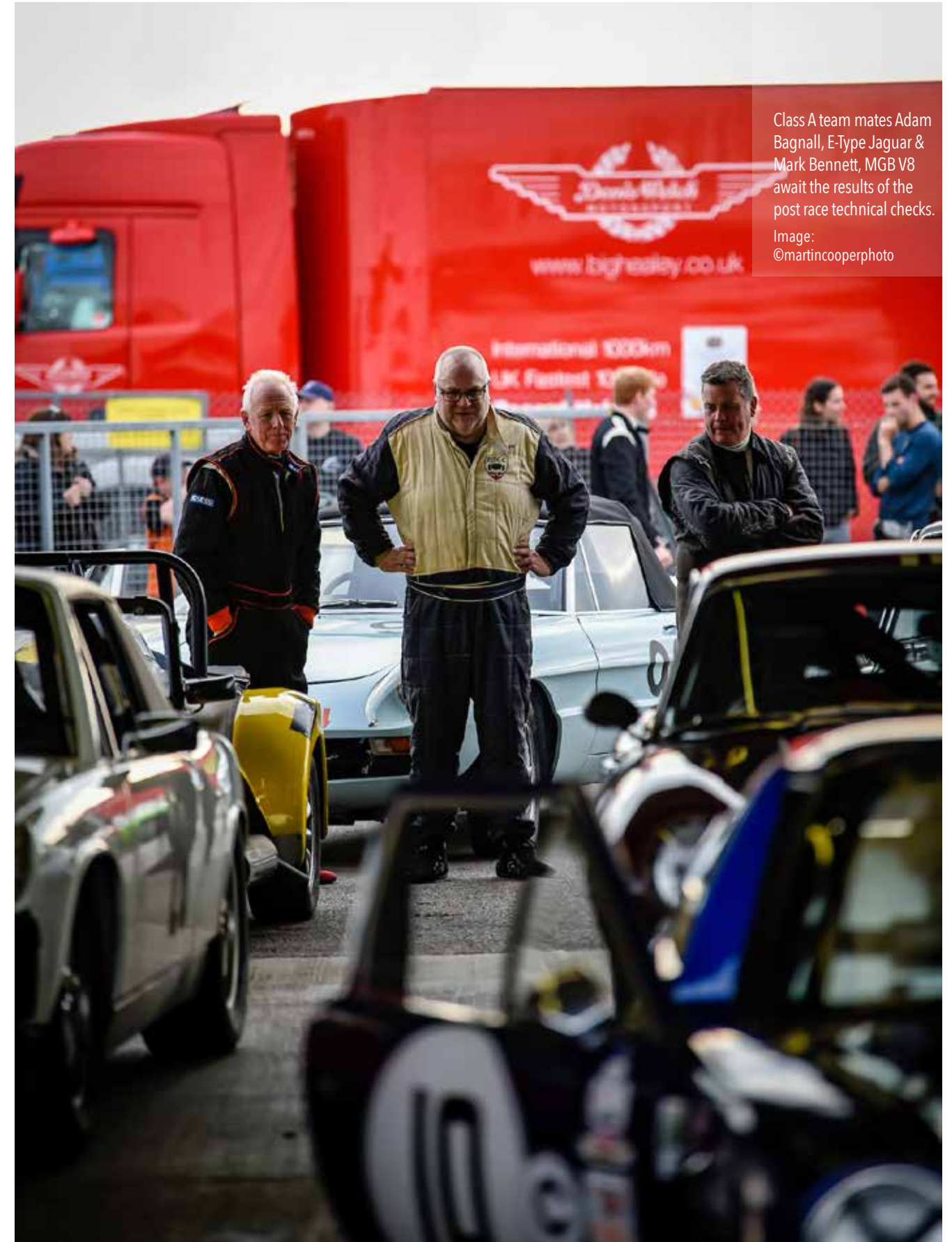
There was also a strangely large number of transmission failures over the weekend with the Porsche of John Williams and Nic Strong's Marcos failing mid race to join the cars of Jim Dean and Peter Head in the gearbox graveyard. A number of cars fell under the scrutineers beady eye during the post race checks and were excluded for minor indiscretions, an unfortunate but correct consequence of the 70s Championship regulations now being applied correctly.

With the Championship heading for the double header weekend at Cadwell Park there will be less time for bacon sandwiches as the competition ratchets up a notch. Adam Bagnell is holding a slender lead points lead bolstered by the road driven points bonus but will be relying on the class retaining sufficient numbers for him to maintain his challenge. Charles Barter is clearly going to be kept on

his toes by the Ferrari of John Dickson in class B. In the Lotus Twin Cam class C they will be fighting over every sniff of a point like Painted Wolves with Jim Dean sure to be back in the lead pack very soon. Jon Wagstaff has enjoyed a great start to the season picking up two class wins from seemingly challenging start positions but based on the depth of competition in the class he will need to pedal hard to maintain this momentum.

David Tomkinson is currently looking at another lonely season unless some more class mates can be found, or perhaps his Triumph Spitfire could be integrated into class D? In April 1973 Car & Driver Magazine quoted: 'This performance puts the Spitfire in the same league as the Datsun Z series and Alfa Romeo 2000 GTV.' Whilst in the modern world this might be described as 'fake news' David would certainly be deeper in the mix than his lack of cubic capacity would suggest.

The early signs suggest that 2019 is shaping up to be another classic season for 70s and the hope is that this momentum and full grids will continue when the championship heads to Anglesey in North Wales on 13-14 July.

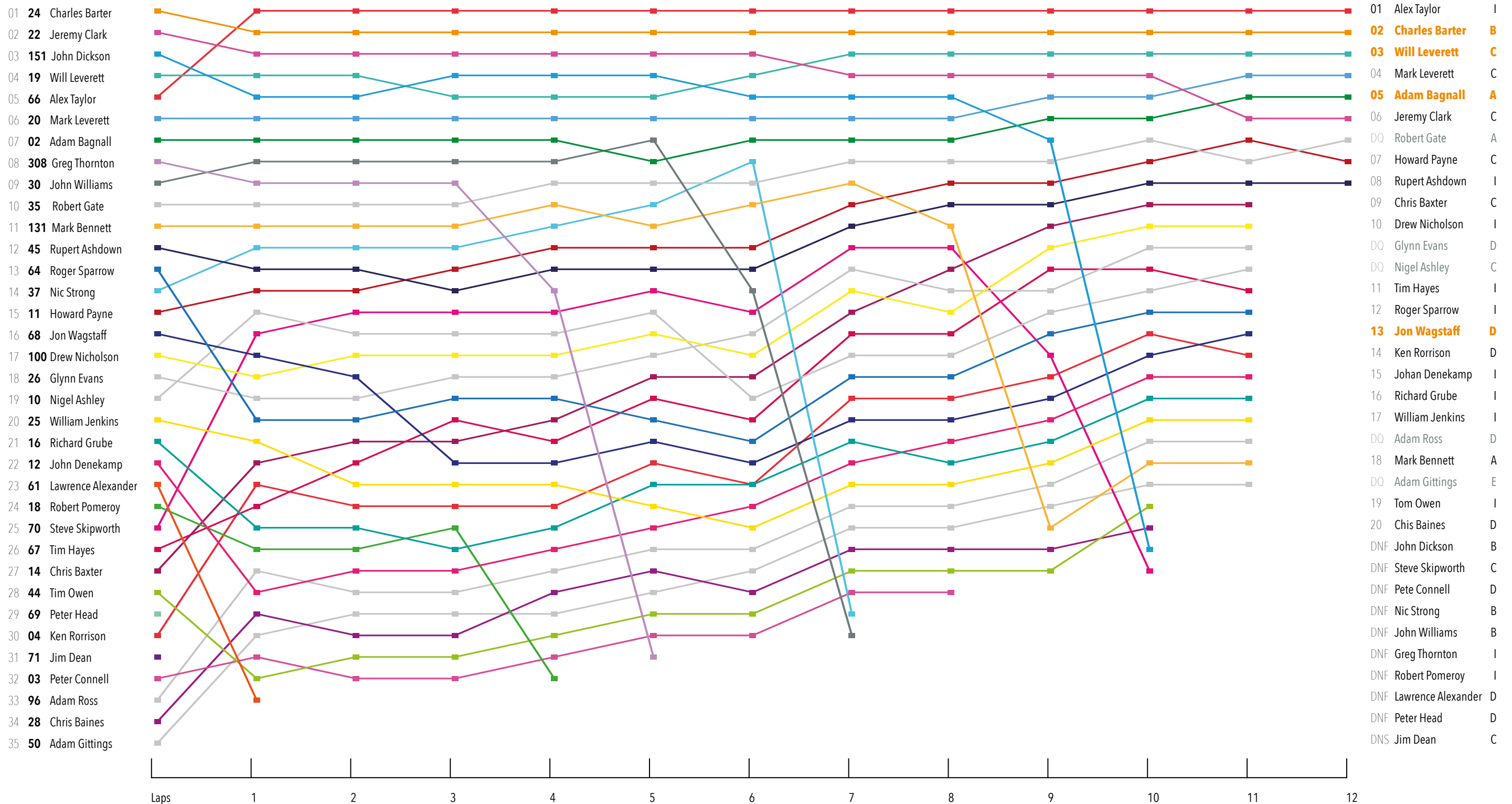


Class A team mates Adam Bagnall, E-Type Jaguar & Mark Bennett, MGB V8 await the results of the post race technical checks.

Image:
©martincooperphoto

LAP CHART

SILVERSTONE INTERNATIONAL: SATURDAY 18TH MAY 2019



Jim Dean was able to grab a few moments to relax after sourcing and fitting a replacement gearbox for the Elan he shared with Julian Barter.

Image:
©martincooperphoto



Jim Dean and Julian Barter teamed up to compete in the non-championship Historic Roadsports Peter Shaw Memorial Trophy Race at Silverstone organised in memory of the versatile racer who lost his tenacious battle against cancer on 24 January this year.



Peter Shaw, 1959-2019
A prolific racer within the Historic Sports Car Club

Peter started his racing career in Caterhams during the 1990s before winning the Atlantic Class in the 2003 International Historic F2 Trophy racing a Brabham BT35. A versatile and prolific competitor Peter adopted the HSCC

as his spiritual home, embracing both Road Sport categories and winning the Historic and 70s Championships on a number of occasions racing various Lotus Elans, a Lotus Europa and TVR Tuscan.

Peter also shared his Lotus Elan GTS in Guards Trophy events with Julian Barter during his final season. It was a generous gesture from Jim Dean to enter his green and yellow Elan for the Memorial Trophy Race to share with Julian, especially so as Jim had to source and fit a new gearbox to his Lotus in time for Sunday's 40 minute race. Qualifying fourth the Elan had slipped back to twelfth when Jim brought the car into the pits for the driver change on lap five. Peter would almost certainly have been amused and a little surprised that Jim and Julian received a penalty for 'being early' at the pit stops: but for that timing error they would have finished a very competitive third overall behind the two very speedy +8 Morgans.



news

SCRUTINEERING TECHNICAL REGULATIONS

Our aim is to ensure all competing cars comply with the 70s Championship Regulations and will continue with vehicle checks following qualifying and races.

Following issues at the recent Silverstone meeting we would like to clarify the Regulations regarding Vehicle Weight and Ride Height checks.

5.2 GENERAL DESCRIPTION:

A list of eligible cars with the relevant minimum weights is available to download from the HSCC website.

NOTE: The weight is measured without the driver seated in the car

<https://hsc.org.uk/championships/hsc-70s-road-sports-championship/>

5.6.1-5 GROUND CLEARANCE:

All sprung parts of the car must have a minimum ground clearance with the driver seated normally of 10cm such that a block of 8cm x 8cm x 10cm may be passed along any route underneath the car. Ground clearance may be measured at any time during an event; on a surface specified by the HSCC Eligibility Scrutineer, exhaust systems, outer lower suspension pickup points and all lower anti-roll bar mountings are excluded from this requirement.

NOTE: With the driver seated normally



TECHNICAL REGULATIONS PENALTIES 2019

Our 2019 Championship Technical Regulations include penalties for non-compliance, these penalties will apply at all times.

Except in extreme situations, competitors 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.

WOLDS TROPHY BARBECUE CADWELL PARK SATURDAY 15 JUNE

We are organising a 70s barbecue on the Saturday night, Alex and Anne will be in charge.

Award winning hamburgers and sausages – with a touch of watercress of course, plus cheese, onions and salad. If anyone requires a veggie option please let Anne know by Wednesday 12th June.

Email Anne: arichie3969@gmail.com

We will be asking for a £5.00pp contribution to the barbecue. Any surplus goes into the kitty to subsidise future events, eg. Oulton Park Barbecue, 70s Annual Dinner etc.

Everyone to provide their own drinks and if you can bring cakes or a desert that would be great.

Many Thanks Anne xx



Ronnie Haines of the Escort Series has organised a live band for Saturday evening at Cadwell Park playing from a flat bed lorry trailer. A sort of 'Lincolnshire stomps from the swamps..!'

Spread the word, bring chairs etc – all are welcome – a bucket will be passed around for entertainment contributions, suggested at £2.00pp.

It will be a great gathering, hope the weather plays ball.

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



VIEW THIS NEWSLETTER ON-LINE

<https://issuu.com/seventies70s>

70s TWITTER

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

70s FACEBOOK

<https://www.facebook.com/groups/202634583435/>

70s INSTAGRAM

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

JAMES NAIRN

james.nairn@dodoandco.co.uk

Design & Race Report Text

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].



Historic Sports Car Club
Historic Air Traffic Control
Building
Silverstone Circuit
Nr Towcester
Northamptonshire
NN12 8TN

web: hsc.org.uk

tel: 01327 858 400

email: office@hsc.org.uk

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.

Designed & edited by:
web: dodoandco.co.uk