



70

seventies

AN HSCC CHAMPIONSHIP SINCE 1996

May 2018 - No2



HORDES OF MIDGES DESCENDED ON THE PADDOCK PAYING PARTICULAR ATTENTION TO MARK OLDFIELD'S LANCIA...

WELL '70s AT
SNETTERTON
ROCKED LIKE
A GIANT
ROCKYTHING
TODAY!

HANNAH
DORAN PHOTOS
21 APRIL 18

comment

Welcome to a new season, one that looks particularly buoyant for our Championship. We will be welcoming many new faces, some familiar ones and ones we haven't seen competing with us for a year or so.

It all adds up to a big increase in 70s competitors, showcasing the popularity of this particular type of historic racing. Pressure could be on entries at some events where the track licence is not that generous, so it might be worth considering putting in your entry on time otherwise one might find oneself on the reserve list.

Remember enter on-line the fee isn't taken until a week before the event
www.hsconline.com entries

It is quite an honour to be invited to race at the Silverstone Classic, after all it is the biggest historic motor sport event in the world, however it will I suspect bring some challenges to the Office. We are sharing the race with HRS so out of a total 58 grid slot, there will be 29 from each Championship with 6 reserves from each. Entries close on the 29th of June with the entry confirmed one week later, definitely not before. The primary consideration for a confirmed entry will be to loyal supporters of our Championship, not just this season but over a number of years, followed by presentation of the car, which I have to say isn't much of a problem these days although still room for improvement in some areas.

Members of the Club's Board have been working on a number of initiatives to improve the weekend experience for competitors, the major one being the paddocks, a subject on which just about everyone has a point of view. The usual starting point being just too many unwanted cars in the paddock. We are reviewing a number of options, but it is definitely a long term project if we are to make major changes. We can certainly make a start by all parking up together if at all possible, this would improve the social aspect of our Championship but also allow us to hand out the awards at the end of our race for example.



By the time you receive this Newsletter we will be looking forward to another brilliant weekend of racing at Cadwell Park for the Wolds Trophy. The entry looks extremely strong, hope you all have a great race and enjoyable weekend. Look forward to catching up with you all soon.



DONINGTON

SATURDAY 07 APRIL 2018

'There was a lot of kissing...' Much shaking of hands, and the hugs and smiles of friends reunited in the pursuit of a common interest. The skies might have been heavy but the atmosphere was bright and sunny, as 36 cars headed for the Assembly Area.



Although with only 15 minutes allocated to qualify and blow out the cobwebs a heady mix of tension, apprehension, excitement and adrenalin filled the air.

After a long winter that was seasonally very wintry Charles was immediately into the groove with the Datsun, confident and fleet of foot although hot on his heels was Russell Paterson picking up where he left off at Oulton Park last August, the headlights of the Morgan piercing through the early morning gloom like spears, signaling an intent and sense of purpose.

Making it two Morgans in the top three positions Daniel Pickett was also in the groove posting some quick laps and whilst it wasn't a

surprise to see Will Leverett quickest of the Lotus, Jeremy Clark lived up to the reputation that preceded him to qualify 3/10ths behind Will.

Dave Karaskas and John Williams qualified where expected and Howard Payne enjoyed a trouble free run to 8th. Adam Bagnall was back to stretch the legs of the E-Type with the normally racy Jim Dean languishing back in tenth. Another racer new to 70s and impressing was Mike Neumann, reminding everyone that it was still possible to coax an Alfa Romeo GTV 2000 to the head of the class, although Mike was hotly pursued by Ian Jacobs on his first outing in 70s with his pretty little Fiat 124 Spider.

Chris Fisher hustled the Arkley to qualify ahead of many potentially quicker runners and Chris Baines' father Simon was giving their family Porsche 924 a run, after spending the winter downgrading his Alfetta back to road spec and moving out of the invitation class. Lawrence Alexander qualified ahead of Jon Wagstaff and Mark Dudley returned to the fray following an extended break to instill some reliability into his Alfetta.

Nic Strong made a low key debut in his Marcos 3000GT, potentially one of the most exciting new entries in this year's Championship, Will Morton was struggling with the time limitations imposed on being a farmer in the middle of lambing season. Mark Bennett's MGB V8 was hamstrung by electrical gremlins, but as everyone knows you should never let a Gremlin get wet and after a brief shower they were scurrying off in the direction of Mark Oldfield's Lancia to work their mischief.

The relocated café was a warm and welcome addition although a communications breakdown between frying pan and cooker meant the kitchen was never quite able to co-ordinate the supply of bacon with that of eggs and bread.

Before the start and following the obligatory period of ineffective tinkering and slightly more productive polishing, hordes of midges descended on the newly surfaced paddock, paying particular attention to Mark Oldfield's yellow Lancia, however their contribution was as ineffective as every opinion proffered on the subject of the Italian car's electrical woes which, along with the Marcos of Nic Strong and the E-Type of Adam Bagnall was destined to complete no more than the formation lap.

I would like to believe Russell Patterson's pre race preparations include painting his face blue in the spirit of Mel Gibson's portrayal of William Wallace whilst reciting

“And dying in your beds many years from now, would you be willing to trade all the days from this day to that for just one more chance to beat that Datsun 240Z.”

Even if he doesn't, when the lights went out Russell was taking no prisoners, Charles may have been sitting on pole but fluffed the gearchange into second and was mercilessly swamped by the hungry pack. As the 30 car grid turned through Redgate the spectators were rewarded with a visual sensation of a giant bag of Haribo Starmix being emptied at the top of the hill as a multi coloured sugar rush cascaded down through the Craner Curves.

Determined not to let Russell get too far away Charles immediately set about recapturing

lost places until being obliged to sort a 'moment' after being eased onto the grass by an unsighted John Williams on the run to the Old Hairpin. Howard Payne drove a storming first lap moving from 8th to 3rd with Jim Dean following in his wheel tracks in the green Europa.

However, easily the best start was by the experienced Chris Holland in the yellow Lotus 7 who snapped up eight places on the opening lap before gaining another seven in the remainder of the race to finish 11th from 26th on the grid. David Tomkinson was another to impress having achieved his original target of “not hitting the barrier on lap 1” gaining 11 places during the race. Having been unsuccessful with his pre-race rain dance Chris Fisher made his race more interesting by dropping a huge handful of places on the opening lap before dragging himself back through the field accompanied by Jon Wagstaff onto the tail of the battling Alfas of Tim Hayes and Mike Nuemann.

Jeremy Clark retired the Elan with brake issues but not before leaving a good impression on his first outing with 70s. Such is the level of competitiveness coursing through Ian Jacobs veins that before the race he was concerned that his diminutive Fiat might be delayed by Steve Bellerby's TVR 3000M although ultimately in the slipstream of the TVR he dragged it to a much enjoyed class victory.

Russell Paterson squeezed every cubic inch of performance from the Morgan in his attempt to resist the advances of Charles's Datsun.

Image:
©Charlie Wooding
Photography



DAVE KARASKAS WAS DELAYED WHILST UNINTENTIONALLY TRYING THE 'SCANDINAVIAN FLICK' ON THE APPROACH TO THE OLD HAIRPIN...



Lotus 7s of Chris Holland & Steve Cooke

Image:
©Charlie Wooding
Photography



After an early excursion whilst unintentionally using the 'Scandinavian Flick' on the approach to the Old Hairpin, Dave Karaskas howled round in his beautifully sounding TVR to finish ahead of Daniel Pickett who was unable to maintain his practice form but still hung on ahead of Steve Cooke, Lotus 7, John Hall, Datsun 260Z and the Jaguar E-Type of Robert Gate who recovered well from a lowly starting position.

Mark Dudley was pleased to finish ahead of the similar Alfetta of Lawrence Alexander whilst Will Morton struggled with his example, clearly hampered by a number of lame horses. The Lotus's of Will and Mark Leverett both retired early with worrying engine noises.

After passing Russell's Morgan on lap four Charles opened out a gap of over 2.5sec before the Morgan started charging back into

the Datsun's lead. Trading fastest laps over the remainder of the race the gap between the two was reduced to a little over a second by the time the flag fell.

Jim Dean virtually matched the speed of the leading duo before relaxing his pace over the final laps finishing a comfortable 3rd ahead of Howard's Cambridgeshire Regional College prepared Lotus.

An assorted jumble of racers and friends retired to the newly refurbished bar to ruminate over the days proceedings, before Ted O'Day harangued Jonathan Palmer for not providing a local craft beer.

As competitors headed home it was disquieting to see Dave Erwin's race car and trailer combination left unattended in the paddock. Following an on track incident towards the end of the race resulting in a serious cut to his right hand Dave had been transferred to hospital and admitted overnight to allow his injury to be cleaned and dressed in theatre the following day.

Dave is confident that his pint hand will be fully functioning by the time the Championship arrives at Cadwell Park.

DAVE ERWIN IS CONFIDENT HIS PINT HAND WILL BE FULLY FUNCTIONING BY THE TIME THE CHAMPIONSHIP ARRIVES AT CADWELL PARK.

Best result yet for the Cambridge Regional College Race Team with a brilliant start to the season, coming second in class and fourth overall in the very first race in the Historic Sports Car Club 70's Road Sports Championship at Donington Park.
Reports Nicholas Chatten



The Huntingdon Campus based Cambridge Regional College Race Team arrived at Donington on a muggy Saturday morning hoping that the day would be successful with a great result to end the event. As the mini-van and trailer rolled in to the grounds of Donington Park you could feel the atmosphere swelling as the teams were hustling to get a good start for the day ahead.

After finding an area to set up camp, the team proudly unloaded the Lotus Europa out of the trailer and under the awning to hide it from the forecasted showers, after checking tyre pressures, fuel level and making sure the adjustments to the throttle made at the testing day at Snetterton circuit were still working as they should be. The team rolled the car to scrutineering which it happily passed at which point the team got back to camp and did last final checks before going out for qualifying.

By the time qualifying came around the team were ecstatic with it being the first race – we needed to make a great start for the race. With qualifying over we had managed to make it into eighth position on the grid to start the race, not as high as we would have liked but still better

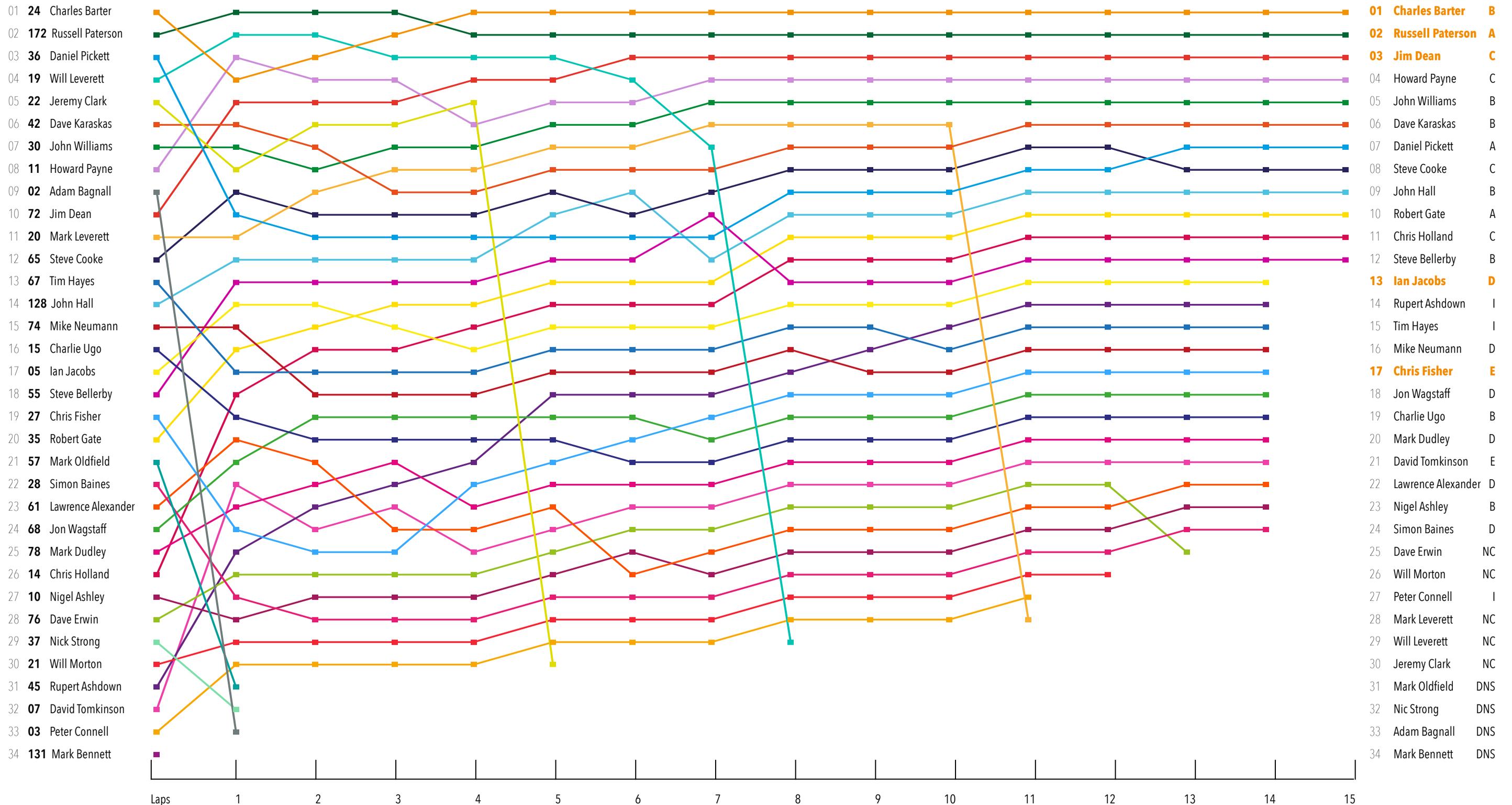
than last none the less.

As Howard Payne lined up on the starting line very optimistic, he prepared himself for the most important race to begin the season. The engines roared to life as the flag dropped and Howard successfully managed to jump ahead of the sluggish opponents off the line. As the grid charged round the circuit we could see Howard managed to get into third position. As he came down the home straight the team exploded into joy as the day was looking very successful. As the laps rolled by the team noticed Howard's pace had slowed and he started dropping back. It seemed like our luck had run out but all of a sudden the Lotus screamed down the home straight faster than we had seen before. Howard started climbing the positions quickly and a couple laps later he was gaining on the tails of the podium positions, fighting hard as the flag dropped. We managed to come fourth and second in class so at least we made a brilliant start to the season and came home with a trophy.

The CRC Racing Team would like to thank its supporters; EBC Brakes, Borney Signs, Huntingdon Coachworks, SP Films, HSCC

LAP CHART

DONINGTON PARK: SATURDAY 8TH APRIL 2018



IN THEIR
OWN
WORDS

DONINGTON
07.04.18

'THIS LITTLE PIGGY...'

DAVE ERWIN

Mildly sore, just emailed the HSCC to thank to marshals and medics again. Finally walked out of hospital in my overalls and sun glasses hand in hand with E as if in another scene from a Le Mans type film!

Got to pop back to hospital in 10 days to review the stitching to the little finger, good and painless job done in theatre about 5.30 Sunday afternoon.

'ROUND THE OUTSIDE'

CHARLES BARTER

Bit of a moment as you go down the Craner Curves, don't know whether I was squeezed/ blocked, but the intention was to go round all of them on the outside, rather concerned at that point whether I was ever going to get near the front again - in the end good fun.

'SCANDI FLICK'

DAVE KARASKAS

Julian, I tried your scandi flick at Craners, but it was slower...cost me seven seconds.

'COMPENSATION'

JULIAN BARTER

Sorry Dave, if I can compensate in monetary terms, just shout!

'THANKS'

DAVE KARASKAS

Thanks Julian, on average, racers usually have to spend about £1,000 to save a second on lap time. So your generous offer should cover my engine rebuild!

'CHEQUE'

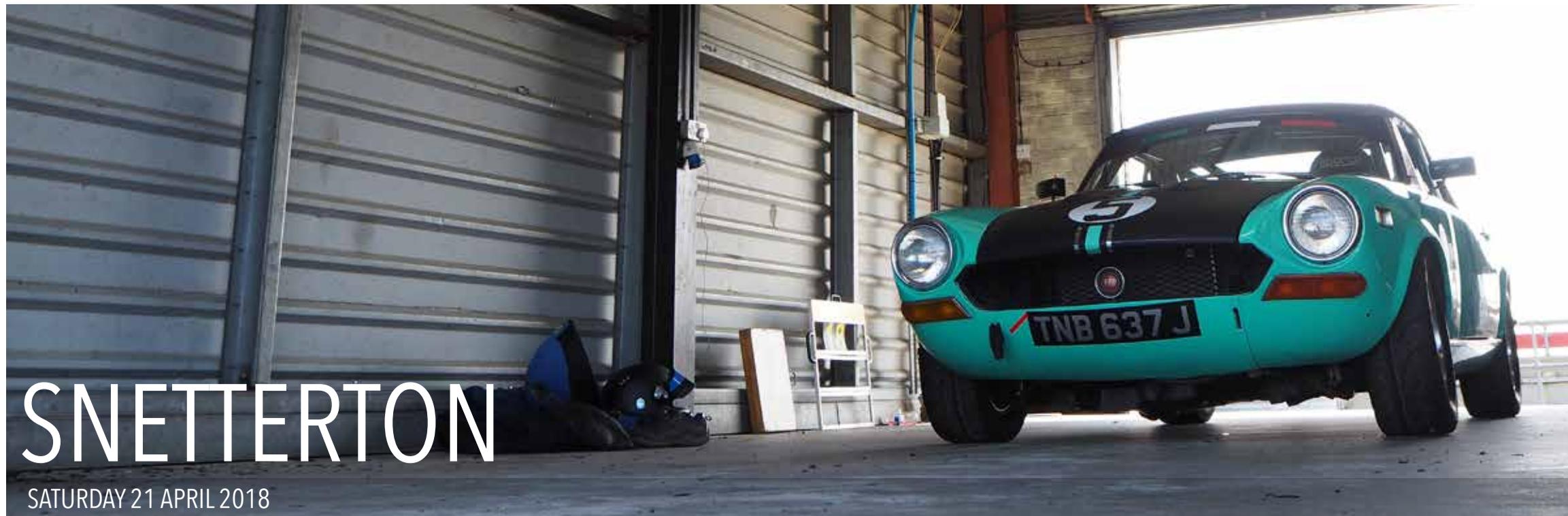
JULIAN BARTER

Dave, cheque in the post!

A multi-coloured sugar rush cascade through the Craner Curves

Image:
©Michael Barrett





I have raced on almost every configuration of the Snetterton Circuit since the early 1970s, I remember a Mexico race in 1973 bump drafting* up the Norwich Straight scrambling around the hairpin and then repeating the process back down the Home Straight with bumpers still locked together.



As the years passed Riches and Sear Corner remained interesting, the Bomb Hole maybe flat and Coram Curve, trying to float the car on the edge of adhesion whilst applying minimum steering input was rewarding when you got it right. I must admit my enthusiasm had waned with the creation of the 300 loop and hoped the shorter 200 circuit used by the HSCC for the first time this year would give the circuit a better flow, unfortunately hadn't accounted for the hairpin approach 'Wilson' onto to the 'Bentley Straight' but the weather was nice.

However I am also a firm believer that things shouldn't stay rooted in yesteryear and with good facilities provided under the watchful

eye of MSV and much improved access perhaps renaming most of the corners is a good thing as it removes the historical connection with the past, allowing Snetterton Circuit to write a new chapter in its long and interesting history.

With a strong entry list prospects looked good for an interesting day's racing. Unfortunately the qualifying session was reduced to a four lap dash when Jason Brooks was caught out at Riches, ironically one of the few corners to retain its original challenge and name. Most competitors qualified where a form book would place them although four laps were still more than enough to account for the Alfa GTVs of Ken Rorrison, and Jon Wagstaff.

Jeremy Clark continued to impress placing the Elan on pole, entirely appropriate when remembering the circuit's long association with Lotus. John Williams was second in his Porsche and Howard Payne a reliable third, leaving Charles Barter languishing in fourth, followed by Team Leverett.

It was good to see Jai Sharma back with 70s in his Ferrari 308GTB qualifying just behind Chris Baxter who put in a stirring performance, qualifying ninth, before receiving the magnificent Win Percy Novice Trophy during the break for his achievements in 2017, his first year of racing.

Robert Barter was another driver returning to the Championship with his Jensen Healey although destined to start neither race due to the notoriously fickle temperament of this car. William Jenkins who has been a competitor since the first 70s Road Sport cars were unloaded from the Ark qualified ahead of

Steve Bellerby's TVR. Nic Strong was persevering with his Marcos 3000GT whilst Will Morton's Alfetta was still saddled with the lame horses he acquired at Donington. Sarah Hutchison's Lancia Beta and Lawrence Alexander's Alfetta completed the entry list ahead of Mark Bennett who persuaded his lovely Matcha Green Tea coloured Renault Alpine A310 to run just a little bit further than his MGBV8 achieved at the previous meeting.

Elevenes in the UK is a sacred institution that cuts across the class divide (Classes A-E) and whilst this became a contentious symbol of trade union truculence in the 1970s it's obviously in the spirit of the 70s Championship and a tradition that should be celebrated so Race 1 started under glorious sunshine at 11:20am.

John Williams had assumed the lead by the end of lap one, with Charles Barter's Datsun already snapping at the Porsche's whale tail,

*Bump Drafting, formerly known as slipstreaming.



70s entertained at Snetterton with a large grid full of colour and diversity

Image:
©Charlie Wooding
Photography

Jeremy Clark was holding a watching brief in third but Howard Payne made a mess of his opening lap slipping back to 13th behind David Tomkinson's Triumph Spitfire. As Howard began his inexorable charge back through the field David's race went in the other direction when the front suspension failed on the exit of Murray's at the end of lap four and the Spitfire gouged itself to a standstill in the soft grass.

Nic Strong and Mark Bennett both made good progress in the opening laps before their challenge faded on laps four and six respectively. Ian Jacobs, Fiat 124 Spider also made good progress in the early laps before settling back to take the Class D victory ahead of William Jenkins Porsche 914-6. Meanwhile at the front John's Porsche had been putting up a strong defence against the attentions of Charles who despite being only sixth quickest through the speed traps was much quicker through the wiggly bits before the Datsun's gearbox began to grumble.

As the pace of the Datsun slowed and John Williams was forced to retire the 911 on lap 6 Jeremy Clark assumed the lead with Will Leverett doggedly closing the gap to the hobbled Datsun. Dave Karaskas and Mark Leverett swapped places on lap two and ran around together until lap nine when they swapped back. Jai Sharma was also making good progress before being displaced by the

ELEVENSES IS A SACRED INSTITUTION THAT BECAME A SYMBOL OF TRADE UNION TRUCULENCE IN THE 1970s BUT IS, IN THE SPIRIT OF THE 70s A TRADITION THAT SHOULD BE CELEBRATED.

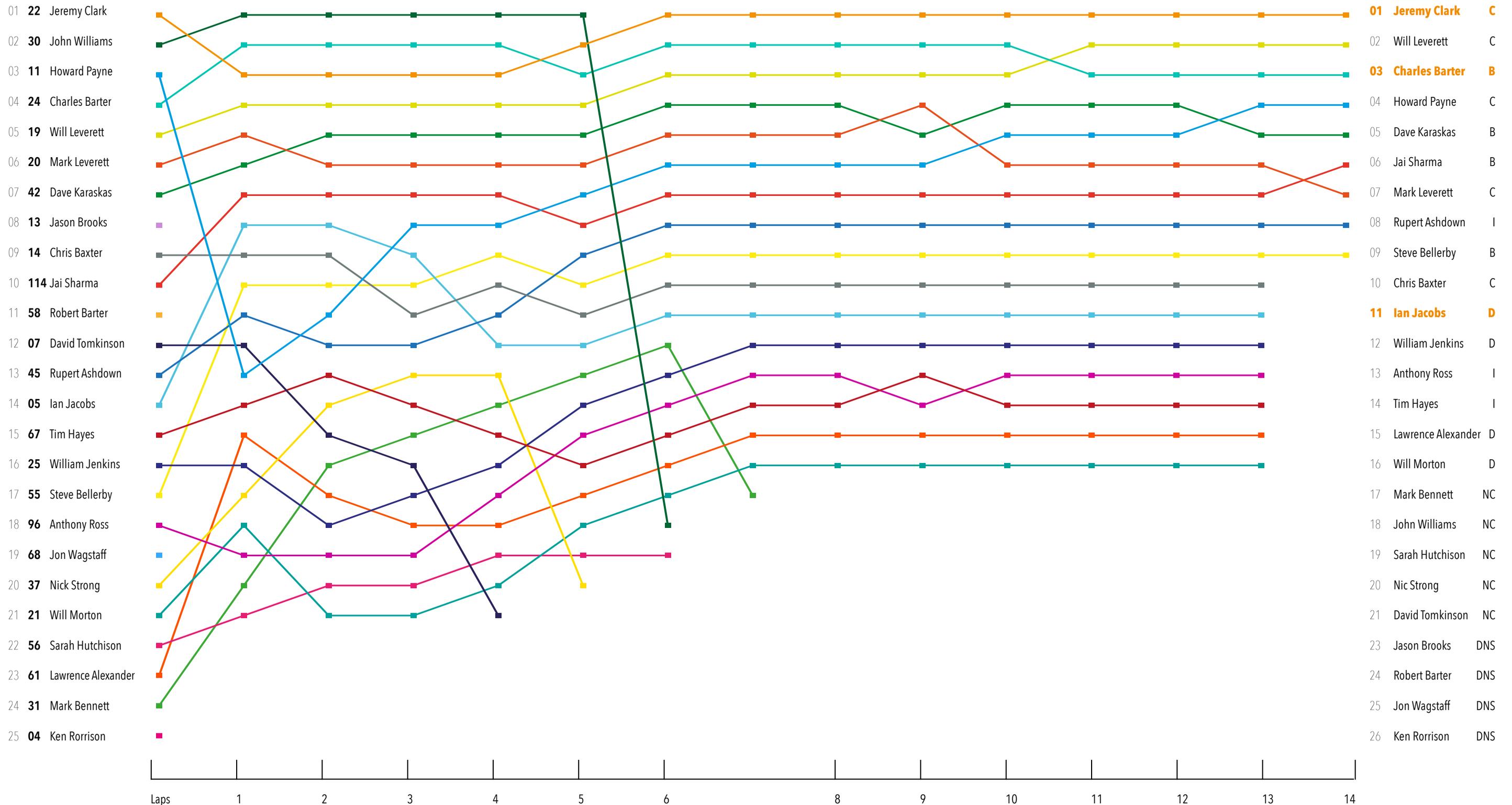
recovering Howard Payne, who also slipped passed Dave Karaskas on the penultimate lap to finish fourth with Jai's Ferrari nipping past Mark Leverett on the final lap to finish a credible sixth.

Sarah Hutchison also retired her Lancia Beta on lap six, she was caught on video later in the day claiming that she had a problem with the 'activating mechanism in the engine bay' which when run through Google Language Translator comes out as suffering from 'a loss of forward ratios and subsequent inertia.' Will Morton's Alfa was also suffering from the loss of forward inertia but he had found Farming Today on Radio 4 and didn't want to miss the bit about Ferret Farming on the Faroe Islands so plugged on to the finish.

Jeremy Clark wound down the remaining laps preserving the brakes on the Elan, Will Leverett continued to press on although was concerned that he would be required to visit the naughty step rather than the second step of the podium for exceeding track limits whilst Charles was a relieved third.

LAP CHART

SNETTERTON RACE1: SATURDAY 21ST APRIL 2018





Three wide out of Nelson, with David Tomkinson tucked up behind how did this not become a tangled mess at Bomb Hole?

Image: ©Hannah Doran Photography

After the obligatory break to allow for afternoon tea, race two started at 15:20, the grid further reduced with the withdrawal of Charles and Will Morton who decided not to inflict any more suffering on his lame horses. Dave Karaskas squeezed into the lead at the first corner after a great start from 5th on the grid before being relegated to third behind Will and Jeremy Clark by the end of the lap.

John Williams and Nic Strong drove storming first laps both gaining 11 places but along with Steve Bellerby were destined not to finish. Mark Leverett was making good progress up the lap chart slotting in behind son Will by the start of lap three and Jai Sharma had Dave Karaskas in his sights. In mid field an entertaining battle developed between the Fiat of Ian Jacobs, Alfa Spider of Anthony Ross and Renault Alpine of Mark Bennett, with Anthony Ross finishing on top, Mark Bennett happy to finish and Ian collecting another pocket full of points to moving a race win clear at the head of the Championship points table.

Howard Payne and the Cambridgeshire Regional College team were basking in the

warm glow of a trouble free race, Mark and Will swapped places on lap nine and settled into a comfortable second. Jai Sharma nipped past Dave Karaskas to take the lead of Class B before Dave wrestled the place back on the final lap to take the first class win for a while by a TVR 3000M.

Rounding off the finishers were William Jenkins, Tim Hayes Alfasud Sprint and Lawrence Alexander's Alfetta who enjoyed some close racing, separated by a fraction over a second after 20 minutes. The day was completed with a very cheerful podium ceremony, Jeremy very pleased with his two winners trophies and a hat, Mark Leverett, achieved his highest ever overall position finishing ahead of Will with the added bonus of both family Lotus's still running at the end of an intensive day's racing.

There was an unusually high rate of attrition at Snetterton along with an increase level of ice cream consumption (probably not related) but after a period of contemplation and mugs of strong tea, they will all be back creating more memories, anecdotes and tales of daring do.



Above: Jai Sharma nips around the outside of the battling Ian Jacobs, Fiat and Chris Baxter, Lotus 7, with Nic Strong's Marcos keeping a close eye on proceedings

Image: ©Jeff Bloxham

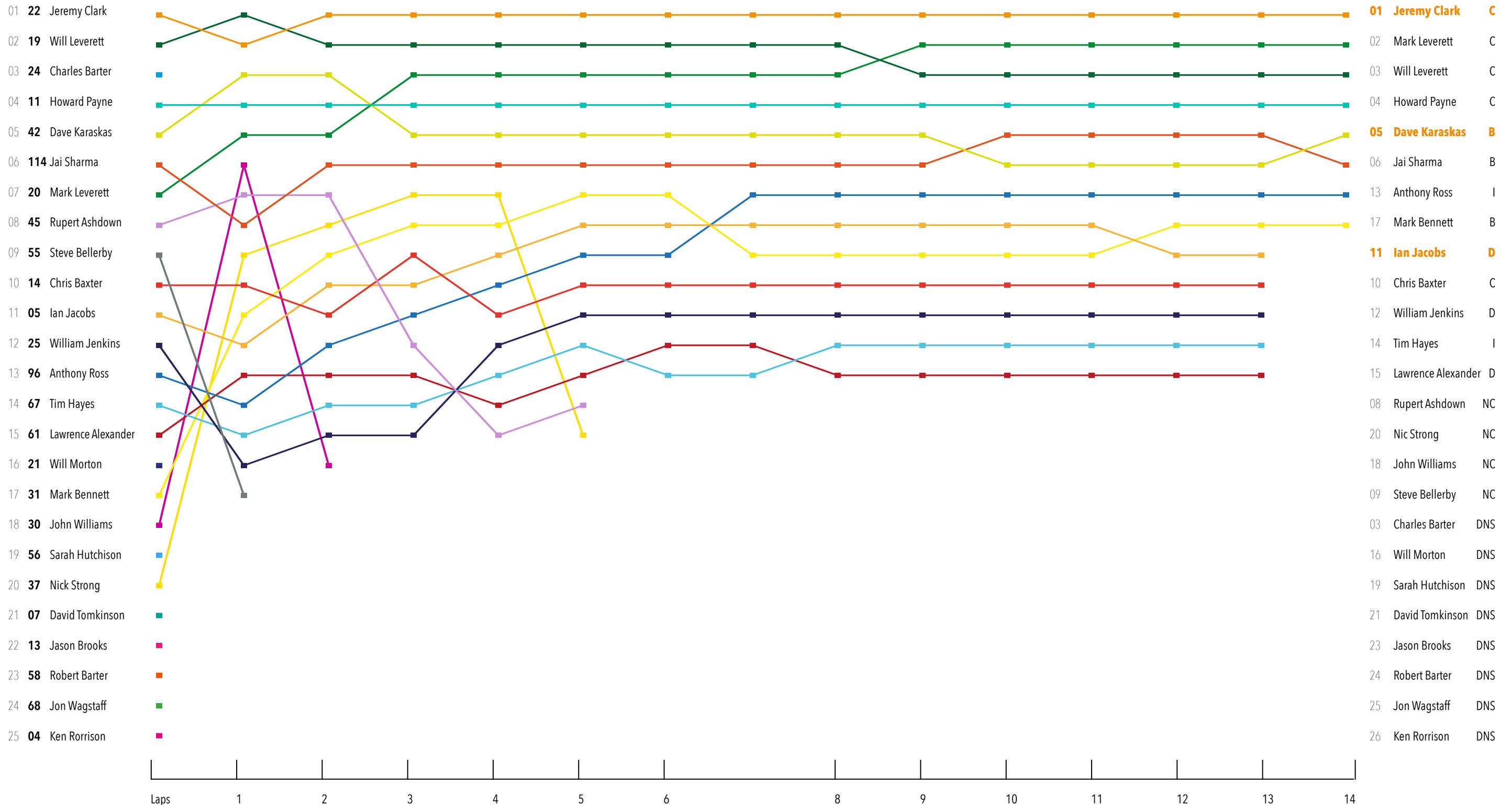
Dave Karaskas grabbed his class win on the last lap of race 2. Mark & Will Leverett had a great days racing in their Lotus's.

Jeremy Clark was fleet of foot achieving two dominant race wins, we are beginning to think Jez might be a little handy behind the wheel. Images: ©Charlie Wooding Photography



LAP CHART

SNETTERTON RACE 2: SATURDAY 21ST APRIL 2018



SNETTERTON
21.04.18

'NEW CAR'
SARAH HUTCHISON

I think if we took all the broken parts from the meeting we could build a new broken car out of them!

'WINDSCREEN'
DAVE KARASKAS

You can add my broken windscreen to the list... Does anyone know where there's a Ford Consul parked up, so we can nick the rear window?

'OUT OF TIME'
STEVE BELLERBY

You can put my timing gears and camshaft with them!

David Tomkinson 'assists' with the repairs to the Spitfire's suspension.



'BALANCED VIEW'
DAVID TOMKINSON

Yeah it was odd but everyone essentially had unrelated issues. Snetterton can be cruel on small cc engines but other than that, it's not over dramatic and the weather wasn't too hot so should have been fine for everyone.

Just seemed crazy that it should all happen at the same time!

'GRAND NATIONAL'
DAVE KARASKAS

Driving the TVR amongst the Loti, I feel like I'm riding the bull from the china shop in the Grand National.

'VERY LUCKY REALLY'
DAVID TOMKINSON

I snapped my front suspension. What's with me losing wheels at double header race weekends!?

Haha! Yeah easy fix for cadwell. Couple of hours work and £150 and job done. Very lucky really.

'OAP'
DAVE KARASKAS

"Got my first old age pension payment this week. Spent it all on race car parts."

The Cambridge Regional College Lotus Europa had the ability to place at least third in both the HSCC 70's Road Sports races at Snetterton but unfortunately an error and unavoidable incident with another competitor restricted the team to a pair of fourth places. **Reports William Hewlett**



In qualifying, the first couple of laps were pretty normal. Howard was able to make up a respectable amount of places and the chance for third position looked pretty hopeful. Unfortunately, early on, a yellow flag was issued after a Porsche crashed into the first corner which carried on until qualifying ended and we finished with a rather respectable third position.

After a swift clean, we lifted up the Lotus, removed the tyres and cleaned them and the bodywork and then checked over the engine and pipework to make sure it was all in working order.

Before the first race began we torqued up the wheel nuts and checked the tyre pressures.

Race 1 and with Howard starting in third position, we were confident of finishing in a podium spot.

First lap around however and Howard was nowhere to be seen. The other competitors came flying past one by one and we were beginning to think we would end with a DNF. Finally, 13 positions down the line, after a spin, Howard comes flying past. Howard flew

past everyone in front of him and soon came back in with a chance of getting that highly desired podium spot.

"His charge back from 13th to fourth was the Drive of the Day in my opinion" says Lewis Beales, Team Manager.

Back in the pits and we found out that Howard hadn't selected second gear, locked up the rear wheels causing him to spin. Once again we checked over the car, made sure nothing came apart or was damaged when Howard spun.

Race 2 and after Charles Barter pulled out, we started again in third position. Once again, we had high hopes for a podium finish, the race started well with a quick start keeping Howard close behind the guys up in front. However coming up to the Esses complex, the driver coming beside him out braked himself and left Howard with nowhere to go but the escape route. This vastly delayed Howard but he still finished the race in a rather respectable fourth overall.

The CRC Racing Team would like to thank its supporters; EBC Brakes, Borney Signs, Huntingdon Coachworks, SP Films, HSCC

NEWS

Mallory Park & Silverstone Classic Entries, Scrutineering, Vehicle Identity Forms, Charlie Wooding 70s Yearbook, Win Percy Novice Award

MALLORY PARK & SILVERSTONE CLASSIC

A reminder that entries close for the Mallory Park Classic & Modern Festival on 25 May, please can competitors return their entries before the closing date as it helps the office with the administration of the event. We already have over 20 entries but there is room for a few more. The timetable includes a 15 minute qualifier and two 15 minute races all on the Sunday for just £295.00.

Entries for the Silverstone Classic close on the 01 June, competitors will be chosen on merit so if you want to go put in your entry now.



SCRUTINEERING & VEHICLE IDENTITY FORMS (VIFs) REGULATION 5.2

Cars will be weighed regularly throughout the season and 70s Registrar, Matthew Smith will be checking cars against their VIFs and sealing a number of engines.

The Championship winning Datsun 240Z of Charles Barter was sealed in 2017 and during the closed season the engine was stripped and declared fully legal and compliant with the Championship Regulations.



VIDEO OF THE MONTH DAVE KARASKAS – DONINGTON

In car from TVR 3000M driven by Dave Karaskas edited down to 6:22min, just the interesting bits including a couple of 'off's' caused by handling problems and braking issues, but Dave managed to climb back up to his starting position to finish 6th overall.

<https://www.youtube.com/watch?v=lt714SkRkAw&t=81s>



WIN PERCY NOVICE AWARD CHRIS BAXTER

Winner of the 2017 Win Percy Novice Award, Lotus 7 racer Chris Baxter, was presented with the magnificent trophy by Steve Bellerby the 2016 Award winner.

The award is named in honour a driver famed for competing in cars of the type now used in the Championship and was introduced to encourage novice competitors to 70s Road Sports one of the most accessible race Championships.

In addition to rewarding the most successful novice over the season with the prestigious Win Percy Trophy, all novices joining the 70s Championship will receive a voucher to the value of £200 towards the cost of their first race entry.

2017 YEARBOOK CHARLIE WOODING

As Championship regulars will be aware photographer Charlie Wooding produces a Yearbook consisting of the complete season in photographs, supported by race reports and lap charts.

The Yearbook features every competitor and car that raced during the year and is a unique memento of the season.

80 pages, full colour throughout – £35 + £2 P&P or collect at circuit

Email Charlie to order a copy:
charliewooding@btinternet.com





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CHARLIE WOODING

<http://charliewooding.co.uk>

Historic Motorsport 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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