

Classic Lines



June 2018



Dear Member,

Foreword

Welcome to the June issue of Classic Lines.

The frequency of these newsletters has slipped somewhat the last year or two, partly as a result of how busy the office is and partly as we increasingly make use of social media to let you know what the club is doing. Rest assured, nothing is missed, we will always let you know anything important.

We would like to thank the vast majority of you who attended our 'Silverstone Spectacular' for your compliance and understanding with the parking and paddock arrangements. Almost every member moved their trailer to the park, didn't pitch a gazebo and parked their private cars as per the final instructions; this was the only way we could fit over 400 of you in across the weekend. It is traditionally hard to get adequate numbers of Marshals to Silverstone, especially as other events took place on the National at the same time. Huge appreciation and a debt of thanks must go to the Marshals and Officials who supported us at this meeting in particular. As a whole the event ran smoothly aside for a couple of races that experienced Code 60 violations. Drivers, you really must pay attention to the Code 60 instructions given in the driver sign on notes and briefings. Do you know when you are travelling at exactly 60km/h?



Entries for Thruxton and Brands Hatch GP will open within the next two weeks (before Spa). As mentioned later in this issue we have had a large amount of interest in these events, particularly from Gold Arts Magnificent Sevens competitors interested in joining us at Thruxton. If you want to be certain to be there you will need to enter within hours or days of entries opening.

The highlight for many of you this season appears to be the rare opportunity we have to race at Magny-Cours, in central France. We haven't been saying much about the event simply because it is some way off yet. Nearer the time we will release details of how you can book testing and the race, with entries opening 8 to 10 weeks before as usual (sorry, you can't reserve a place now!).

We look forward to seeing many of you at Oulton Park tomorrow and at Spa in just three weeks time.

David Smitheram

Director

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Since the last edition of Classic Lines we have been joined by two more companies sponsoring a series.

New Sponsor

Racetruck are a new company led by experienced vehicle outfitter and CSCC driver Ian Knight. Examples of Racetruck's work can already be viewed within our paddock. If you would like a custom trailer, truck or motorhome please contact them now to discuss a build in time for the 2019 season. Racetruck are sponsoring the Open Series this season, with a RamAir filter voucher being the prize for driver of the day at each round.
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Racetruck

Cartek Motorsport are now sponsoring our Modern Classics series. Their products are used at all levels of motorsport; perhaps best known for their range of solid state battery isolators (cut outs) which have many advantages over a conventional 'red key' cut out. I (David) have ordered one myself and am impressed with the build quality (made in the UK) and size of the unit and its switches. The series Driver Of The Day will receive a one-off large discount off any of their products.
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New Sponsor

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Treasurer

At our March committee meeting our Treasurer, Mark Barton stepped down from the role to concentrate on both his work that frequently sees him out of the country and also to focus on his role as driver representative for the Mintex Classic K series. Thank you for your efforts Mark. In his place we are very happy to welcome back to the role and to the committee, Richard Vos. Many of you will know that Richard was a co-founder of the club and has held most positions within the CSCC including Director and Chairman. We welcome the knowledge and guidance that Richard brings to the role of Treasurer.



Mark Barton



Richard Vos

Get to Spa in style

One of our drivers, Ian Whitt has arranged a private light aircraft to fly from East Midlands airport for up to four more passengers, at dates and times that work perfectly for the Spa Summer Classic. Please contact the office so we might put you in touch with Ian.



Thruxton

Entries will open in the next couple of weeks for our ever popular meeting at Thruxton. With this year being the 50th anniversary of the circuit, plus the opening of the new hospitality suite/restaurant (pictured right) we have had plenty of interest from new members joining us this season specifically to race with us here.

As always, we accept entries on a first come first served basis, so if you want to race at Thruxton with us please can we urge you to send in your forms asap. **Do not be surprised if some races (particularly the Gold Arts Magnificent Sevens) sell out in a matter of days.**



My Tickets haven't arrived!

We always send out our final instructions, entry lists and tickets at least a week before the event, usually on the Thursday (10 days before the racing). MSV circuits use e-tickets so PLEASE check your emails and particularly your junk/spam folders. It is impossible to help you the day before the meeting, or even turning up at the gate and telling security you weren't sent any.

Tyre Support Oulton

As mentioned in a recent email, Adams & Page are sadly unable to be at Oulton Park, however they can always courier tyres to you at no extra cost for fitting locally. Alternatively you can visit their base in High Wycombe where they also have ultra modern geometry set up facilities, together with poly-bush fitting.



ADAMS & PAGE

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Adams & Page will be supporting us again at Spa and at all our other UK rounds.

Brands GP

On the same weekend as our Thruxton meeting the Adams & Page Swinging Sixties will be racing on the Brands Hatch Grand Prix circuit. With very limited dates available to race on the GP layout we can only take one series at a time, which we do in rotation.

The grid takes a capacity of 46 cars and we can qualify an additional 9 reserves. We will open entries in a couple of weeks time. If you want to be there you will most likely need to get an entry accepted within the first 48 hours.





ADAMS & PAGE

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Adams & Page will be attending all CSCC events in 2018, including the Test Day at Snetterton in March, all UK race meetings and the Spa Summer Classic at Spa Francorchamps.

We have increased our range to include the **NANKANG AR-1** and **NANKANG NS-2R** alongside the **TOYO R888R** and **YOKOHAMA A048, A050** and **A052**.

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Course Car



In the last issue of Classic Lines we mentioned the club purchased a used Audi A3 3.2 V6 Quattro (retiring the Vauxhall Vectra). The club owns its own car partly to save money as it is used as a course car, safety car or medical responder/rescue vehicle.

After a visit to RSV Graphics at their base in the midlands it is now in a similar livery to the club van, that was originally designed by Swift Signs, before RSV joined us as series sponsor. We would like to thank RSV Graphics for their work, the professional result is striking against the metallic black paintwork.

RSV GRAPHICS

Need pit crew?

The CSCC staff, volunteers and competitors are a pretty friendly bunch who help drivers where they can. If you are by yourself or perhaps new to this type of racing just ask someone in CSCC clothing ahead of your race and they/we will do our best to lend a hand during the pitstop. We can't claim to be the fastest pit crew in the west but we can at least make sure you are safer and ensure your belts are placed correctly over your FHR before you drive off.



When do you re-start your engine?

Pit Stop Tip

All of our series that require a driver to get out of the car at the pit stop have a rule that states:

- 4.1 Stop car
- 4.2 Switch off the engine (skip a few stages where the driver gets out, a driver gets back in.....)
- 4.5 Engine may be restarted only when driver is seated,**
- 4.6. Fasten harness and secure belts,
- 4.7 Safely release car into pit lane, under full control with no excessive wheel spin,

The engine may be restarted once a driver is seated (therefore in control, should the car accidentally start moving). When the car is

stationary during the stop, the heat soak is tremendous, with no coolant or oil being circulated around the engine in most cases. Many times this has led to difficulties re-starting cars, so perhaps consider changing your pit stop procedure so that the moment you are back in the car you restart the engine, BEFORE you fasten the belts? This may help increase reliability too, particularly in forced induction engines.

No extra charge for credit cards

Any transaction that is paid by credit card costs the club more money compared to a debit card. From the beginning of the year the law changed preventing us from charging the additional £3 that we used to take, however, we still get charged this.

Please can we ask that where possible you use a debit card as it does impact on the clubs (your) funds at the end of the year.



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Drivers: Help at Donington



This season we are racing on the Grand Prix layout at Donington for the first time. With an additional half mile of track also comes extra Marshal posts, potentially stretching the numbers of valued volunteers a little thin.

So, if you are needing an extra signature for Magny-Cours, want to get up close to the action or just to help out the club please can I ask you to contact us at your earliest opportunity. Drivers, can you ask your friends and pit crew if they can help us? You don't need prior experience or safety kit, just an interest in racing; you will have a great time.

Marshals

As the club has a break in its UK racing season and is off on its summer holiday to Spa, I would like to take this opportunity to thank all the Officials and Marshals that have supported the club so far this season, without you we would not be racing. Those of you that have supported us over the years will have seen a steady increase in the number of our own series and a steady increase in grid sizes. This year at Silverstone we achieved an all time CSCC record for the number of entries taken, 408! At times we have had some challenging timetables and I have had to nick a few minutes off the lunch break, which I don't do lightly, but with the help of all of you we have managed to get the racing in, the only loss of time is when competitors have done their best to make a mess of things. For the remainder of the UK season it's onto our regular venues and a return to a favourite. First off, it's a visit to Brands Hatch in July, always a big meeting for our members. Next onto Thruxton which has turned into a real favourite for all that go. Donington will be after this and new for the CSCC its on the GP circuit, which means I need more Observers, Flags, and the ES Team will need more Incident, so all hands required please. The timetable finishes at about 19:20 on the Saturday and 18:45 on the Sunday, so earlier than in previous years. Now to our last meeting of the year and a welcome return to Mallory Park, always a special venue which will be highlighted by three races for the Wendy Wools Special Saloons and Modsports, both racing and displayed. We normally send out tickets and instructions, either by E-Mail or Post, around the Thursday, 9 days before the meeting so don't panic if you have not heard before then.

If you could help at any of the meetings then the best way is via the club's own web site:
www.classicssportscarclub.co.uk/marshals-officials

Thank you for your support,

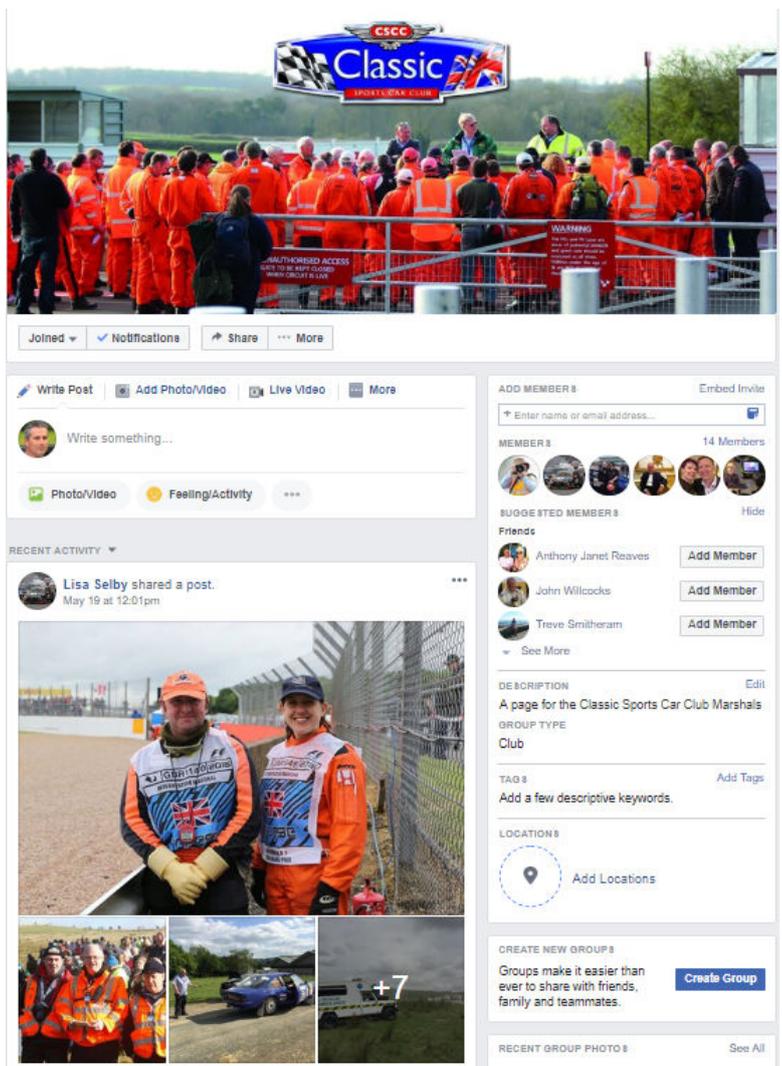
Robert Williams

Officials Coordinator
Classic Sports Car Club



New CSCC Facebook Group

We have now created a new Facebook group for CSCC Marshals and Officials, snappily entitled 'CSCC Marshals'. It is ready for you to use and enjoy, please share your thoughts and photos there.



As you are no doubt aware, the new GDPR came into effect on Friday 25th May. The huge amount of emails that we have all been receiving from myriad of different companies, the most of whom we didn't know we were subscribing to, have been to do with marketing. The club does not contact our members with marketing emails and we therefore do not need consent from you for this. If we were to decide to do so in the future however, we would have to take the appropriate steps. By applying to become a member or race with the CSCC at one of our events, drivers consent to us using their data in the ways set out in our privacy policy. This is covered by the GDPR rule where there is already a lawful basis under 'contract' or 'legitimate interest' for the club to use their personal data. We do not therefore intend to email all members requesting that they 'opt in', as this is already covered by our Privacy Policy. The club's privacy policy can be seen on our website here: <https://www.classicsportscarclub.co.uk/regulations>



A date for your diaries: this years Dinner Dance will be on **Saturday 24th November**, at Chateau Impney. A special guest speaker has been booked as well as other evening activities for you all. More details will follow over the coming months, this is just to let you know the date. Please don't book rooms just yet.



Fund Raising

Many of you will know Noel Wilson from a past season when he carried out fundraising at CSCC events for the MS charity, by setting lap times in his mobility scooter. Noel's target was to raise £20,000 for the MS charity, we are pleased to hear this has now been far exceeded. Recently Noel has been named as the MS Society fund raiser of the year, and has asked me (John Hammersley) to pass on his sincerest thanks to Hugo, David, and in his words "the CSCC community", for making his "bloody silly idea" possible. Noel has now set lap times on all UK circuits, and even the Isle of Man TT course! You can still donate via his Just Giving page.



£22,545
raised of £20,000 target
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PLEASE REMEMBER TO INCLUDE YOUR CURRENT LICENCE WHEN UPGRADING

Licence upgrade cards used to be within the Blue Book, these are now on the MSA website (competitors, resources). Thanks to Pete Edwards from the Motorsports School for the reminder.

Theft Alert

Please be alert at every circuit for possible theft from the paddock. One of our drivers was recently at a rival clubs event at Oulton Park and whilst racing, his wallet was taken from his motorhome. It is unlikely this would have been another competitor, remember that the public have paddock access.

Who is starting the race?



At the drivers briefing we carry out a roll-call and ask which driver (of a 2 driver/2 car team) is starting first. This list is then distributed to the Timekeepers, Clerks, Commentators and Secretary Of The Meeting. Please can we ask that you **don't change your mind**, it is a lot of work to update all of the different parties. Also, for your own health, race control need to give the right instructions to medical personnel as to who is driving your car should it be involved in an incident during the race. If points are issued to a team and the drivers cannot be found or have left the circuit the Clerks will apply them to the driver they understand was driving at the time. At Snetterton this resulted in the 'wrong' driver receiving points: not something that could be reversed.

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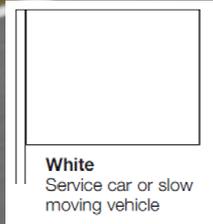
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At Silverstone we had an incident that the MSA "Blue Book" does cover.....but only just. A medical car had to join the circuit whilst racing was still taking place, this was covered by a white flag displayed at the flag posts.

White Flag

Q 15.1. (d) White flag: A service car or slow-moving car is on the circuit. The white flag will be waved to indicate the sector of the track that the slow-moving vehicle is in and held stationary whilst the vehicle is in the next sector.



When the Medical car was scrambled from its standby location, white flags were displayed at marshal posts. When the car stopped at the incident the flags changed to waved Yellow flags, then withdrawn when the crew were safely 'on the bank'. When the crew returned to the medical car the yellow flags returned, with white flags shown when the car drove onto the circuit.

What the "Blue Book" does not tell you is how to react with a "Service car" on circuit. A "Service Car" could be one of the following cars: Doctor Car, Medical Car, Rescue Unit or Fire Car, join a live circuit. Recovery and Circuit Staff will only join the circuit when a race has been neutralised with either Code60, Safety Car or Red Flag. Each driver has instructions and training for driving on the track. What they must do is keep to the side that they have full view of cars joined the circuit and only cross over when they have full view of cars



What they must do is keep to the side that they have full view of cars joined the circuit and only cross over when they have full view of cars

So, what do you do? It's simple, under white flags, give the slow moving car space and pass them, they will keep out of the way. Under yellow flags do the same, give them space. Under Code 60 and Safety Car, service cars are possibly going faster than you are so that's why we have now put into regulations that you must not weave more than the cars width, at one venue we have almost had a service car have contact with a competing car as he was weaving the full width of the circuit. Robert Williams, Clerk Of The Course

What's Missing?

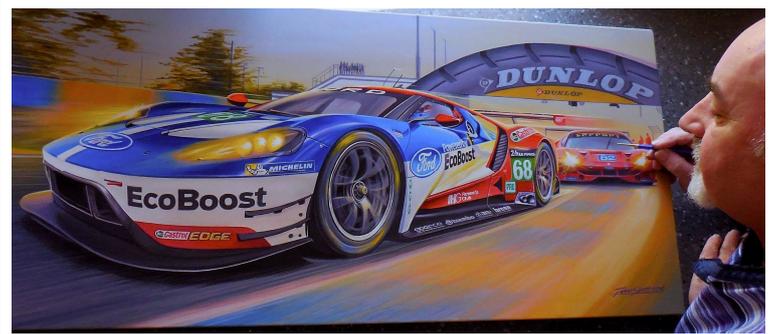
Below is a recent photo taken by CSCC Scrutineer David Baxter, showing a change to the Donington Park scrutineering area. The dark tarmac is where the signing-on office used to be! Its removal will make maneuvering easier for drivers, with our signing on most likely relocating upstairs near the media suite, to be confirmed.



Discount Directory

We have a number of new companies and individuals who are offering members a discount, including:

Accommodation at Le Mans, Tim Skett Artwork, MNR Sports Cars, Caged Laser (roll cages), Classic Tracks (see advert), Geo Investigate and Motorworks Racing. For more details please see the discount directory that will be emailed to members shortly.



Share your car at Spa?



We have been approached by an experienced driver who is looking for a drive at Spa. If you are interested in doing this, sharing costs in the process please contact the office asap.

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We live on an island with changeable weather that is certain to bring rain at some stage in the season, with rain usually comes cooler temperatures. You have probably spent thousands on your race car developing its performance, handling and braking, but may not be able to see where you are going if the car steams up! If you have ever experienced this it is terrifying and has caused accidents or retirement from a race.

Wet weather causes two problems with visibility:

Water on the outside

A. Fit new wipers at the beginning of each season, ideally the newer style 'aero' style that are less likely to lift away from the screen at speed. New rubber is softer and will form to the contours of the screen rather better than old wiper blades.

B. Glass treatment makes a huge difference to visibility, if you have never tried water repellent products you really should! The faster you drive and the heavier the rain falls the more effective these products become. The brand leader is Rain-X, although personally I believe there are better, longer lasting products out there. We have recently added one of these to the members discount directory and you can also read an independent review from some years ago here: [Auto Express](#) For those of you with open cars and full face helmets these work well on your visor too.

You should apply these products now, NOT in a damp paddock where smearing is more likely.

Water on the inside

Water in the car, especially on your warm race suit or boots, together with cold air hitting the glass, is a recipe for steamed up surfaces.

A. Stop water getting in the car in the first place. If you have leaky (or no) door seals get them replaced. If you have big gaps above your polycarbonate windows see if you can get these adjusted for a tighter fit. Do you have family and friends to help you? Make them useful by escorting you to your car under an umbrella and step on a towel to dry the soles of your feet. Yes, you may feel a bit pretentious, but your race suit will stay dry and your feet will grip the pedals too.

B. Circulate the air. Having a fan directed at the screen in front of you can at least give you a porthole to see out of if conditions get really bad. Providing you aren't letting more water in the car then opening a window a crack will help remove warm, moist air from the car.

C. Keep the heater fitted, or if you have already removed it why not fit a small heater matrix and fan? Light-weight race designed units cost just over £100 and weigh around 1500 grams including hose and the extra coolant within. Slightly heating the inside of the car combined with a fan directed at the windows is the most effective way of keeping all your windows clear as it raises the temperature of the glass above the dew point. Let the evaporating moisture in the car collect on other cold parts of metal and not on the glass.

D. Heated screens are effective at clearing the front and rear glass but can be costly and tricky to fit. They won't help the side windows though.

E. Interior glass treatment (Anti-Fog) can help but I have still seen cars retire through steamed up windows after applying this. Put this on now in your garage, don't wait to the race event as it can smear if applied in cold, damp weather.

F. Clean your glass! Grubby surfaces with dust and oil residue will encourage the water droplets to cling to the inside of the glass.

G. Chamois on a stick. This should be your last resort, but if things get really bad a cloth on a stick or the back of your glove (if you can reach) may save you from an accident!

H. Control your breathing! I'm not proposing you hold your breath like Senna reportedly did for the first lap of a grand prix, but try to take shallow breaths and breath out through your nose (air directed downwards) rather than out of your mouth (air directed forwards at the screen).



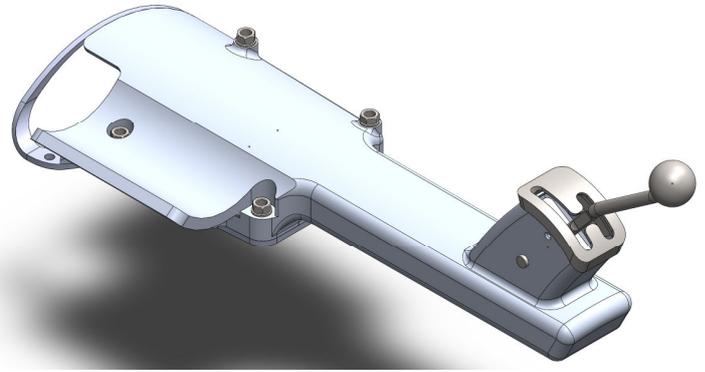
Remanufacturing: Restoring your classic without breaking the bank

Remanufacturing: Advertorial

Restoring a classic car can be a major investment, but thanks to advanced technology, new opportunities are available for restoration, optimisation, remanufacture, and digital archiving without needing to break the bank. KW Heritage Engineering, a division of high-performance engineering consultancy KW Special Projects, applies the same methods we have developed over years of solving challenges to our heritage projects and takes a step by step approach to optimising your classic.

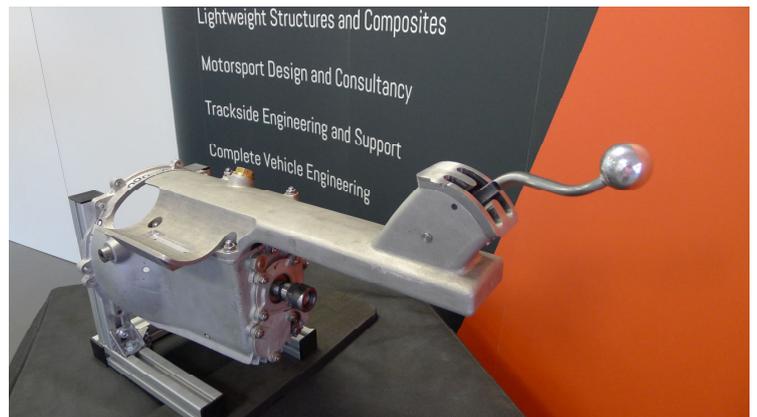


We start by capturing the data. Using a portable hand-held 3D scanner, we can quickly capture an image of the component you want to remanufacture at your premises or ours. Any part can be scanned using this method, regardless of size. These scans also create a digital archive of the component for you to use in future.



Next, we begin the re-engineering process. The scanned images are then loaded into SolidWorks, the industry-standard computer-aided design (CAD) tool. Here, our experienced engineers will recreate the part and, if desired, optimise it. KWHE typically optimises at one of four levels (see inset) depending on your requirements. If desired, we can also utilise finite element analysis (FEA) to test optimised components before manufacturing them.

KWHE then manages the end-to-end manufacturing process. We work with some of the most experienced suppliers in the UK to manufacture your components using methods including machining, fabricating, casting, and composites. We also have in-house manufacturing-standard 3D printing capabilities for rapid prototyping, which, alongside other benefits, can dramatically reduce tooling costs of cast components and test fit and function before manufacturing.



The final step is to put it all together. We assemble in-house, with our experienced technicians making sure every single component conforms to drawings using both digital and traditional techniques.

You can be directly involved in every stage of the process and you will also own the scans and CAD to easily facilitate any future manufacturing. With the support of KW Heritage Engineering's skilled team, optimising your classic is within reach.

For more information on how KW Heritage Engineering can help you breathe new life into your classic, visit www.kwspecialprojects.com/kw-heritage, or contact Edward Smith (07846077075 / edward.smith@kwspecialprojects.com)

Level One: Complete authenticity

Sometimes complete authenticity is the only option when restoring a classic car. We can replicate a component exactly when no drawings or tooling exists and even recreate damaged parts accurately. The digital record of the component

Level Two: Invisible enhancement

When complete authenticity is not necessary, but a highly sympathetic approach is called for, KWHE can make subtle, invisible design enhancements using a modern material or process. This approach uses our engineering experience while making minimal impact.

Level Three: Visible enhancement

While subtle, these changes do begin to make a visible impression on the component. We find performance by reducing component weight, replacing existing materials with their modern counterparts, or redesigning components while retaining their original function.

Level Four: Complete redesign

From installing an EV powertrain to exchanging leaf springs for coil springs, this approach uses the full range of our technical ability to give new life to a historic vehicle. This approach can maximise the competitive edge of a historic racing project but is equally appropriate for future-proofing a family heirloom.

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CSCC Driver Representatives -

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Club Secretary

hugo@classicsportscarclub.co.uk

David Smitheram: Director

david@classicsportscarclub.co.uk

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All CSCC race photographs kindly provided by David Stallard who will be at all our 2018 UK meetings

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