

Classic Lines



December 2018



Dear Member,

Welcome to the December issue of Classic Lines.

This is the issue of Classic Lines that should be of most interest to you, it is a brief one and is where we describe the rule changes for 2019. Thank you for your feedback throughout the season, we can't always please each of you individually, but we do our best and offer what the majority of you wish for. 2019 registrations are now open.



After a busy 2018 racing season you might imagine that we are sat back in the office, feet on desks, tucking into boxes of Celebrations. Not a bit of it (well, maybe the chocolates)! We remain as busy as ever, preparing for 2019. In fact, as the club membership has continued to grow and we look to continually improve our offering to you we have just run out of hours in the office. To that end we are employing another full-timer in the office, starting January, more on this in the future when they can introduce themselves. In another change, Motorsport UK Clerk Robert Williams is stepping aside to give his protégé and long standing deputy Clerk, Mike Heath a chance at becoming the clubs Senior Clerk Of Course in 2019. We are very pleased that Robert will remain a part of the CSCC Clerking team and valued member of the CSCC Committee.

Since the last issue we've raced at Donington Park, Mallory and at Magny-Cours, demonstrated cars live at Silverstone (MSD Live show) and hosted the end of season Dinner Dance, a positive last quarter of the year. Race reports, photos and videos have followed each event on social media and email, rather than delaying their release in this newsletter; your feedback seems to suggest this is the best way. The Donington and Mallory events highlighted once again the importance of having sufficient Marshals and volunteers at our events, with lower than ideal numbers at both. From the new year we will be introducing a range of measures to make our volunteers feel more valued than ever, we couldn't race without them.



The office will close between Christmas and New Year, but for now, on behalf of the CSCC office and committee may we thank you for your involvement this season and wish you a very Happy Christmas.

David Smitheram

CSCC Director

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Clarification of silhouette. It has always been the intention that cars should remain as they were available from the UK showroom. More recently small holes for cooling have crept to become large holes, Naca ducts, scoops, pieces missing or gaping holes covered in mesh. A degree of common sense has always applied, this text has now been added as follows 'A few small, neat, flush holes or apertures may be added in the front bumper or bonnet only'. Please, put that drill down, we won't allow cars looking like swiss cheese! Ask the CSCC office or Stuart Levers for clarification.



Clarification of maximum cc. Tin Tops has always been for cars of upto 2 litres, 4 cylinder. Engine rules say that internals are free. This would allow a 1600cc to be bored and stroked to 1800cc for example, as long as the new cc is declared and the car moved into a new class if relevant. But what if your car is already a 2 litre? We have added clarification that 2 litres is the maximum cc allowed in the Tin Tops series (except for a minimal overbore as defined by Motorsport UK rules) '.....but the total volume must not exceed 2000cc.' Those cars with original engines that have been bored and stroked to in excess of 2 litres may race in other CSCC series, provided they meet their rules (Cartek Motorsport Modern Classics and RSV Graphics New Millennium for example).

New Sponsor. We are very pleased to announce that parts supplier Co-ordSport have come on board, the 2019 series now being known as the CSCC Co-ordSport Tin Tops Series, more on this later in Classic Lines.



Deletion of Class. Class A, for Jaguar E-Type has now been absorbed into class B, for cars over 2700cc. With very few E-Types racing with the series it was agreed with the drivers that they would have a better race competing in class against the big V8s and large 6 cylinder cars.



No Sponsor. Racetruck have achieved their aim of promoting their new business to all our members, so are stepping down for 2019. This does mean that competitors may remove their Racetruck stickers if they wish. We would like to thank Racetruck owner Ian Knight, for his sponsorship for the series this year and are pleased that he will continue racing personally with us into 2019. Discussions continue from interested parties for next year.

No Sponsor. After Wendy Wools agreed to us using their name in 2018 for the anniversary year, the series continues into 2019 without a sponsor.



Change of class. The cc class break has been changed for the small engine cars such as Imp, as requested by competitors. Class E was upto 1040cc and is now upto 1150cc. Class D was 1041cc to 1500cc and is now 1151cc to 1500cc.

Engine Clarification. Wording added: Any engine originally fitted to a 'period' motor car will be eligible (ie. Pre Dec 31st 1993), including derivative engine blocks, which must also have been available in period. This prevents engines such as a Millington Diamond, which was not available pre-1993.



Change of Winners Penalty. Following a drivers survey and discussion with many of you, it has been agreed to trial a change to the winners penalty, for the RSV Graphics New Millennium series only. The 30 second overall, cumulative winners penalty has been replaced with: *Overall podium winner's penalties apply at the next CSCC UK round only and are not cumulative. The overall winner receives a 20 second pit lane penalty, 2nd place overall receives 15 seconds and 3rd place receives 10 seconds.*



New classes for BMW M3. The BMW M3 remains the series most popular race car. Whilst they are all fast, there is a difference in performance between a relatively standard model and those that are highly developed with trick suspension, headwork, big valves, cams and capacity increases. Therefore, after listening to your feedback the classes will now be:



Class M1 - Highly modified BMW M3 E36 or E46 models running either the S50 or S54 3.2 litre engine
Class M2 - Lightly modified BMW M3 E36 or E46 models running either the S50 or S54 3.2 litre engine
Note that CSCC reserve the right to re-classify cars between classes M1 and M2 at any time, based on likely and actual performance.



RX-8 Trophy Class. As you may well have seen in the press and on our social media, the club has devised a new, ultra low-cost formula for road legal Mazda RX-8, racing as a class within the RSV Graphics New Millennium series. The class has its own set of detailed regulations, that are available in on the CSCC website.



No changes to these series.



Photos and Video at Spa 2019



We are very pleased to announce that for the first time we have succeeded in persuading official CSCC Photographer, David Stallard and CSCC Videographer Marc Peters to attend the Spa Summer Classic in 2019. We look forward to a superb variety of photos and video highlights after the event.

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Those of you active on social media will have already seen this, but for those of you who haven't, the CSCC is breaking new ground with its first 'one make' class. Racing within the RSV Graphics New Millennium series, the RX-8 Trophy is for Mazda's once popular rotary model, specifically the high powered 231 bhp version.

RX-8 Trophy

There is no shortage of one make racing out there, from 2CVs through to McLaren and everything in between. The RX-8 Trophy is different in a number of ways:

The cars must hold a valid MOT, therefore can be driven on the road or to the circuit.

No modifications except Motorsport UK mandated safety, brake pads, tyres and just a few improvements for reliability sake. Yes, that means standard suspension, discs, exhaust, bushes, engine etc. etc.,.

Creature comforts remain including stereo, heater and air conditioning. Probably one of the quickest race cars to build, less than 30 hours is possible, with finished, self built race cars costing less than £5000.



Interest has been very strong, with numbers bought already into the teens. At the recent Motorsport Sport Days Live show there were four RX-8 present, in various states of readiness, giving passenger rides. Passengers comments were full of praise considering the near standard nature of the cars, with drivers able to demonstrate the capable handling abilities whilst also showing up a few one make rivals. If you have a friend who would love to race but has time, space or money limitations this could be just the answer?

Full class regulations including FAQ's and a build guide are available on the New Millennium page of the CSCC website.

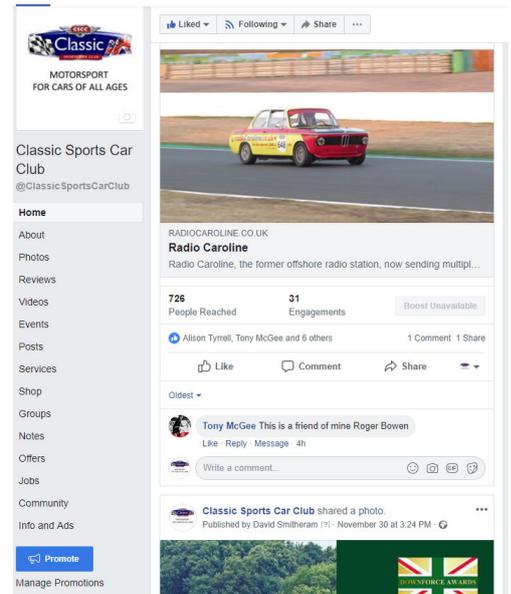
Latest News



There is no getting away from the constant surge of technology. If you want the very latest news about the CSCC and racing in general you really need to get yourself a Facebook account. If you haven't yet ventured into social media it's not difficult to start: just register an account (free), then search for Classic Sports Car Club, 'like' the page and then you'll be notified any time we say something.

It's then worth adding yourself to each of the series groups that you race in (CSCC Swinging Sixties, CSCC Future Classic etc.). We have a total of 11 groups, one for each series, plus a CSCC Marshals group. You can take part in discussions, share photos, video and buy and sell items.

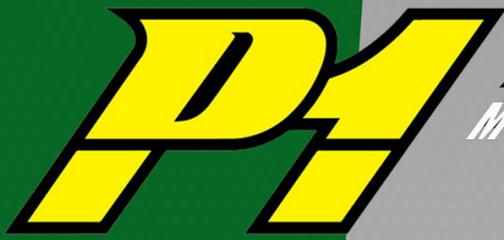
We will always send you the important information by email, but Facebook is ideal for quick and easy reminders, information, photos and video. There are plenty of other social media platforms we could use, but Facebook continues to be the one that best suits our purposes.



How many nozzles?

Those of you with a race car that has already taken part in races will need to ensure you have an FIA plumbed in system by 1st January 2022. All new builds must fit a new FIA system this winter before competing. Blue Book K.3.

The office has been asked a number of times this season if the competitor has to fit all those nozzles (in many cases 8 in total)? Their current system may (as an example) have only 3 nozzles in total and it would make swapping considerably easier. The answer is, you do have to fit all of the nozzles as supplied with the new extinguisher. Not only is this how they have been homologated, it is also how they have been tested, with the correct pressure, contents and spread of extinguishant all calculated to put out the fire.



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Treasurers Report

Our Treasurer, Richard Vos, delivered this report at the AGM on 25th November 2018

Club Accounts for year ending 30th November 2017.

The club has circulated a copy of the accounts to every club member ahead of the AGM.

The 2017 year was a very successful year financially. Club membership grew once again and has now surpassed 1000 members. Series registrations also grew to their highest level.

Turnover at £966000 was the highest and this resulted in a profit of £120000.

The continuing success of the club meant that entry fees remained unchanged since 2015. In 2015 we raised the cost of entry to a 40 minute race from £365 in 2014 to £385. This figure has remained unchanged for four years, despite continued increases in the cost of circuit hire and race event operation.

The current financial year which ends on the 30th November 2018 has seen profits fall despite a rise in turnover. In 2019 we are going to raise entry fees by £10.00 to £395.00 for a 40 minute race. Membership and registration fees will continue to remain unaltered. Following the increase in entry fees we are still only forecasting a small profit in 2019.

As ever, the club is totally reliant on members continuing to support the club the way they always have in the past.

Richard Vos

CSCC Club treasurer.



Chairmans Report

This is my fourth report as chairman, a post that I feel proud and privileged to hold. As I reported last year it still surprises me that year on year we continue to surpass previous entry levels. At Silverstone's meeting this year we had 408 entries, a remarkable figure for national club motorsport.

2018 saw the introduction of several new initiatives, the first of which was -

Turbo TinTops. Whilst grid numbers have been a little on the light side compared to our more established series we are encouraged by the interest being shown for next season, with several cars promised in build. We are committed to the growth of this series and are in the process of carrying out further promotion of it.

New for 2018 was also -

Magny - Cours. This is the first time we have offered a second European venue to our members, and we were overwhelmed by the interest. With just a single, combined grid, entry numbers were limited, however, we very successfully filled our grid with Open Series competitors. Such was the success that for next year we are putting on another European round, in addition to our regular visit to Spa.

Now, having listened to comments from our members we also started to offer -

Team Assistance in driver changes at pit stops. Every year following the AGM we have an open discussions and opinions from the members. Every year one topic that always rears its head is pit stops, with a minority of competitors asking for a set amount of time to carry out driver changes.

Sited amongst the reasons for this is safety with belts over HANS devices and that some drivers don't have anyone to assist with their pit stop. We have always tried to make it clear that we will find some help if needed, but for the last few races we have had a dedicated assistance team and at the end of each briefing have taken names of drivers who need help. This has been very welcomed by numerous drivers, and we hope will in some way go to satisfying the few who call for set time pit stops. This initiative will continue throughout the coming season.

Multi Media. With the help of Marc Peters who produces short video compilations, Aston Blake assisting with Facebook posts and John Aston's entertaining race reports we have continued to look at ways of improving the race experience and coverage.

The final initiative for this year was -

Driving Standards briefings. We realised that whilst we have our own set of driving standards (which are rigorously applied and have resulted in a driver being asked to leave the club this year), what we have never done is actually set out what is expected. Again, for the last few meetings following the drivers briefing we have set a few minutes aside to discuss various aspects of driving standards. We have covered overtaking at the last two meetings, and will be covering various other aspects during the new season (race starts, pit stops, code 60, safety cars Etc.) This has been very positively received, especially for drivers new to CSCC, and we would welcome your thoughts and suggestions on topics you would like to see raised.



So, on to 2019. New for 2019 is:

RX8 Trophy. Conceived, researched, and finally introduced after nearly two years hard work by our Director David Smitheram (with full committee support) this is a slightly different departure for CSCC, but we are very encouraged by the response, with many new cars already in build. A very welcome boost for a new class within New Millennium series.

New venues for 2019 –

Dijon-Prenois Following on from the success of Magny Cours we decided to again offer a second European round (as well as Spa), so as you can see from our proposed calendar we will be paying a visit to France in October.

Mondello Park after a request made two years ago by the drivers, the Special Saloons and Modsports will be crossing the Irish Channel in July for a visit to the superb Mondello Park circuit.

To complete our 2019 season we will finish off with –

Televised Night Races at Donington Park. Whilst not new to us it has been a couple of years since we did night races, and these are always well received, so should provide an exciting end to the year. Our first televised round in 2015 proved popular and a number of New Millennium drivers requested we give TV another try, following a driver survey a few months ago.

During this year we had some new (and dare I say recycled!) members on our committee and I would like to take this opportunity to welcome Vicki Cairns as our long-suffering minute secretary, Damian Hurst as our Open Series drivers Rep. and Richard Wos back onto the committee as our Treasurer.

That brings me nicely on to summing up.

It's been a tremendous year again for us, but without the total ongoing commitment from our directors, office staff, committee, marshals and race officials it wouldn't have been possible, thank you all. We are a club that exists for its members, and we try as hard as we can to listen to our members, and always act in their best interests. So I must conclude by again thanking, you, our members for your continued and valued support.

John Hammersley
Chairman, Classic Sports Car Club Ltd.



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RSV GRAPHICS



2019

March 22	TEST DAY - Snetterton - 300
April 6-7	SNETTERTON - 300
May 4-5	SILVERSTONE - International
May 25/27	OULTON PARK - International
June 27-30	SPA FRANCORCHAMPS
July 13-14	MONDELLO PARK - Special Saloons & Modsports
July 20-21	ANGLESEY - International and Coastal
August 25-26	BRANDS HATCH - Indy
Aug 31 or Sept 1	BRANDS HATCH - Grand Prix - Mag 7's
September 21-22	THRUXTON
October 4-6	DIJON-PRENOIS separate Classic + Modern grids
October 26-27	DONINGTON PARK - National - Night Races, Televised

2019 Highlights

The season starts in March, at our traditional test day opener at Snetterton, followed by racing just two weeks later. After racing on the 200 circuit in 2018, we return to the 3 mile challenge that is the 300.

Silverstone International follows, with the Wing and Hanger straight a big feature of the event. We know that the parking and paddock arrangements are different and not to everyone's liking, so will do our best to find a workable alternative.

Two days at Oulton Park in May, unusually on a Saturday and Bank Holiday Monday (local restrictions prevent a Sat/Sun). Most of you will be there for just one or other day, but for those of you staying for the duration we are talking to the circuit to see if we can put on some sort of activity to keep you entertained.

Spa Francorchamps, almost everyone's favourite circuit. If you haven't been there you should, it's possible to do this on a sensible budget and with 2 x 40 minute races the entry fee is actually cheaper per race than our UK rounds! Traditionally the Swinging Sixties/Classic K races are shared grids with our Dutch German friends, however, this does cause us capacity issues. This year you have the grid to yourselves, with a lot more room for your entries. We are the UK promoters of the Spa 3 Hours race, accepting UK entries. Once again we will fix the price in £, taking the currency gamble, so you don't have to.



2019 Highlights



The Special Saloons and Modsports head across the Irish sea to race at Mondello Park, for a triple header on the 1.2 mile National layout. This configuration was used by Thundersaloons in the late '80s and early '90s (as well as F5000 in the late 60's and 70's), so it has some relevant history to our series. The hosts are very welcoming and being close to Dublin it could be an opportunity for a few days break away. Ferry costs are being subsidised thanks to a generous local competitor.



Anglesey returns to the calendar after a three year absence. Yes, if you live in the South East it's a bit of a drive, but it really is worth it; in the opinion of this writer it is one of the best venues we have. The scenery, track surface/width/gradient all help make it a favourite among those prepared to travel. To tempt you this time we have organised a double header, with qualifying and a race on Saturday on the 2.1 mile International layout, followed by free practice and a race on the Sunday on the 1.55 mile Coastal layout, featuring the Corkscrew. We are planning to put on food on the Saturday evening for Marshals and competitors.



The ever popular Brands Hatch Indy meeting in late August will be popular, with warm weather, unusually on a Sunday and Bank Holiday Monday. The Gold Arts Magnificent Sevens race on the brilliant Grand Prix layout the following week.



The super-fast Thruxton returns in September, with all series racing here, after the schools have gone back.



After the popularity of our Magny-Cours event, we return to France at another former F1 circuit, Dijon-Prenois. Dijon is easy to get to, with no need to travel around the Paris peripherique. We know that some of you were put off from attending our French finale this year due to the mix of cars, the slightly shorter races and also the long reserve list.

This time we will have separate, 40 minute races for classics and separate races for our modern cars and Sevens. Dijon will not be a regular venue on our calendar, so enter in 2019 or miss out.

Back by popular demand are night races to finish the year, this time at Donington National. For only the second time a CSCC meeting will be fully televised, with live streaming and edited highlights available. Yes, even the night races will be on TV. By racing at Donington rather than Brands Hatch we have more time to fit in an extra night race on the Sunday (later curfew and the clocks go back on Saturday night). Food and drink will be put on for Marshals and competitors alike.

Our end of season Dinner and awards will be hosted at Chateau Impney in November, date, entertainment and guest speaker to be confirmed in future months.



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Tape

Most CSCC regulations are very simple when it comes to silhouette rules, we want cars to appear like they have driven from the showroom, had some stickers added then headed straight onto the track.

The use of tape doesn't change the silhouette, but officials have noticed occasional use of tape to seal panel gaps in a bid to gain an aerodynamic or cooling advantage. A small piece to secure a lightweight bonnet from flapping may be acceptable (although this should indicate your weight saving has gone too far), but wholesale use of tank tape is liable to get the attention of a scrutineer, not to mention make it harder for Marshals to extinguish a fire quickly. Please use proper clips to secure panels where possible, not tape.



Keeping Up Appearances

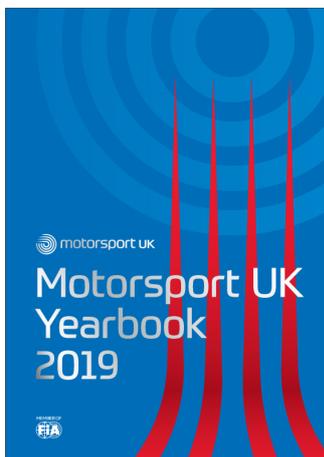
You all do your very best to avoid contact, both with other cars and circuit scenery, rubbing IS NOT racing in the CSCC. But, sometimes, it happens and it leaves a mark. We don't give prizes for concours condition cars, but we do want to see nicely presented vehicles that portray the CSCC ethos. Please, before every event just get some tar remover and give the affected panels a wipe to remove the tyre/barrier marks from your paintwork.

More serious dents might be forgiven for a meeting or two if you speak to us and explain money or time is too tight or parts are on order, but we do expect damage to be fixed at the earliest opportunity, especially if spoken to by a member of the CSCC team.



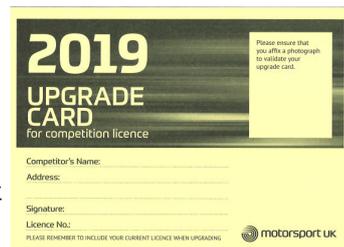
Blue Book

The 'Blue Book', that weighty manuscript that you all read from cover to cover is no longer posted out with your licence. From now on it is available as a download: <https://www.motorsportuk.org/News-Publications/Publications/Yearbook>



Upgrade Card

Collecting signatures is important for many of you, whether it's to upgrade your licence, remove your novice cross or just as part of your racing history. The upgrade card used to be enclosed within the Blue Book, last year it became a downloadable form, for 2019 it is a yellow postcard sized card that arrives within your licence pack. As before, when you bring it along to a race meeting you must affix a photograph and fill out the form, or the Clerks won't sign it.



Senior Clerk



As mentioned in the Foreword, we have a new Senior Clerk Of The Course for 2019, Mike Heath. Mike is a former CSCC racer, in MG Montego, MG Midget and Porsche 924. He has been deputy Clerk for years, having been trained by Robert Williams. Robert will remain a valued member of the CSCC committee and Clerking team.

Christmas Presents?

Stuck for suggestions when asked by loved ones 'what would you like for Christmas?' How about either of these two, from AP Racing, purchased from Questmead?



After recommendation and help from CSCC Racer/Senior AP racing engineer, Nic Olson, I (David) have been using these calliper strips and disc paints to better understand the temperatures my brakes are reaching. This allows you to then choose the most suitable pad compounds. A Mintex and Questmead technician is usually present at the beginning of a CSCC race meeting or test day to help you with braking advice; it would certainly help them to give you the best advice if they and you knew the operating temperatures. Contact details for purchasing are available on the advert printed on the next page.



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The CSCC Team



If you have a problem (no team?)
If no one else can help (no friends?)
If you can find them (they'll be dressed in green tabards)
Maybe you can hire the CSCC Team.

Something we started at the last few rounds in 2018 and will be continuing in 2019, is the CSCC Pit Stop Team. Not everyone can afford a team, or have friends who can help at every round, leaving you feeling like you are at a disadvantage during the pit stops. At the mornings roll call, before the driver briefing we will be asking you if you need help during the pit stops.

During your pitstop you can aim (not too closely) for a member of the CSCC team dressed in a bright green tabard and they will do their best to help you with your belts, you only have to ask. We can't promise to be the fastest, but we are free!



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Proud sponsors of CSCC Modern Classics series

Introducing your new CSCC Open Series Driver Representative, Damian Hirst.

Damian raced with us throughout 2015 and 2016 in the CSCC Tin Tops and Modern Classics in a Fiesta ST, so he knows the club well. In addition Damian had success in Clio Cup in the past. The past two years he has kindly volunteered his time to help the club, in the pit lane, timing winners penalties and in the assembly area.

The Open Series has probably got the most varied selection of machinery racing anywhere in the country, with almost all saloon and sports cars being potentially eligible. Feel free to contact Damian with any eligibility or Series questions, he is happy to help (see last page of Classic Lines).

Open Series Rep



The Spirit of the Club award, also known as the 'Members Trophy' is awarded to the driver that we feel embodies most the spirit of camaraderie, and good sportsmanship that would like to expect from a member of the CSCC.

Despite him finding it financially challenging to fulfil his dream, this person has raced with the Tin Tops series since 2010. He has had enormous difficulties at home bringing up his disabled son, but is always happy and smiling despite his problems. He gives the club constructive feedback where necessary and promotes the club via social media videos at our race meetings, at the times he is unable to race. His car will never be capable of a race win, but still has success in class, in his self-maintained Peugeot 205 GTi.

This year's Spirit Of The Club award goes to Nick Mellor.

Spirit Of The Club Award



The Barry Carpenter Award is given each year to a non-racer and presented at our Dinner Dance. This one always presents your committee with a difficult choice, as every one of our volunteers, Marshals, Officials, team members and partners are so important. Without them we would not have the opportunity to race.

This year's winner has been part of the CSCC team since 2015. They contacted the office asking to get involved, having been a fan of motorsport for some years. A few of you may know our award winner, but many of you will not, being just one of the hundreds of faces at a CSCC race meeting, who don't receive the limelight but get the job done.

This individual was initially trained by another valued volunteer, Clare Heath. Clare taught our award winner how to print the grid sheets, amendments and results and then distribute this paperwork around the various areas of the circuit, whatever the weather. In the last three seasons he has not missed a meeting, even whilst juggling his history degree and a part-time job. He doesn't get paid for his work with the CSCC, indeed he is probably out of pocket, but he still comes along to every round, with a smile on his face, to play his part in this sport.

This year's deserving winner of the Barry Carpenter Award, presented by guest speaker Darren Turner, is Arron Groombridge.

Barry Carpenter Award



MSD Live Show



On the 2nd and 3rd of November the CSCC had a stand and a garage in the Wing at the first ever Motorsport Days Live show. We had a total of four RSV Graphics RX-8, two BOSS Racing Caterham and two Turbo Tin Tops (Motorsports School Astra and Sussex Road and Race Mini R56), to promote the club to a new group of potential racers.

For two days solid our drivers took out members of the press, existing racers and those looking to start, with positive feedback received from all.



Thank you to the drivers, team members and committee for giving up their time, rubber and petrol, to represent the CSCC. We will be back again next year.

CSCC Member Roy Davis lives in Australia, this year he and his wife took the trip of a lifetime. **Down Under**

They shipped their Triumph Spitfire and Toyota Landcruiser tow car across to the UK, to compete in various races, including the Wendy Wools Special Saloons and Modsports rounds at Thruxton and Brands Hatch.

On their return to Australia they sent us this message:

We would like to thank you all for the terrific time Colleen and I had with the CSCC at your events.

Our time spent with the Modsports guys and girls will be something to remember for the rest of our lives.

It was real fun and plenty of laughs. We met some fantastic people and formed many new friendships.

If we can return our hospitality to any members who come to Australia we would be only too happy to do so.

Please give our fondest regards to all the racers and pit crews at your next meeting.

We wish you all the best for next year's racing season.

Kind Regards,

Roy & Colleen Davis



Top spec Caterham CSR race car available in full ready-to-race condition. The car has been fully rebuilt and is a fresh, race winning car in CSCC Mag 7s.

Spec:

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- 55ltr ATL bag tank
- ZF LSD (fresh for 2018)
- Heavy duty propshaft (new for 2018)
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- Choice of dampers, currently on £6k Penske 3-way adjustable, brand new 2017
- Multiple sets of Caterham wheels and Kumho tyres

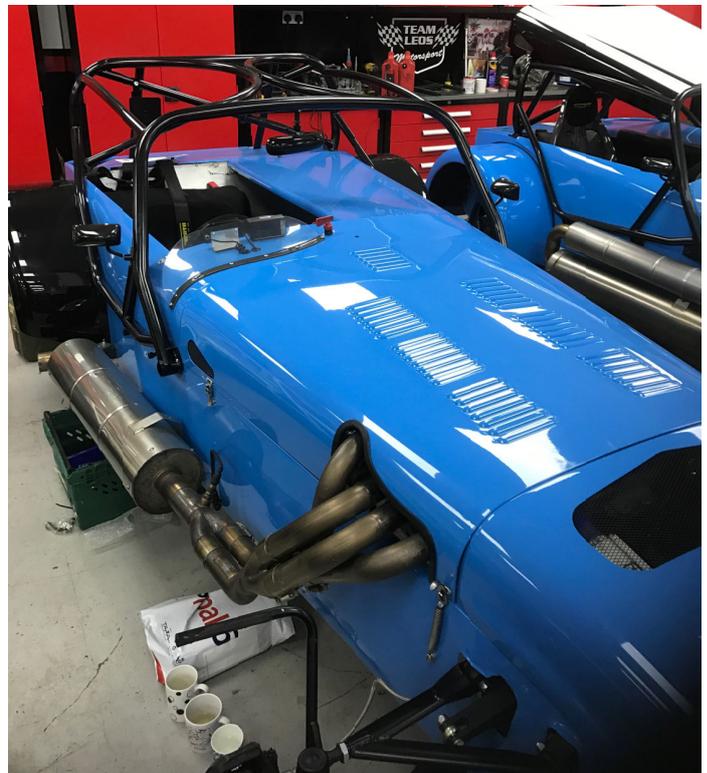
Originally a c.2006 Eurocup chassis with very limited use between 2007 and late 2015. It was comprehensively rebuilt in 2017 with many new parts (uprights, wishbones, driveshafts, wheel bearings etc.) and ran for c.15 hours during the 2017 season.

For 2018, the car had a full strip down, engine rebuild and upgrade (X Power), gearbox rebuild (R&R) and new diff and propshaft. It has raced with the CSCC at three rounds and completed one test day, putting engine/gearbox/diff at c.9 hours. The car qualified on pole twice and finished on the podium at all three rounds, including an overall win at Thruxton. It has a 100% reliability record over 2017/18.

The car is in perfect racing condition and will come race prepared and ready to go on track, with VBox data available if desired.

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My Year Of Highs and Low



2018 started with so much promise, plunged to the lowest of lows and finished on the highest of highs! You would have thought that after over 40 years I'd have been used to it, but nothing prepared me for what 2018 had to throw at me!

The old Advantage Motorsport Future Classics Astra was pressed back in to service for the opening round at Snetterton but was relegated to the last few rows of the grid because grid times had to be set by engine capacity due to oil on the track in quali. I had a great race, up into the top ten and a class lead, until a driveshaft pulled out with one lap to go. Still, it was only the first race, lots more to go! Little did I know.

The second race at Silverstone International saw the old Astra back on class pole, but that ended abruptly on the exit of turn one when totally unsuspected I ran into a spun car whilst flat in fourth.

The ensuing damage wrecked the poor old girl, and put me in the medical centre. Little did I know then that I wouldn't be back in the driving seat until much later in the year, and not in the Astra.

At the same Silverstone meeting my stepson Nigel Tongue was leading the Tin Tops race in his ex BTCC Peugeot 306 when a couple of laps from the end a con-rod made a bid for freedom (not for the first time). Nigel didn't take a lot of persuasion that we should look for some alternative mode of racing vehicle, so after much research (OK a visit to a few websites!) we bought between us a Renault Megane R26 F1 Turbo (sounds good doesn't it? I hadn't a clue what it was either, but on paper it looked good!) to do the new Motorsports School Turbo Tin Tops series in. I tried the Megane out at a track day a few days after we bought it home, and we decided not to run it at the Oulton round until it was properly sorted out, so Oulton saw me as a spectator.

Then, on the 11th June (a date I'll never forget!) I had a heart attack. Lying in my bed in intensive care I really thought that this would be the end of my racing career, but to be honest I was just glad I'd survived.

My son Mark lent a helping hand to complete the work on the Megane that I'd been doing, and my long suffering mechanic (it's actually a disservice to call him mechanic because after over 35 years of looking after me and my cars he is so much more) and adopted grandson Adam finished off the prep. Nigel got his bum into it for a track day at Donington, and came away not convinced we'd got the right car!

Nigel took a bit of convincing to do the Brands round, but just over 4 weeks after my heart attack I made the journey to Brands to watch Nigel stick our new car on pole and go on to win the race. Now I'm not a great spectator, but the great result for the Fives Garage prepared Airconstruct Megane raised my spirits no end. But far more importantly was the reception from you lot, (yes, the CSCC members and staff) that I got. I have always known what a great club we have, but I came away from Brands in a totally more positive frame of mind than on my way down there, thanks to all the well wishes.

Despite my initial misgivings my recovery has been exceptional, to the point that the MSA returned my licence the day before Donington, and I was able to partner Nigel to second overall and another class win (he'd also won at Thruxton so we had a 60 second winners penalty). Then to finish off on a high we also managed to win the final race at Mallory. (Both Donington and Mallory races saw Carl Chambers all over the back of the Megane like a rash, Carl you and all your team are a credit to the club, but please don't make my life so hard next year! I think Nigel quite likes the Megane now!

I have never been through so many highs and lows. But throughout it all my desire to race, even after over 40 years has never wavered. I owe a great debt to the NHS, and to all my family who never doubted I'd race again. Also big thanks to Paul and Adam whose support never wavers, and to all those involved with CSCC who on those two bright, hot, sunny days at Brands Hatch made me believe again. THANKS.

John Hammersley.

CSCC Chairman





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All CSCC race photographs kindly provided by David Stallard who will be at all our 2019 UK meetings and at Spa.

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