

# Classic Lines



January 2018



Dear Member,

## Foreword

Welcome to the first edition of Classic Lines in 2018.

You will all now have seen the calendar we have arranged for you and judging by the reaction we have received in the office (and at the dinner dance) Magny Cours is certainly a highlight for a great deal of you. New for this year we shall run at Snetterton on the 200 circuit, as, since the remodelling of the circuit in 2011 we have started our season on the 300 circuit. In another deviation from the past we shall also be running at Donington on the full Grand prix circuit having never run thus configuration with the whole club before. Silverstone International is again on the calendar after the positive feedback we received from drivers about the longer circuit despite the very high cost over the National Circuit. We are again visiting Mallory Park having last run there in 2015. The new owners have invested a lot of money on improving the facilities and we need to support the independent circuits.



As with every year, we are being held back from opening up entries for the first race meeting at Snetterton by the glacially slow administrative machine at the MSA. David Richards, the new President of the MSA, has promised great things in his speech at the recent Sid Watkins lecture but we have been here before. We shall watch with interest to see if his intentions of putting the grass roots clubs and drivers first, actually comes to fruition.

We are all looking forward to welcoming you at either one of the pre-season shows, test day or one of our race meetings.

Hugo Holder

Competitions Director and Club Secretary

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## ENGAGEMENT RINGS



Here is our Chairman's report repeated in full from November 2017:

## Chairmans Report

Good morning ladies and gentlemen, welcome to the Classic Sports Car Club Annual General Meeting for 2017.

This is now my third year as Chairman and, each year, when I look back it surprises me that, yet again, we have set new records for entries at some of our race meetings.

New for 2017 was our first foray onto the International circuit at Silverstone and, whilst we were worried about inadequate paddock space (Silverstone had always told us that the paddock could not accommodate our large numbers), our concerns were unfounded. With judicious planning from David, Hugo and Robert, combined with the co-operation of all members in parking trailers etc., such was the success of the meeting that we have been invited back to the Silverstone International circuit next year.



Croft was also new to the majority of our members and, again, despite our concerns about heading to "the frozen North", it was very well received by our racers. I am pleased to say that all of our meetings this year were well supported and thanks to all of our members for their continued support.

Ah!...Code 60. To my knowledge we are currently the only UK club to be using Code 60. We understand that Code 60 is not perfect; however, with full grids for the majority of our races, some incidents are inevitable. If an incident occurs there are three choices :-

Red Flag – sometimes the only option for a serious incident; but still a total disruption of the race for the competitors.

Safety Car – The traditional route for an incident; but, unfortunately, means that if you happen to pit under the safety car you may get held in the pit lane for 3 or 4 minutes until the crocodile of cars has passed.

Code 60 – Everyone runs around at 60 Kph until the incident is dealt with; but, the pit exit remains open.

As I said, not perfect, but I know which one I prefer as a driver!

Just a quick word on the 2018 regulations as well. Included for all series is the wording: "All cars must have a method of determining that they are travelling at 60Kph". No need to panic here! There are many GPS-driven speedo's available pretty cheaply; but, if you do not want any extra expense, just ensure you know what revs 60 Kph is in a given gear, write that on a bit on tank tape on your dash, and you have dealt with the new rule, (that has worked for us for years!)

You may recall that, last year, we also initiated "Motorsports for MS", where a colleague of mine (Noel Wilson) set lap times around race circuits in a mobility scooter. I am very pleased, and humbled, to report that Noel has now reached his goal of £20,000 for his MS charity. I am proud that the CSCC has been able to help him and his team in this bold endeavour.

Unfortunately, it is not all good news. The entire staff and committee were devastated to learn a couple of weeks ago of the sudden death of Philip Rothwell. Philip has been a long-time member of our committee, an enthusiastic Swinging Sixties competitor and also our classic K driver's representative. I view our committee as "my motorsport family", and the loss of Philip is the loss of one of our family's members. Philip was a true gentleman in all ways and the world is a poorer place with his loss. For those that wish to attend, his funeral will take place at .....(it took place in early December)

Our treasurer, Mark Barton, has kindly offered to fill the Classic K drivers representative position. Mark knows many of the drivers already from his years looking after Swinging Sixties.

So, looking forward to 2018, I feel that part of our success is that we try to introduce new and exciting things to the members each year, whilst still retaining our core values. New for 2018 is a new series, Motorsports School Turbo Tin Tops, and we are very encouraged by the amount of interest being shown for this new series.

Our season will close with our first ever visit to the ex-Formula One Circuit at Magny Cours and, combined with the majority of our favourite traditional circuits, 2018 promises to be another great year. Our reputation as organising some of the best club race meetings in the UK means that circuit operators like hosting CSCC race meetings; but, none of this would be possible without the tireless work of our directors and office staff, to whom I pass on mine, and the committee's thanks.

Finally, and as ever, I must reiterate that, without the support of the marshals, office staff, helpers, and race officials, none of this would be possible; but, equally, or maybe even more importantly, our success is based on us trying to give our members value for money racing. Full grids would indicate that we are successful in this endeavour; but, I must finish in thanking our members for their continued and enthusiastic support.

I feel like I should now say "I commend this to the house!" however, all I will say is: Thank you for your attendance!

John Hammersley (Chairman CSCC)

Here is a transcript of the Treasurers Report delivered at the AGM:

## Treasurers Report

We are here to report on the accounts for the year ending 30th November 2016 which have already been circulated to all members.

These figures reflect the fact that after several years of steady growth, our turnover from race meetings actually fell by some £10,000.

Our income from membership fees and subscriptions rose by some £12,000 which helped mitigate those figures and increase our profits on the previous year by £3000.

The year saw our first visit to Thruxton, which proved to be a big success both financially and on the track, with sponsorship helping us to have the whole event televised.

SPA as usual was very popular with many of our members, but as a result of the club trying to offer the best value for money it only just broke even.

In 2016 we did not raise entry fees, mainly due to the fact that we'd a good year in 2015.

We were also able to repay our mortgage in 2016 on the club offices which we own freehold.



I can report that the current financial year which ends on the 30th November 2017 has been successful; Spa made a small profit and the Brands Hatch night race weekend also made a small profit, although we had budgeted for breaking even.

For the first time in the Club's history we went to the Silverstone International circuit, a great weekend enjoyed by most, but it cost £25,000 extra for the weekend, over the cost of hiring the National layout. In 2018 we are going back, because we were invited and because of the strong support by all members.

As a result of the success we have enjoyed this year we have decided once again not to raise entry fees or subscriptions in 2018.

The coming year will prove a challenge, costs at all the circuits are rising dramatically, way above the notional inflation rate, and we are only planning to break even at our SPA and Magny-Cours events.

Keep supporting the club, and we will continue to offer the best value for money racing at the best circuits available.

Mark Barton  
Treasurer.

## Snetterton Test Day

You may now enter the Snetterton test day, either by form or using the online race entry system. Priced at just £125 for members, this price has been frozen since 2012!

Garages are close to selling out and where the grid numbers are smaller on the 200 circuit the whole event is likely to be close to full, if not over-subscribed by the time we get to March. We will have booking forms with us at the forthcoming shows.



## 2018 Series Changes

As previously mentioned ALL cars/drivers in all series MUST have a way of determining they are driving at 60kph, this is vital for Code 60 to work.



We have removed the wording that automatically allows Goodyear Bluestreak tyres in the historic tyre classes. The reason being is that this brand name applies to a number of different compounds and construction. Anyone wishing to use Bluestreaks as an alternative to Dunlop L or M may contact the CSCC office or Chris Blewett.



Following consultation with relevant drivers throughout 2017 we have changed the class structure to better suit those drivers in 1834cc Proton and 1700cc Ford Puma.



Where LED lighting technology has improved and with the purpose of making sure that every car has working front lights at sensible cost the headlight wording has changed to: *Original working headlights or headlights covers and bright, white lights.*



The big news here is the creation of Group 3, for motorbike engine Sevens. This now gives three overall winners in the series at each round, with corresponding winners penalties. One or two other small class changes have taken place to reflect the cars that raced with us in 2017.



With reliability and availability in mind, newer ECUs are now permitted providing that certain features are disabled such as ABS, Blipper systems, traction control and more. Wheel speed sensors have been added to the list of prohibited equipment.



Where LED lighting technology has improved and with the purpose of making sure that every car has working front lights at sensible cost the headlight wording has changed to: *Original working headlights or headlights covers and bright, white lights.*



No changes aside from the aforementioned need to calculate when you are travelling at 60kph e.g. 3000rpm in third gear. Mark Barton takes on the role of series driver representative after the sad passing of Philip Rothwell.



Where LED lighting technology has improved and with the purpose of making sure that every car has working front lights at sensible cost the headlight wording has changed to: *Original working headlights or headlights covers and bright, white lights.* Clarification that dive planes are allowed.

Clarification that any rolling or easing of arches can only take place on the factory fitted, showroom arches.



Wording added that says *Lights where fitted must operate.*



A new series for 2018. In November we announced the creation of a Supercharged class to cater mostly for R53 Mini among others. Paul Anderton is the new series driver representative.

## New Committee Member



We are pleased to welcome Vicki Cairns to the CSCC committee. As well as supporting husband Tim in his racing in the Adams & Page Swinging Sixties (Frogeye Sprite) and Wendy Wools Special Saloons and Modsports (MG Midget), Vicki is agony aunt, lender of equipment to various drivers, Sous Chef at Spa, expert race reporter for the programmes and for the last year a taker of minutes at committee meetings.

Vicki is thankfully going to continue taking minutes as well as now contributing to the discussions and voting. CSCC members are welcome to talk to any member of the committee with suggestions or concerns, they are there to help shape the club for your benefit.

## Increased Discount On Second Race



New for 2018 is an increased discount of £100 for entering a second CSCC series race. Many of you have cars that are eligible for more than one series, so providing the car(s) is/are correctly registered you will now receive £100 discount off the price of the second race; in previous years this has been £25.

Note that this new reduction doesn't apply to the CSCC Open Series as it is already discounted by more than £100 as a second race.

As an example: Mini Cooper S R53

An eligible R53 could register for The Motorsports School Turbo Tin Tops at £99, RSV Graphics New Millennium at half price £49.50 and receives free of charge registration for the Open Series.

Snetterton: The Motorsports School Turbo Tin Tops race at £385, RSV Graphics New Millennium £285 and if you are still keen on even more racing the Open Series 40 minute race at £245, which is already discounted as an additional race. That's potentially 210 minutes (3 1/2 hours) of track time for £915! A bargain if you split that cost between two drivers.

## New Website

As many of you will have already seen, we have a new club website. It has been a year in the making, as once the race season started Hannah and I (David) had to focus on other aspects of the club. We hope you like the new look and can certainly see that the online membership and registration has been popular, with over 140 of you signing up or renewing this way since Christmas.

We now have a club history page and would be grateful for any photos from pre 2007 to add to the archive. If you feel we have missed out anything important or even got some facts wrong please tell us.



Two new features have been added to the website this week.

The first is the ability to upload your race videos or Youtube links on the Media/Photo/Video page.

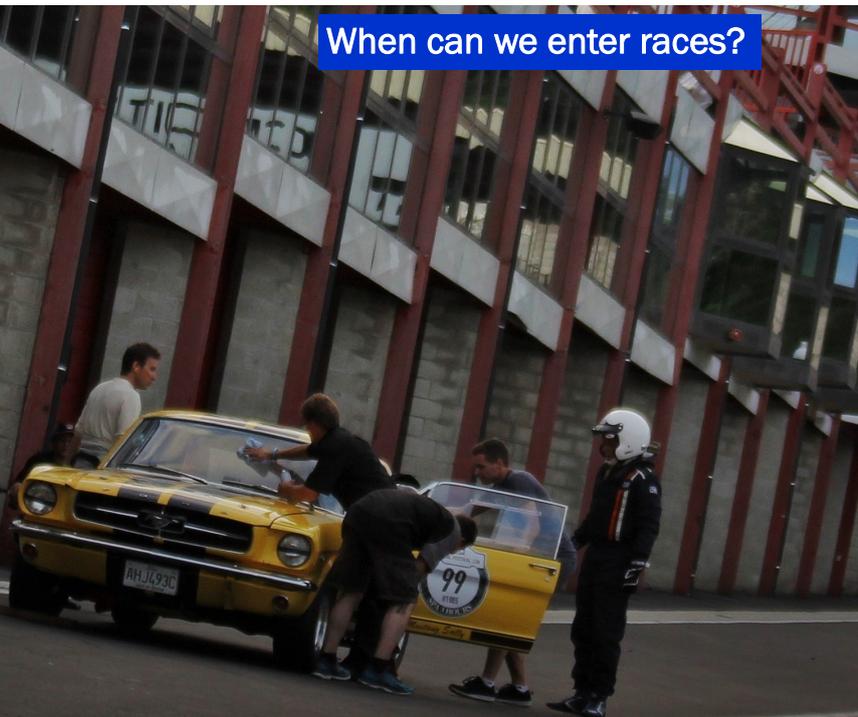
The second is a driver profile form on the 'join the CSCC' page where you can tell us about yourself and your car and upload photos for a feature in the programme. Please make good use of these new features.

## When can we enter races?

As in previous years we will accept race entries approximately 8 to 10 weeks before each meeting, so no need to worry about entering Magny-Cours now! We feel this is the fairest way for our members, knowing that budgets vary and it allows drivers to spread the cost of the entry fees throughout the season.

The only exception to this is likely to be the Spa 3 Hours, which we plan to open in February, with all other CSCC Spa races opening in March.

Expect to see entries for the Snetterton race weekend open in February, once we have received permits from the MSA.



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We are proud to announce that the following sponsors have agreed to continue supporting their series through 2018. They each provide the club with funds that help us to maintain our prices, as well as driver of the day awards or, in the case of Gold Arts, end of year watches. All we ask in return is that you display the sponsor stickers where relevant. Remember that all of these sponsors offer a discount or services to ALL CSCC members, regardless of the series they sponsor.



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Adams & Page continue to support the Swinging Sixties Series, offering tyre support for all CSCC drivers. Adams & Page attend most CSCC rounds and supply Yokohama, Toyo and **new for 2018, Nankang**. In addition, their base at High Wycombe offers the latest alignment facilities, tyres for your road car, van, truck and trailer, polybushing and more.

Advantage Motorsport sponsor Future Classics. With a paddock shop at Oulton Park and a warehouse and online facility in Wales they stock most of the items we as racers require, from racewear, upgrades, maintenance parts and more. They may not thank me for mentioning a competitors name but think of them as similar to Demon Tweaks, with friendly staff and a genuine discount for CSCC members and free delivery on all orders.



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Gold Arts once again sponsor Magnificent Sevens, as they have done since the creation of this popular series. Gold Arts have a number of shops in the South and South East as well as online stores. Their sister brand Watch Arts sells quality new and used time pieces, whilst Gold Arts offers beautiful pieces of jewellery. They have had many satisfied CSCC customers over the years.



**The Motorsports School**

The Motorsports School is our newest sponsor, supporting Turbo Tin Tops from the very first. The Motorsports School are based at Mallory Park and run ARDS and advanced ARDS courses from Mallory, Rockingham and Donington as well as tuition at circuits all over the country. With a CSCC members discount and friendly, professional staff you should contact them for your race tuition needs.

RSV Graphics offer wrapping, window tinting, paint protection, motorsport graphics and remapping for road and race cars. Taking advantage of their generous driver of the day awards, a number of CSCC New Millennium drivers will be sporting new liveries next season. Midlands based RSV Graphics offer a mobile service too, so please take advantage of their discounts and vehicle graphics services to all CSCC members, not just those in New Millennium.

**RSV GRAPHICS**

Meteor Suspension had kindly supported the CSCC Open Series since its creation two years ago. Having supplied many of you with their products and services Meteor have decided not to continue their sponsorship for 2018, therefore you will not be required to display their stickers this season. We would like to thank Simon at Meteor for his past support and wish him well for the future.



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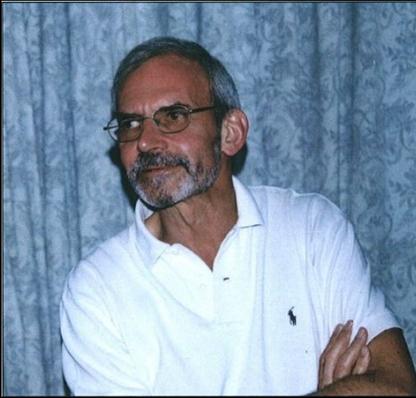


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## Philip Rothwell



Philip Rothwell

12th August 1938 – 8th November 2017

We were shocked to hear of the sudden loss of Philip Rothwell after a short illness in November. Philip was a long term competitor with the CSCC having his first race with us in 2007 in his Lotus Elan in the Swinging 60s, often sharing his car with brother-in-law Richard Hayhow.

In recent years he volunteered to serve on the clubs committee where he became a valued member, culminating in him taking over the role of Driver's Representative for the Mintex

Classic K series. He continued to race his Elan in both the Adams & Page Swinging Sixties and Mintex Classic K, with his last race at Castle Combe where Philip finished a creditable 6th overall. A memorable celebration of his life took place in December, donations can still be made in Philip's memory to [crisis.org.uk](http://crisis.org.uk) He is sorely missed and our thoughts are with his widow Judy and his two sons Alex and Mark.



## Robin Dalwood

Robin Dalwood was a regular competitor in the early days of Tin Tops, sharing a Renault Clio with friend and co-driver Andy Joss from 2008 until 2011, before racing a Rover 216GTi up until 2014. Andy got in touch with the club to pass on the sad news that after a short battle with cancer Robin passed away last week. Our thoughts are with Robins family and friends.



Each year before the AGM we ask you, the members, to put forward any points you would like discussed. Where relevant we ask for a show of hands during the meeting. These topics can then be voted on at the committee meeting that follows immediately afterwards. Rather than try to repeat an hours discussion here, instead, these are succinct notes, if you would like more detail on these points please contact the office.

The question of introducing 1-minute Pit-Stops. Discussion followed regarding safety, HANS devices and having helpers available. After a "show of hands", only 7 members out of 38 wanted to change to a 1-minute stop.

The Future Classics series is for road-going production cars. The question was whether the TVR Tuscan is eligible. A brochure was produced for a TVR Tuscan road car. Discussion followed, but it was agreed that these cars do not dominate the series and are basically the same as the TVR Griffith underneath.

John Davies asked if his Triumph Vitesse could be moved from Swinging Sixties Group 2 to Group 1. This was referred to Chris Blewett, the Series representative.

Code 60 was raised by Michael Moss (by e-mail) Discussion followed and the following points were covered:

- Colour of the flags
- Orientation of the flag
- Quality of the material used.
- When Code 60 is used.

Circumstances dictate whether, in the event of an incident, Red Flags, Yellow Flags, Safety Car or Code 60 is used.

In the past, the flags have varied in colour, but there is now a standard colour. The CSSC will bring their own flags in future, which will be of better quality and colour. Sector timing may be considered to better ensure that drivers are doing 60kph.

A "show of hands" was taken and there were no objections to the use of Code 60.

Is a Blue Flag advisory or mandatory?

RW The "Blue Book" states that drivers should allow a lapping car past at the earliest opportunity (Q14.4); but, because of the type of racing in the CSCC, with cars and drivers of varying speeds etc. and pit-stops, a Blue Flag is regarded as advisory and lapped drivers should hold their line in corners, providing they are not deliberately blocking or impeding (Q14.4.1)

Drivers must be aware of what is going on around them.





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## Dinner Dance

It seems like quite some time ago but the Dinner Dance on the 25th of November was a success and appeared to be enjoyed by well over 230 of you, a club record. The Chateau had a suitable motoring theme and an impressive appearance, with food seeming to suit most tastes. We welcomed a table of volunteers and officials who had supported the club throughout the season. Matt Neal's speech was funny and such was the variety of his stories (including a rude one involving Tim Harvey) we didn't get to hear about his last two decades of racing before time ran out! There have been a number of requests to re-book Matt so we can hear the next chapter. Lisa Selby and I spoke to Tim Harvey recently to see if he would like to give his version of events at a future Dinner Dance!



The end of year video compilation that was shown at the Dinner Dance can be viewed on the CSCC's Youtube channel and our website. We plan to return to Chateau Impney at the end of the year, date and details to be confirmed.



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Shows

Last week we were busy at the Autosport International Show for four long days. With the launch of the Motorsports School Turbo Tin Tops we had an R53 Mini Cooper S on display courtesy of Eliot Dunmore of EDMotorsport. Interest in the club and series was high, with us signing up new drivers as well as seeing the renewal or return of existing/past members. Good to talk to you if you were one of the drivers who joined us there.



Next the CSCC has a two car stand at the Historic Motorsport International show at London Excel on the 15th to the 18th of February. This is the show's second year, this time within the same hall as the London Classic Car show, featuring its live 'catwalk' show of road and race cars driving inside. Thank you in advance to John Danby Racing for offering two of their superbly presented Mintex Classic K race cars for display.

The HMI organisers are offering CSCC members a superb offer that gives them a free ticket (worth £30). Just click on this link: <http://www.historicmotorsportinternational.co.uk/tickets/book-now> then click on 'Register Now' (not book tickets), filling in your details as a competitor.

Just a week later we return to Race Retro at Stoneleigh on the 23rd to the 25th of February. This well established show has been receiving great publicity and has become a higher quality event under new ownership. We have an 'all white' theme this year with Richard Thurbin's race winning Lancia Delta Integrale, Jon Wolfes TVR Tuscan and Neil Dukes Ford Anglia Special Saloon showing the diversity of our classic series. Thank you gentleman, your efforts in bringing the cars for our display are much appreciated.

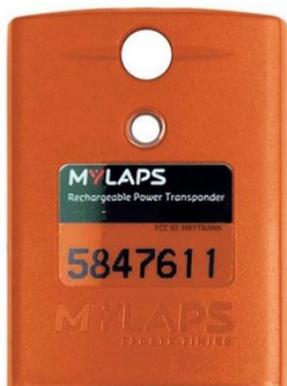


## Transponders For Sale

A reminder that the club has brand new Transponders available for sale. The numbers of this very final batch are slowly going down, once they are gone they're gone. These are rechargeable MyLaps (formerly AMB) 260 Transponders, subscription free and exclusive to CSCC Club members only.

They are brand new, boxed kits with charger, cradle, UK and 12v plug. 2 year warranty.

You can buy them from the new online shop on the CSCC website (join the CSCC page) or by contacting the office and we can send you an order form.



## CSCC Car



The trusty (but sluggish) Vectra Sri has been retired and replaced with a used Audi A3 3.2 DSG. The car is used for a variety of purposes including course car, safety car and medical responder vehicle; saving the club money compared to hiring circuit vehicles. The Audi was chosen for its all weather pace, size and to a certain extent its appearance.



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## First Time Marshaling

Mid October saw me racing at Snetterton (we can't race within the CSCC) at the last round of the MSVR championship. I was only racing on Sunday so I used Saturday to Marshal; something I have been saying I would do for years. Before I go into more detail I must say that it was a very worthwhile day and gave a taste of what it is like from the point of view of our valued volunteers, as well as learning a couple of things useful from a racers point of view. CSCC drivers, I urge you to get in touch and volunteer for at least one day at a CSCC meeting, you will enjoy it.

It was an early start for signing on and briefing, followed by a quickly eaten breakfast. I was introduced to our post chief, given a fluorescent tabard and then we walked to our post for the day, post 8 (zone 5), by the braking zone for Agostini. A slightly raised hut with windows, it gave an excellent view of the action, much better than you could possibly get as a spectator; I understand this hut is luxury compared to many posts at other circuits! There were five of us in total, including another driver I compete against. A mini briefing followed, myself and the other driver would take each session in turns to wave the flags and operate the lights. You wouldn't think that such a simple action would make me nervous but it did, knowing that my actions would have consequences for the drivers.



Our zone covered a large area and we always had to keep an eye on the post before and after us, for the correct use of green or yellow flags.

During a quiet time between qualifying sessions I made a dash for a round of coffees at Tyrrells restaurant. Unfortunately my fellow driver kicked over one of them so had to get a replacement (Maybe all Marshals huts need drinks holders?!)

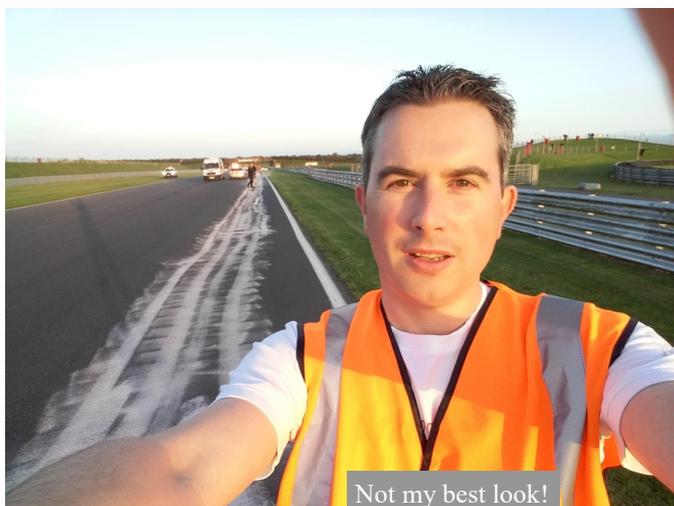
The racing started and it quickly became apparent that it is almost impossible to notice exactly what goes on with a large pack of cars braking hard for the corner at the start. Who locked up first? Who hit who? What number car ran off the circuit? Without the benefit of cameras and with eyes scanning a wide area it reinforced to me what a skilled job being a good



Marshal is. It also highlighted how some drivers would certainly benefit from some coaching, with a variety of lines, braking and accelerating techniques used, some of them less than perfect! There was a long delay caused by a HUGE oil spill down the Bentley straight, giving us a chance to grab a broom and do some cement dust sweeping, it was nice to warm up. One of the final races of the day was GT Cup, that had one or two CSCC drivers entered. With the Autumn sunlight fading fast the glowing brake discs and stabs of flame added to the excitement.

On Sunday the guys I had been working with moved to the next post along, where we exchanged waves each time I went out to qualify and race.

It was a great way to spend a day, with like-minded racing enthusiasts and finish my personal racing season. In future, when drivers ask me "why wasn't there a post report about .....?" or "where were the blue flags?" I might be tempted to suggest they do a day on the bank first to realise just what is involved.



Thank you to all our volunteers and Marshals, your efforts are very much appreciated by us all. David Smitheram



Paid up members will have received a link to this months email discount directory, with many genuinely useful price reductions, why not take a look?

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All frame sizes come in black and white, alternative frames can be used if supplied by customers, however they must be sent within 5 days of ordering your piece

Any car, any track, any configuration, please allow 10-15 working days for your piece to be made

\*Custom orders available, e.g. 3 tracks or more than 6 tracks per frame, (prices may vary), for contact and discount details please see the Discount Directory.

Those of you who raced at Croft and Brands Hatch last season will appreciate the benefit of having clear windows in heavy rain and spray. Our latest discount could well be of interest for this season, on your road and race cars.

*Duxback is the revolutionary hydrophobic coating for automotive glass that, once applied, negates the need for wind-screen wipers in rain and reduces ice adhesion on those miserable dark icy mornings. We have official quality testing and road safety certification from TUV and official recommendations from major car brands including Audi, Fiat, Volkswagen, BMW, Mitsubishi, Ford and more. Duxback has been a 'trade only' product for many years, now it is available to you through our brand new website - [www.duxback.co.uk](http://www.duxback.co.uk)*



MG Midget.

Currently raced in Swinging Sixties but we are changing to the Mintex Classic K series and have more cars than we need.

This car was built some years ago by ASK racing in Ireland as a Class A car.

I purchased it and converted it back to a class B car with the intention of running it in the MG Car club series but changed a few things so my daughter and I could race together.

It has all of the bits you would expect it to have: Recently built engine with a long stroke Marina crank.

Modified suspension using Peter May components.

3.9 LSD. Strengthened half shafts

CR gearbox

Willwood brake set up on the front end.

Fibreglass front and rear end with fibreglass doors.

All mandatory safety equipment is in date and ready to go for the 2018 season.

Price £7500

Car is located in Worcestershire.

Contact Marcus.

01905391096

07973716033



The car was originally being built for the Adams & Page Swinging Sixties Series but sadly the owner is no longer able to finish the project.

**Lotus Elan +2 Project for sale**

- Body shell and chassis - no identity
- Built in roll cage (mounted onto outriggers)
- New seat & mountings
- Adjustable tilt steering wheel
- Floor mounted pedal box (inc balance bar & master cyl's)
- Newly built 1750 twin cam (currently runs in the car)
- New Steel crank & rods
- New pistons
- L2 cams
- New 40 webers
- New alloy rad
- New 5 speed SP Components Type 9 gearbox
- New alloy front hubs & vented discs
- 4 stud conversion all round (inc uprated rear half shaft)
- New AVO adjustable dampers all round (inc adjustable rear spring platforms)
- Solid/UJ driveshafts (new)
- Sierra Diff
- 45ltr FiA fuel cell
- New laminated windscreen
- New Polycarb side & rear windows
- This is a part finished project and requires the following items to finish:
- Seat belts
- Extinguisher
- Rain light
- Exhaust tail pipe & silencer
- Wiring loom
- Fuel pump & fuel line
- Brake pipes
- Front calipers
- Rear discs & calipers
- Dash board & gauges
- Wheels & tyres
- Paint

Price £15,000 ono (no VAT)

We can negotiate the completion of the project, or alternatively it can be delivered.

For more details or to view please contact:

Mike Luck  
 Classic World Racing Ltd  
 01527 521050  
 mike@classicworldracing.co.uk



3 to choose from, all AJP 4.5 V8, all have had a total engine rebuild and refreshed box and shocks, One Aston Martin Silver, one Starfire Mica Blue, one Arctic White and all are ready for the next season Penske 3 way suspension.



All come with 2 sets of wheels, all fresh paint, all are genuine championship winning cars, you can race these cars in the Modern Classics, RSV Graphics New Millennium and Meteor Suspension Open Series, all the same weekend if you are brave enough!!

These are only going one way price wise especially since the re-launch of a brand new TVR. Please call for full spec on these amazing cars

Location: North Kent. All 3 cars can be at one location for viewing with some notice

£38,000 each

Tim Davis 07870 668713



This well known, multi-championship and class winning car is now offered for sale. It is a front running car with provenance.

It has been particularly successful at Nurburgring Marathon and Spa 6 hours and comes with new HTP papers, so can compete in all European races as well as in the UK. Having raced the car for 17 years the history is extensive and too detailed to print here.



For full details please contact Allen on 01258 880794.

Priced at £60000 but all sensible offers considered.



Classic Sports Car Club,  
1 Masons Wharf,  
Corsham,  
Wiltshire  
SN13 9FY



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Web: [www.classicssportscarclub.co.uk](http://www.classicssportscarclub.co.uk)

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[CSCC Tin Tops \(non-official\)](#)

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[CSCC Modern Classics](#)

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[CSCC New Millennium](#)

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

[davidstallardphotography.com](http://davidstallardphotography.com)



[CSCC Open Series](#)

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[CSCC Turbo Tin Tops Series](#)

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