

# Classic Lines



October 2017



Dear Member,

Welcome to the latest and long overdue issue of Classic Lines.

Please encourage your fellow CSCC racers to read this issue as it does contain items they need to know, particularly the items headed in red.

All MSA licence holders will have received an email today from the MSA requiring urgent action to safeguard our sport from European legislation that may require mandatory insurance for vehicles used off the road, including Race Cars. Please act now, at first glance it looks confusing but by following the links you will see that the MIA have put together a guide where you can copy and paste certain answers.



Excitement is building for our season finale at Brands Hatch, with Saturdays night races almost full, please keep your entries coming in. Later in this issue we give advice on lighting requirements for the night races.

The Dinner Dance is set to be the largest ever, with a new and prestigious venue and an interesting guest speaker. These are always fun evenings to relax with your friends and partner and perhaps get to know the drivers you've been wheel to wheel with through the season. Lisa Selby has done an excellent job of planning entertainment for everyone, whether you are interested in racing or not.

Our 2018 plans are coming together nicely and will be revealed as we get further into November. Please don't ask us for dates now, as they continue to change, particularly as BSB and Moto GP have not finalised their calendars.

Finally, we recently announced our new for 2018 race series 'Motorsports School Turbo Tin Tops'. This 40 minute race series for Turbo, Super-charged and Hybrid front wheel drive cars is attracting plenty of interest, please help spread the word to your racing friends.

Kind regards,

David Smitheram  
CSCC Director

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## ENGAGEMENT RINGS



## ENGAGEMENT RINGS

## Drivers: Please read and take note.

## MSA Rule Changes

The MSA Motor Sports Council has recently announced a raft of decisions, some effective immediately, some will take place over the coming months or years.

All licence holders received this email on the 3rd of October, we would suggest you read this in full.

In brief, those items that will directly affect you are:

1st Jan 2018. The Blue Book now defines what a 'Historic' and 'Non-Historic' vehicle is. Where this may affect some of you is over the wearing of FHR (HANS and Simpson devices). Up until now it was optional whether you wore an FHR if your car was older than 1977. However, with a non-historic vehicle now dated by the specification of major components including wheels, brakes, suspension etc. a Swinging Sixties or Future Classics car could require it's drivers to wear an FHR. It will not affect which CSCC series your car races within.



1st Jan 2019. Non lead acid batteries must be E marked or MSA manufacturer approved, this could affect you if running a small race battery or Lithium Ion battery.

1st Jan 2019. FHR will require an MSA sticker, applied by a scrutineer or the manufacturer at a cost of £2.50, similar to the current procedure with new helmets.



1st Jan 2019 (new car builds)/1st Jan 2022. Changes to extinguishers, too much to list here, but changes that include making FIA systems mandatory, mandatory servicing every 2 years, screw type fixings and minimum quantity. This will bring us inline with FIA regulations and will make our European events smoother from a scrutineering point of view.

2026. It is looking likely that all race cars will require a Competition Passport by 2026. We are sure that more will be announced about this over the coming years.



## CSCC Rule Changes



Those of you who raced at Donington or Oulton Park will already be aware that the driver sign on notes (as part of the regulations for the meeting) contained a new rule about weaving under Code 60 and Safety Car

**WEAVING: Drivers indulging in excessive weaving (more than the cars width) when the Safety Car/ Code 60 is in use, will render themselves liable to MSA penalty.**

The MSA Clerks have been concerned that as soon as the Code 60 or Safety Car flags have come out some competitors begin weaving across the track in an effort to keep heat in tyres.

This causes a whole host of concerns:

1. Drivers whilst weaving from side to side under Code 60 are unlikely to be travelling at 60kph in a straight line.
2. An incident has occurred which may require a recovery vehicle or ambulance to take to the track (as occurred at Oulton Park). No-one wants to see a collision between a support vehicle and a weaving race car.
3. A Code 60 re-start occurs the moment you see a green flag, if you apply full power whilst zigging or zagging you are more likely to spin!
4. Driver penalties were issued at Castle Combe and Donington for excessive speed and a failure to observe Code 60 flags in quick enough time, with two cases of contact occurring as a result. A car travelling in a predictable, straight ahead course is less likely to have contact with a following vehicle.

Excessive weaving from side to side is unlikely to have any meaningful effect on tyre temperature, especially over a period of two or three laps, so please don't do it.

60kph is the maximum speed in the pit lane at most UK circuits and is also the speed you must maintain during Code 60 periods, therefore by definition you must know when you are travelling at this speed.

For more than a year now we have been promoting to you the use of speedometers, rev counters, GPS, limiters or any other means to indicate to you that you are travelling at 60kph. Many of you have done just that, whilst a few still have yet to do this.

Your committee has voted that all series regulations in 2018 will make it mandatory that:

**All cars must have a method of determining that they are travelling at 60 kph**

You don't need to have to go out and buy a fancy new gadget or dial, or even make any changes to your car at all. In many cases it will just involve finding a level piece of tarmac and calculating what revs and in which gear is needed to maintain the correct speed. Just remember what that combination is in your head or make a 'tell mark' on your rev counter. You have six months before the new season begins, please make sure you do something about this.

We are trying to help you avoid a penalty from the Clerks, keep Marshals safe and ensure Code 60 works and is fair for all.

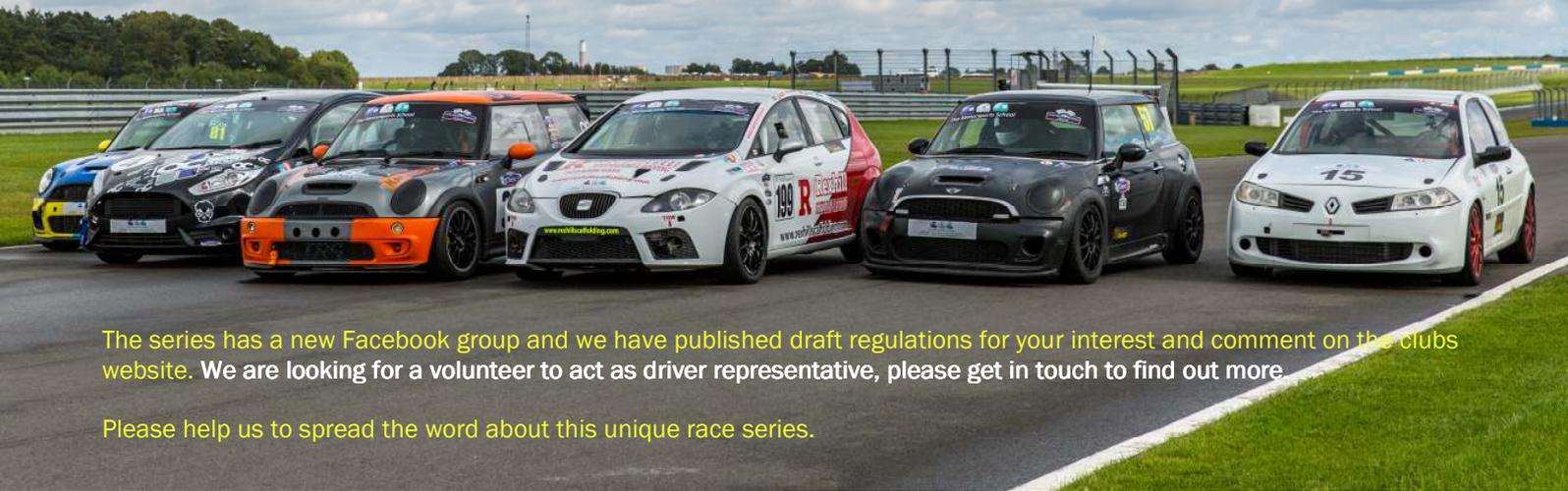


## New Series for 2018

We are proud to announce the CSCC's tenth race series, the 'CSCC Motorsports School Turbo Tin Tops Series'. This new and unique series is for turbo, supercharged and hybrid front wheel drive cars with a complete calendar of races planned for 2018, including Spa Francorchamps.

The Motorsports School is supporting the series from the very beginning; many of you will have passed your ARDS or had tuition from the race school based at Mallory Park, also operating from Donington Park and Rockingham. The Motorsports School offers a discount to CSCC members, see our discount directory.

Whilst our second oldest series, the Tin Tops, continues to go from strength to strength, with Turbo Tin Tops, we are aiming to find a home for the cars being produced both today and into the future.



The series has a new Facebook group and we have published draft regulations for your interest and comment on the clubs website. We are looking for a volunteer to act as driver representative, please get in touch to find out more

Please help us to spread the word about this unique race series.



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For only the third time in the clubs history we have night races to look forward to. Saturdays night race in 2015 was one of the most exciting races we have seen, with some drivers still talking about it! Entries are open and filling fast, particularly for Saturdays night races, with a choice of 15 minute and/or 40 minute races.

CSCC racer Andy Napier kindly wrote an excellent guide to night racing, sharing his tips and experiences in the June 2015 Classic Lines. This can be viewed by visiting the CSCC website, clicking on Media, scroll to the bottom of the page to view older programmes and newsletters.

Rules and recommendations remain unchanged for 2015, so if you bought lights then they should be valid now.

### Forward facing lights

- Minimum of 2 or maximum of 4 forward facing white lights, fitted in pairs (no Cyclops or light bars), these do not need to be the original headlights
- Securely mounted and safe, suggest fitment of fuse and relay
- Must be mounted at a height below the base of the windscreen (forward facing lights must not be roll cage mounted)

### Electrics

- Front and rear lights are to be powered by the cars 12v electrical system and isolated by the FIA cut off
- Switches do not need to be original but direction indicator switch is to be located in a position that the driver can reach when seated
- Original wiring loom is not required

No coloured or flashing lights to be fitted that could be confused with "circuit vehicles".

**MSA regulations** can be found in the Blue Book under section E, with an extract below.

### Lighting at Night

12.2.10. Competing cars shall have front and rear lighting, brake lights, and direction indicator lights in working order.

12.2.11. Reflective identification numbers must be displayed in three places: on the forward and each side of the car. The side numbers must be adequately illuminated and displayed on a flat vertical surface.

All CSCC competitors taking part in the night races will be **supplied with reflective numbers as part of their entry fee** (you just need to find a way of lighting them).



Cost effective solutions to illuminating the side numbers are available online, such as battery powered LED light units. If you do choose to use something like this they must be securely mounted. Please contact the office for any lighting clarification.



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# CSCC Dinner Dance

Saturday 25th November 2017  
at

**Chateau IMPNEY**  
HOTEL & EXHIBITION CENTRE



The Oxford Belfry had played host to the CSCC end of season Dinner/Dance for a number of years and with increasing numbers of you wanting to attend it was time for a change.

The search began last November to find a comfortable venue which could seat 180+ for dinner, with ample, competitively priced accommodation.

I knew of Chateau Impney as an impressive Hill Climb Venue but hadn't released that it was also a hotel with a huge selection of rooms and apartments for varying budgets.

Throughout the 1950s and 1960s, Chateau Impney hosted one of the biggest motor racing events in the Midlands. Originally organised by the Hagley and District Light Car Club, the Chateau Impney speed trials not only attracted some of the most sought-after racing cars and drivers of the era, but also thousands of spectators who would line the hotel's drive.

In 2015, the speed trials were re-launched as the Chateau Impney Hill Climb – nearly 60 years since motorsport first came here. Almost 10,000 people attended the 2015 event, and thanks to its great success, the Hill Climb now returns each year.

For 2017, we will once again have a Casino as it proved very popular in 2016, and Motorsport Photographer Jeff Bloxham will be there to take your photos, Tux Fizz will also provide music in the form of two live sets and also DJ until the early hours.



## Guest Speaker - Matt Neal

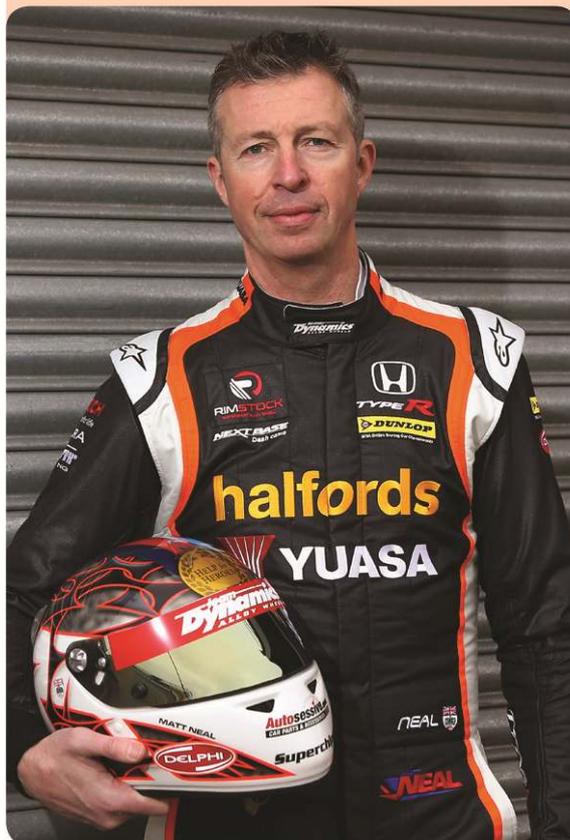
This year our guest speaker is Matt Neal BTCC Driver for Halford Yuasa Racing in the 2017 Honda Civic Type R

Matt Neal is a triple BTCC Champion having won the British Touring Car Championship in 2005, 2006 and 2011, as well as the BTCC Independents Championship a record 6 times.

Neal started out in Motocross, moving into cars in 1988, driving in the Ford Fiesta XR2i category. He was the British Group N Champion in 1990 and 1991, also co-driving a BMW M3 to victory at the 1990 Willhire 24 Hour race at Snetterton.

Making his BTCC debut during the 1991 season Neal drove a BMW M3. In 1999 he caused a sensation by winning a race outright at Donington Park in a Nissan Primera, the first Independent to do so in the modern era, winning him a £250,000 prize.

Outside of the BTCC, Neal has also raced in the European Touring Car Championship, competed at the Bathurst 1000 on four occasions and has become a successful competitor in historic at the Goodwood Revival.



## Accommodation

Chateau Impney has Double/Twin rooms in the main house or courtyard priced at £110 including breakfast.

If you are looking to stay on a lower budget they have a few clean but basic, 1970s decor rooms at an astonishingly low £39 per double/twin room including breakfast!!!



To book a room please phone **01905 774411**, quote Classic Sports Car Club and the date (25th November).

## Dinner Dance 2017

**Chateau IMPNEY**  
HOTEL & EXHIBITION CENTRE

The booking form for this years Dinner Dance have been sent to all members, priced at £45 each. Each table will seat 10 people, with a delicious menu on offer. Please fill out the form at your earliest opportunity and return it to the office. If you have any difficulties getting a hotel room please contact the CSCC Office.

In 2014 and 2015 we commissioned Marc Peters to produce a season highlights video for your viewing pleasure, shown first at the Dinner Dance. Last year we had a change with TV coverage, for 2017 we have returned to a season end compilation and we would like you to share your video clips with us **now**. We are looking for a variety of footage, so please share your behind the scenes, onboard and trackside clips with us.

To send us your video please do one of the following:

Send us a link to your Youtube video(s)

Send us footage on a memory stick or DVD

Upload your clips to the CSCC dropbox account using this link: <https://www.dropbox.com/request/rD6h3l2k36T8PdwYzdl?oref=e>

To save us wading through your full races it would be a huge help to point us in the right direction to your best bits, such as '8 mins 42 skilful overtake', '16 mins 2 seconds slick pit stop' etc. Thank you!

## We Want Your Video



## Thefts at Circuit



It is sadly a yearly occurrence that drivers have possessions stolen whilst at a circuit. Local individuals or groups target race events and wait until your series is on circuit. Please lock everything away, including wheels and bikes. Even Spa this year was not immune from crime.

It is unlikely that many of you are still using Windows XP, but if you are please note that our online race entry booking system will no longer work with this old version of Windows. Time for a winter upgrade?

## Windows XP



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During Saturdays' RSV Graphics New Millennium/Modern Classics race at Oulton Park we had a lengthy, second safety car period. At the time drivers and those in the pit lane were uncertain what it was for. Shortly afterwards it was discovered an Ambulance was needed, not for a driver but for one of our valued Marshals and the quickest way to get to him was via the circuit itself. Firstly, we are very pleased to report that Andy Galvin, is recovering at home on strict instructions to rest for a fortnight before going back to work.

Andy takes up the story:

*Thank you for your concern, I can tell you it was a scary moment, but on the bright side I couldn't have been in a better place for this to happen.*

*I have now seen my GP and in a roundabout way he has confirmed that it is Angina, off work now for a couple of weeks and more tests.*

*I've copied this text from Facebook (written by a fellow Marshal) which about sums it up.*

*Totally proud, impressed and grateful to the entire emergency crew of Oulton Park of which I am a small part. Yesterday one of the crew on my post (and my bestest friend ever, Andy Galvin) came to me and said he had chest pain and his arm was feeling weird. My colleague in the box assumed my duties allowing me to escort my crew member to the adjacent rescue unit where we knew we would find a doctor. The unit saw us coming and made ready for us before we got to them. On arrival he was straight in the back and started receiving the best possible medical care whilst the crew chief requested permission for an emergency trip round the live circuit to the medical centre. Race control immediately deployed the pace car and with blues and twos he was on his way without delay.*

*At the med centre the best possible staff had him connected to first class equipment and the assessment and treatment continued. By the time I had obtained permission to be temporarily relieved of duty and had received a door to door taxi service from the clerk of the course, on arrival at my friends bedside he had been stabilized and a county ambulance was minutes away. I am pleased to say he was discharged from hospital later the same day and got home at 1.30am, probably a bit tired after a day that started at 5.30 that morning.*

*For me the whole Oulton Park team working together like a perfectly tuned machine saved his life and whilst cardio vascular incidents are really best avoided, if you are going to have one then you could do worse than have it on post at Oulton.*

*Thank you to everybody involved is not enough to express my appreciation.*

*Ps sorry if it bugged up your race (Editor: It did a bit but we would much rather have you safe and well!). Hope to see you at the meeting next year.*

Best Regards, Andy Galvin.  
(Marshal during CSCC Oulton Park Event)

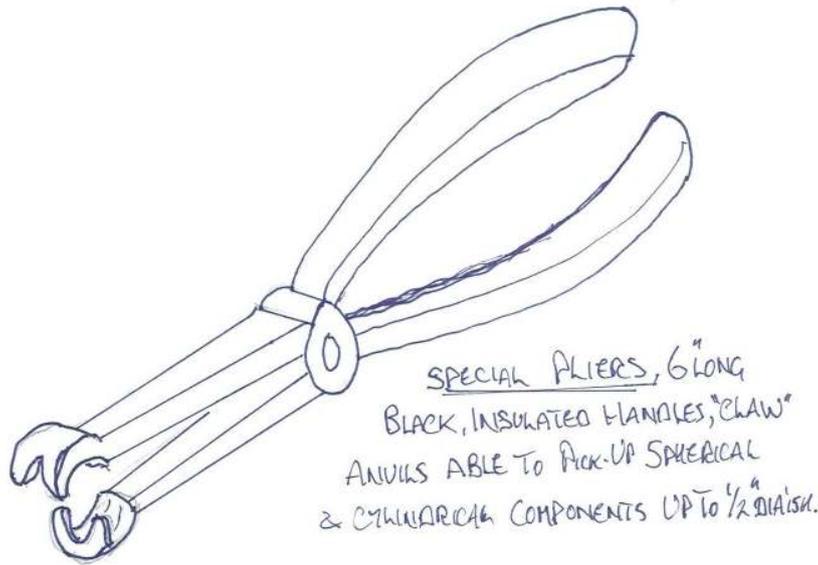


## Missing Tool

At Croft, Special Saloons and Modsports driver Ian Hall kindly lent a special pair of pliers to a mechanic in need, but then wasn't given them back. It is unlikely that this was intentional, more likely the gentleman borrowing the tool forgot who it came from, perhaps finding the tool again after the meeting.

Ian would be hugely grateful for its return, it has so far been impossible to find a replacement and is necessary for a number of jobs he carries out on his engine.

Please contact the office if you know if its whereabouts.



## Discount Directory

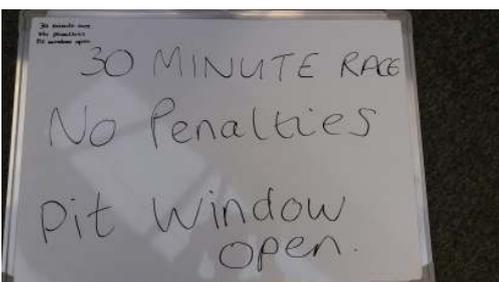
Members will receive the latest copy of the discount directory with this emailed Classic Lines. We have two new additions, with a complimentary magazine and subscription deal and exclusive Rolling Road and ECU re-mapping member discount.



Before buying anything please check the Discount Directory as there are many companies prepared to offer CSCC members money off their products and services.

## Startline Communication

Occasionally, due to a red flag situation we will have to make a change to the length of a race, perhaps making the pit window open immediately or maybe removing a winners penalty. When this happens it is very difficult to communicate this change to all drivers on the grid or assembly area in a quick enough time.



We are going to trial a low technology solution by investing in two whiteboards and asking startline Marshals to show each car (if time allows).

## Dedication To The Welly



Here is CSCC Correspondent Vicki Cairns at Brent Fowler's daughters wedding! Vicki and husband Tim are well known for their love of wellies whatever the weather, or occasion!

With the end of the national racing and the Classic Sports Car Club's season edging closer it feels an appropriate time to look back and share some of my experiences with the club this year.

For the design purity, sound and smell, I have long found historics to be the most evocative form of motor racing. As such I was delighted when I was confirmed to be covering the CSCC for Autosport and Motorsport News this year.

What I didn't know is how a young, inexperienced, want-to-be journalist would be received in an unfamiliar paddock and how people would react when I was trying to find out why their weekends went sour all too soon after some reliability woes or on track excursion.

I can now reflect with several race meetings and reports, across a variety of clubs, under my belt and say that the atmosphere of the paddock, standard of car preparation and driving standards has far outstripped any of my pre-season expectations.

The knowledge of people in motorsport is staggering and I knew I could only ever scratch the surface of the cars' and drivers' stories and backgrounds in a single season. That being said, to give it the best shot I turned up to pre-season testing at Snetterton and immediately found the paddock to be universally friendly, generous with their time and willing to talk me around these glorious machines.

Away from the racing, which has provided some excellent sub-plots and spectacle throughout the season, the fact that the club has announced the Turbo Tin Tops series is testament to the hard work the Directors and club staff are doing and the fact that, despite the first impressions the 'Classic' name may give off, this is still a progressive and professional environment.

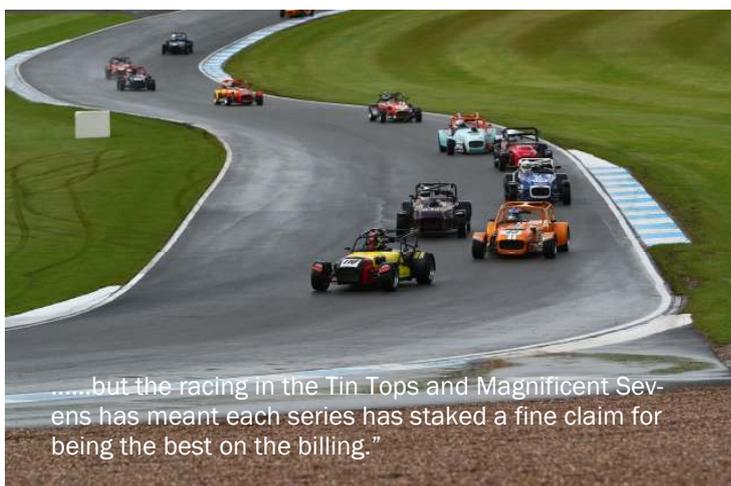
It also increases the notion that there is 'something for everyone' offered by the club. On paper there were definite 'headline' series. Prior to the first meeting at Snetterton Classic K topped the lot, but the racing in the Tin Tops and Magnificent Sevens has meant each series has staked a fine claim for being the best on the billing. Also, that past and present British Touring Car stars, a Formula E team boss, a British GT champion and a variety of motorsport journalists have all graced the track with the CSCC this year shows just how appealing it is to be involved. Again, this is something reflected in record high numbers of entrants across the fantastically populated and diverse grids.

It is testament also to the drivers and mechanics that so many of you have now become familiar faces because of just how accepting of my questions you have been. Looking beyond to next season, personally I have made a few career changes but I hope through those that I will still be in the paddock writing about and acquainting myself with new and old faces after the winter break. Something that I feel has been well received is that not only do I enjoy reporting on the racing, but I also have the itch to get out on track myself. Straight out of university makes finding a budget to get my ARDS difficult to justify. But I fully intend on doing it as soon as possible and very much see myself racing with the club in a few years. Until that time comes, until I realise just how difficult competitive club racing is, thank you to you all and see many of you next year.

Matt Kew  
2017 Autosport Junior/AutoClassics



"Prior to the first meeting at Snetterton Classic K topped the lot...."



".....but the racing in the Tin Tops and Magnificent Sevens has meant each series has staked a fine claim for being the best on the billing."





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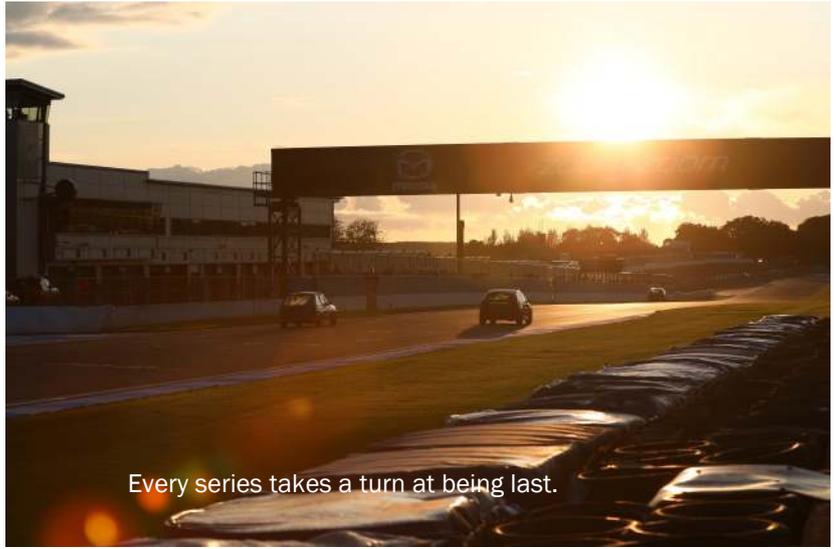
## Race Scheduling



We do receive complaints from time to time in the office about the timing of races. Normally such a moan will be along the lines of “why are we last race again?” or “why are we always first race?”

The CSCC tries it's utmost to be fair to all series and all its members. To this aim we plan each of our meetings so that over a season each series will get an equal number of early, late and ‘middling’ race slots. The garages are also shared equally over the season. Although we try to be fair in the race slots there are also many other conditions that influence when races are set to start. We try to avoid back-to-back races for drivers doing more than one race and we are aware at some meetings with an early curfew that if cars have to be pushed, that we place the early cars nearest to the scrutineering bay. Also a big grid in the ga-

rages that is scrutineered first helps everyone. Whilst we cannot get it right for absolutely everyone a great deal of thought goes in to making things fair for the vast majority of drivers. If you do end up with a back-to-back race, a quiet word with the Clerk of the Course, after your briefing, will go a long way to ensure that we can accommodate you and make the movement between races as easy and stress-free for you as possible. More and more of our drivers are entering more than one race and as a result more time clashes become inevitable. Please be assured that we will continue to plan race slots as fairly as possible for everyone. Remember though, someone does have to be last at each meeting and you may have missed the meetings where time slots were more favourable to your series.



Every series takes a turn at being last.

Hugo Holder, CSCC Director

The fastest 986 in the world (probably)  
3.9l Engine built by SVP Porsche  
Balanced crank assembly, matched Carillo Rods, SVP big bore liner conversion with SVP forged pistons, all assembled with new bearings chains,rings, gaskets and uprated IMS bearing, 3.9 litre based on the original 3.2 litre engine (so eligible for CSCC and 750MC, Hillclimbs etc) or a great track day car.  
Just one race since engine rebuild and new gearbox.

Multiple race wins in CSCC & 750MC, could be road legal with a little work (handbrake re-adding).

Tuned by the Porsche legend that is Wayne Schofield  
360BHP  
BMC Air intake, IPD plenum chamber  
Mike Edwards custom made manifold and exhaust  
Penske 8700 custom 3 way shocks, PATRICK MSPORT Mounts and Struts, Eibach Springs, CAE Ultra Shifter  
Accusump  
Gripper LSD  
Race Technology Data Logger and Camera  
Autotel Race 600 Complete Race Car Radio System  
All standard FIA/MSA safety & Fire equipment. Seat in date etc

Basically there's more extra kit on this car than I can remember! The only car to beat the mighty M3s in the CSCC series.

Race or a superb track car. Value £50k - will take offers in the £30k. JM Littman: 07778554572



## Member Advert

The 1971 Ford Mustang Mach 1 racer in the yellow and orange Joey Logano No.22 colours is for sale.



Great fun in the CSCC Future Classics Series and a total blast at big circuits like Spa, Laguna Seca, Brands GP, Silverstone GP. 5.7L 510hp V8 by Peter Knight. Extensive list of new parts and now very well sorted. 3 sets of wheels, Avon tyres for CSCC, trailer. **£34,500 ono.**

Phone Marcus on 07748 111444 having read the two-pager at <http://www.newmediafoundry.co.uk/marcus/mustang.pdf>

## Member Advert

This car was built for the German Fiesta ST Cup Series by Ford Motorsport, is LHD and was brought to the UK by myself in 2015. This is one of the last built in 2007, and comes with:

T45 multipoint welded roll cage, Air Jacks, modified fuel system with 1L swirl pot and brand new O44 fuel pump. Recaro SPG race seat with Ford Racing logo, OMP 6 point belts with HANS friendly shoulder straps in date to 2022. Stack Dash AST 3 way coilovers, Ford Motorsport adjustable front top mounts, Lucas racing 4 pot brake calipers, Supersprint stainless steel exhaust system with tubular manifold, race cat. Fully rebuilt engine (2017) by Kester Cook with Arrow con rods, Forged pistons, Ford Motorsport high lift camshafts, ARP big end bolts and main stud kit, King main and big end bearings, ported head with race valves and springs.



High capacity Cup spec baffled sump (6 litres) lightweight flywheel, keywayed crankshaft, producing 175.5BHP at the HUBS. Jenvey Throttle Bodies, IB5 gearbox with full Quaife synchro straight cut gear set with Quaife ATB differential, Sachs race engineering cover plate and 4 paddle friction plate 2 races old. SPA electric fire extinguisher. Heated front windscreen. Fibreglass bonnet fitted, room for improvement in the weight area as the car still has full glass, steel boot lid and door side impact bars. Weight 920kg dry. DMBS German log book. Many spares. **£15,000**

This is a very capable car, and sounds awesome! Reason for sale is changing to a X98 Clio Cup car.

Ray Honeybone 01953 456500 or 07810 502850

## Member Advert

1993 Toyota Supra mk4 jza80

Perfect for CSCC Special Saloons and Modsports, Meteor Suspension Open and possibly RSV Graphics New Millennium.  
**£POA 07970 736644**

This race car, (drag car, drift car or track day car) has been slowly and progressively developed over a 5 year period. the engine is a straight six DOHC. New, single precision turbo producing over 700 bhp at the flywheel and 640 bhp at the rear hubs.

Toyota rear axle with limited slip differential.  
Getrag 6 speed manual six speed gearbox



Image 18" wheels, fronts 10", rears 12" fitted michelin slicks. New, unused set of Image wheels. Spare slicks and wets. Extensive work carried out on aero-dynamic mods. Internal cooling trunking installed. Power steering with cooler. Heated screen. Variable boost switch control with 3 varying power options. Complete replacement of new front discs/bells/pads and rear discs/pads, carried out before sale. This rare full race Supra looks stunning, sounds amazing and is VERY quick.

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Tim Davis 07870 668713





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All CSCC race photographs kindly provided by  
David Stallard who will be at all our 2017 UK  
meetings

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



[CSCC Swinging 60s](#)

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