

Classic Lines



April/May 2015



Introduction

Dear Member,

Welcome to the latest edition of Classic Lines.

I am extremely pleased to welcome Mike Jordan as our new president who has very generously agreed to be our figurehead.

He has taken over from the late Jem Marsh and says a few words in the newsletter.

The first race meeting of the season at Snetterton was a huge success with a record number of entries for the Club. The huge support that you have shown also brings with it its problems for us organisers. It is hugely appreciated if you have any problems that you come and see us so we can sort things out as soon as possible. For instance, if you tell us that you are in the wrong class in the programme sometime after you have qualified, it leaves us little chance to do anything about it.

The Silverstone meeting this weekend also looks as if it will break records again, with over 400 drivers taking part over the two days. Thank you all again for coming racing with us. Most of you that know how we work at race meetings, understand that the rigid application of signing on times is not done to upset those wanting to sign on early. Especially as we regularly have so many drivers to sign on and scrutineer in such a short time, our approach ensures that everyone gets to the qualifying session in plenty of time without having to rush.

At the time of writing, the only one of our races at Spa that is not yet full, is the Inter-Series race, which currently has only 9 spaces left. If you want to join in at this amazing event please get your entry in as soon as possible.

In furtherance of our aim to bring you the best tracks in the country, we are going to Rockingham on July 11th and 12th having last been there in 2008! We shall be putting out the entry forms soon but will be moving the usual closing date back to 29th June. This means that those of you going to Spa and who wish to enter Rockingham, can do so, safe in the knowledge that if you have a problem at Spa and are unable to make Rockingham, you can withdraw on the Monday after Spa and get a full refund for Rockingham. The maximum grid at Rockingham is 34 cars so be aware that places could be limited.

Please enjoy the rest of Classic Lines and as usual, please do give us feedback on it, good or bad.

Kind regards
Hugo Holder





With Jem Marsh sadly passing away on the 2nd of March the club has been without a President. The role is that of a figurehead, someone who represents the values of the CSCC, brings wisdom and inspires others.

There was one clear candidate, a man with experience and success at all levels of Motorsport; Daytona and Le Mans, winning championships such as Porsche Cup, Eurocar V8 and British GT as well as many individuals wins: the Willhire 24hour, TVR Tuscan, BTCC and most recently with the CSCC! With the blessing of Lyn Marsh we are proud to announce that our new club President is **Mike Jordan**.

"I'm really excited at the prospect of being able to put something back into the sport," said Mike, who has now held a competition licence for 36 years. "The club has been a massive success and I really enjoy racing at CSCC events. It is some of the most friendly and accessible motor racing and there is a place for everyone, regardless of their experience and resources."



Tyre Support at Silverstone

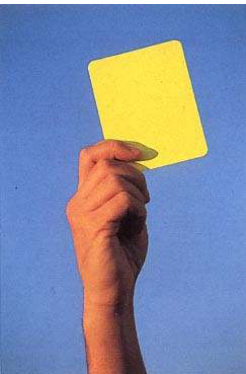
We are pleased to confirm that Adams and Page will be providing you with tyre sales and support at this weekends Silverstone meeting. Please contact them in advance if you would like them to bring Yokohama, Pirelli, Toyo or Dunlop tyres in your size, with free fitting and balancing on all purchases.

 <p>Adams and Page take a large stock of tyres to selected race meetings, to be certain of supply, competitors should pre-order their tyres by asking A&P to take them to the circuit for them.</p> <p>Prices include FREE fitting and balancing.</p> <p>Present at the remaining 2015 Race Dates: Silverstone 9/10th May, Brands Hatch 30/31st May, Donington 5/6th September</p> <p>Call: 01494 525 971 or 01494 445 389 info@adamsandpage.co.uk</p> <p><small>Adams & Page, Cressex Industrial Park, High Wycombe, Bucks, HP12 3RQ</small></p>	   
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Don't Rush Away!

Snetterton was a harsh lesson for some that it is an MSA requirement to remain available at an event until any protest period has elapsed (usually 30 minutes after the result is printed), see H.33.1.6 and C5.2. Points can be added to your race licence in this instance, plus if you are not there you can't put forward your point of view and evidence to the Clerks or Stewards. Knowing that the Tannoy systems are not always the best in the far reaches of the paddock it would be a good idea to remain around the race admin. area so you can hear any announcements and be present at the prize giving too. If you do need to leave the circuit early please speak to the CSCC Driver Representative or speak to a Clerk in Race Control.

Club Discipline



A rare incident occurred after one of the races at Snetterton that required the club committee to take action according to its disciplinary rules. The club member was spoken to verbally by the series representative (step 1) and received a formal letter from the office over their public behaviour and language used (step 2). The member has apologised in writing to all parties, which the club and the aggrieved parties have accepted.

We do not normally discuss these matters openly but felt it necessary to do so in this instance so it is clear that the CSCC does enforce its disciplinary procedures. The clubs disciplinary rules can be found on the website, by clicking on 'regulations'.

Night Races

The next issue of Classic Lines will contain details of which series will be racing on which day at Brands Hatch in October/November. After committee discussion we can confirm that almost every series will be able to take part (except for Special Saloons on this occasion, sorry) and the format will be a 40 minute race during the day, with the option of a 40 minute night race.

As for which series is racing when and the requirements for lights/looms/illuminated numbers.....all will be revealed.

It is going to be a great way to finish the season at Halloween.



C. John Harrison

We are pleased to report that pit lane safety was generally very good at Snetterton, as a result there were relatively few pit lane penalties issued. We would of course love to issue no penalties at all as we know how much it can spoil your race, therefore please can you all read the following:

4.9. Safely release car into pit lane

This is a rule that could be considered subjective and therefore difficult to define. After belting up tightly, (with shoulder straps over the HANS device) and closing your doors you need to check the pit lane is clear before pulling away. Raise your revs sufficiently to pull away cleanly without stalling but without spinning your wheels and laying down rubber. Pit lanes are usually more slippery than the track surface, therefore you are more likely to spin your wheels if you use too much power. None of us ever want to see an article in Classic Lines where we report on an injury to a marshal, driver or pit crew. So please, **do not spin your wheels when pulling away from the pit stop or penalty box.**



Clarification to rule:

Those of you who raced at Snetterton will be aware of the following additional wording to the CSCCs pit stop rules this season.

2.3 and 4.3 Unfasten belts (do not touch belts/wrist restraints until stationary)

We want to ensure that when you are travelling down the pit lane you have full concentration and both hands on the wheel, with secure seat belts that protect you. If an official now sees a competitor loosening their belts when travelling down the pit lane they will report it with the associated penalty occurring. So please, don't touch your belts until stationary. This rule change worked well at Snetterton and has removed any ambiguity.



Pit lane exit during safety car period

If an incident occurs out on track which requires the safety car the Pit Lane EXIT will be closed, until the safety car snake re-passes the pit exit and it is safe to let you join the 'tail'. It is both quicker and safer for the Marshals and recovery team to clear the track if the cars are bunched into one group behind the safety car. At a long circuit like Snetterton, Rockingham or Donington this could result in a very long wait at the pit exit, therefore choose your tactics accordingly whilst the pit window is open. The pit lane entry will remain open throughout a safety car period and you must make your pit stop whilst the pit window is open.

This is not a new rule and is printed within the driver sign on notes we give you at every race meeting.



Maintain a speed to catch up the car in front (no overtaking)

When the safety car is deployed it will generally be travelling at a speed of around 60kmh, with a snake of cars closing behind. It is likely that at this time the field of cars will be spread around the circuit and correctly responding to the yellow flags that are shown with the SC boards. Competitors will have slowed down, stopped racing, be in full control of their car and no longer overtaking. However, this doesn't mean that you must also travel at 60kmh with a queue of drivers behind you, unable to catch the safety car snake. The Clerks are within their rights to apply a penalty to those drivers travelling 'unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time the safety car is deployed' Q.1.17 Please, find that happy balance between safety for the marshals on track whilst also maintaining a speed that will see you catching the safety car snake so that at the re-start the entire field is back together. Those in faster cars must also have patience and not bully the slower car in front whose performance may be much lower in all areas of the circuit. If you are unable to maintain a speed to catch up the car in front because of a mechanical issue then please indicate this clearly and allow cars to pass, retiring to the pit lane if necessary.

Rockingham will be new a new circuit to many of you, so what to expect on the 11th and 12th of July?



Being one of the most modern circuits in this country, the circuit facilities are generally very good; spacious garages and a smooth track surface with good drainage just in case it rains. Well located, near Corby and with North/South access to the M1 and A1M and East/West via the A47 or A14. It may lack the history of somewhere like Silverstone or the gradients of Oulton or Cadwell but it can generate excellent, close racing with overtaking opportunities. The BTCC visit here for three rounds in September.

CSCC Assistant Administrator, Hannah Gardin, recently Marshalled at Rockingham for the British GT Championship.

Hannah writes: The CSCC returns to Rockingham in July for the 1st time since 2008. Running on the International Super Sportscar Long Circuit will see six of the CSCC's own series plus racing from the Jaguars, MG Metro Cup and a 3hr race for the Endurance Racing Series. The Super Sportscar Long Circuit combines long straights, high speed bends and a twisty infield on a wide 2.05mile/3.302km anti-clockwise configuration.



The first corner of the oval forms the 1st turn which offers excellent opportunities for overtaking with a long wide run down into the tight Deene hairpin. Its then a short sprint to the 90 degree right hander at Yentwood and uphill around Chapman Curve. Another good overtaking opportunity arises after heading up towards Pif-Paf and over the crest as you head slightly downhill into the left turns around Kirby. Anyone running wide will allow the chance for cars to nip down the inside and hold the inside line running up the slight incline towards Gracelands. The final few infield sections are made up of the Tarzan Hairpin and the School Straight which leads into the tight Brook Chicane before rejoining the Oval at turn 4.

The demands of the infield together with the fast flowing bends and banking of the oval look set to provide some interesting racing for both drivers and spectators.

Regards, Hannah

Entries will open within the next fortnight.



Driver Representatives



First of all I would like to thank Mark Barton for doing a sterling job as co-ordinator for the Swinging Sixties.

I was rather surprised when David Smitheram rang and asked if I would consider taking over as the Swinging Sixties driver rep. especially as I now race in the Classic K Series. My initial reaction was 'how can I help when I have only just started myself?' Actually it is more than ten years since I started racing with CSCC, so I must have learnt something!

I reminded David that I don't even race in the Swinging Sixties, but he pointed out that this does make it easier as I will be around to help out more, plus the two series race on the same day.

David said that my main job is to help at meetings, with anything that may crop up on the day, especially with new drivers....well, I can do that. Anything complicated will be referred to 'the office'!



Having really enjoyed nine years with the Swinging Sixties, I know what a great bunch you are. I have always driven on crossplys and found that other drivers have given room for slower cars. This is so important and especially for those new to racing.



One of the weak links in me doing this job, is the race reports! Fortunately for all of us, Vicki, now Mrs Cairns, has agreed to take this on. This means that one of the few people who watches every lap, and also has a 'view from the track' through her husband, will be ideally placed to report on the Swinging Sixties races.

There will be one or two race meetings that I can't attend, but I do represent the Swinging Sixties series at committee meetings so please do get in touch with me at any time, by e mail: cj.jsb@btconnect.com or by phone 07974 067937

Christopher Blewett
Swinging Sixties Driver Representative



As we announced in the February issue of Classic Lines, outgoing Swinging Sixties representative, Mark Barton is going to focus on racing a car in the Advantage Motorsport Future Classic Series this season, when work commitments allow. Mark has however kindly agreed to take on the role of representing the Classic K Series, a position currently vacant. Mark knows the cars and many of the drivers well, and with the Classic K's having six rounds it will give him that little bit extra free racing time.

Competitors in both the Gold Arts Magnificent Sevens series and the Advantage Motorsport Future Classics Series are required to display their respective sponsors stickers as part of their regulations.

Gold Arts provided stickers in two parts that were handed out to competitors at Snetterton. These proved a little tricky to apply at the circuit, although those of you who persevered made them look very respectable. Gold Arts are now bringing an updated version to Silverstone, this time in one part, making them easier to apply and fit. Providing the Golds Arts logos are easily visible on every car we do not mind which version of sticker you choose to use.



Advantage Motorsport have provided us with windscreen sun strip decals that can be cut to suit each cars screen, in addition two stickers are to be applied to either the number plate areas front and rear or to the sides of your car. These will be given out to you at Silverstone and future UK events if you aren't racing at Silverstone, please can you display these before taking to the track.



AM Driver of the Day

Congratulations to Stephen Scott-Dunwoodie, who was chosen by our commentator, Matt Suckling, as the Advantage Motorsport Future Classics Driver of the Day following his great performance at Snetterton.

Stephen, you have won a £50 voucher to spend in the advantage-motorsport.co.uk online shop or at their Oulton Park paddock outlet.

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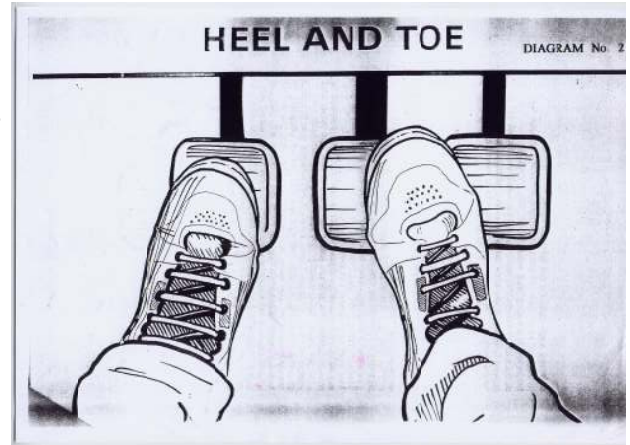
all prices are inclusive of VAT

'Racing Lines' no.2 Heel and Toe

With apologies to all of you who know and use this technique, but I thought it might be helpful to new drivers to run through the finer points.

Misnomer? Of course! No-one uses their heel, or toe! (or certainly I don't know of anyone). The technique requires the use of the left side of your right foot to brake, whilst rolling the right side of the same foot over to the throttle, and "blipping" the throttle at the same time as shifting down a gear (or 2 or 3)

Object of the exercise. To match the engine revs to the road speed when engaging a lower gear, and thus smooth out the downshifts



Why Heel & Toe? Firstly I must state that this is not an essential technique. I know of many successful drivers that can't, or don't bother to heel and toe on downshifts, and certainly many modern 2 pedal, or sequential, or paddle shift cars won't allow this. The advantages of using the technique are however two-fold.

Primarily it will always smooth out the downshifting in the braking area. If you are on the limit of braking (i.e. with the driven wheels almost, but not quite locked) if you just shift down and let go of the clutch the driven wheels will then lock. By "blipping" the throttle as you let go of the clutch the engine will be at, or close to the revs in the lower gear, and you won't get sudden engine braking, thus locking the driven wheels.

Secondly it enables a much smoother and easier gear engagement, and thus saves wear on synchro or dog-rings.

How to learn the technique. The good news is that you don't really need to spend hours testing to learn and refine this technique. As long as you drive a conventional 3 pedal manual road car you can quite easily teach yourself how to heel and toe during your normal daily driving, as long as it is safe to do so.

One final word! I have yet to come across any car with a pedal layout that stops you from heel and toe-ing, although I'm sure there must be some! Some drivers install pedal extensions to assist, but be careful of this, as if you end up with the pedals too close together it is easy to accidentally catch the throttle pedal when braking.

Go on, have a go, and try to improve your technique, after all the super-car manufacturers wouldn't bother putting a "throttle-blip" in their paddle-shift downshift software if it wasn't beneficial!

John Hammersley
CSCC Chairman

Down Under



This photo was taken at the Philip Island VHRR Historic weekend in March. Our man Joe Ward did us proud in his ambassador role for the club and UK modifieds as a whole. Photo by Steve Dickson who posted on the www.specialsaloons.co.uk Facebook page "It was an animal and I spent some time talking with the current driver who was an absolute gentleman and spent about 10 mins learning about the car. It was the highlight of the whole weekend for me!!". Joe has kindly agreed to share his Australian experience in the Brands Hatch programme, at the end of May.

Frontal Head Restraints

From 2016 Frontal Head Restraints will become mandatory for all circuit racers. The blue book states in Section Q 10.1(e) 'An FIA approved FHR device, fitted in accordance with FIA regulations will be a mandatory requirement from 1st January 2016, with the exception of Period Defined Vehicles which will remain as a recommendation'. Whilst the CSCC applauds this stance on safety it should be noted that you must check that your car has the correct seat and belt angles to suit your FHR device. **Wearing an FHR with incorrect seat belt angles for example can pose its own safety risks, please get this checked and if necessary have your car modified correctly by the factory where possible.**

What's Available?



The most common device available is the **HANS**. This device sits around the neck and over the racers shoulders and chest. Helmet tethers attach the HANS to the helmet. HANS is available in 3 different widths with a variety of different angles between the vertical upstand (the piece behind your neck/helmet) and the body to accommodate a range of seating positions depending on your car. Adjustable devices are now available for racers who switch between cars saving the need to buy another device. Sliding tether systems are available to enable a greater side to side vision.

The HANS device is simple to use, reasonably priced and perhaps is more widely recognised across motor racing disciplines.

Due to the height of the vertical up stand

some CSCC racers have suggested that it can sometimes get caught when entering/exiting the car at pit stops. Some racers may find that the HANS places extra pressure onto the collarbone when the harness is tightened correctly for which gel pads are available to increase comfort levels. It is important to make sure the angle of the HANS device is correct for the seating position to ensure correct posture when racing. You may need to try a few out before deciding which the best option is, unless you purchase the adjustable device which allows adjustments to be made to switch between angles.



Simpson Hybrid is an alternative to the HANS device. The racer wears it over their race suit and it fastens around the body. Helmet tethers then attach the helmet to the body of the device in the same way as the HANS. The use of sliding tethers and a multi-tether system enable a greater range of side to side movement and increase the field of vision. The Simpson Hybrid claims to have the ability to provide greater protection over the HANS as it protects the wearer in a front, side and offset impact thanks to the use of the multi-tether system.

The Simpson Hybrid can be more comfortable than the HANS due to the positioning being largely on the back and shoulders as opposed to putting pressure on the collarbone and over the chest.

This design also allows the driver to enter and exit the vehicle more easily without snagging on the car. This device is suitable for use in all types of race car as it doesn't require the need for angle adjustment.

The Simpson Hybrid can be more expensive than the HANS device. It is not as simple to put on and take off, however it can be left on between races whereas the HANS is not secured so would need to be removed.

For HANS to work effectively, the seat, harness and HANS work together, whilst the Simpson Hybrid doesn't greatly rely on the seat or harness position to provide effective protection. A few HANS devices require HANS specific harnesses, however **most HANS will work with any FIA approved harness system**. A 6 point harness is strongly recommended (mandatory in Gold Arts Magnificent Sevens). It requires the shoulder belts to be 2" or 3" which should be mounted 1-2" below the horizontal to enable a downward pressure to be placed on the HANS. If the seatbelts are mounted a long way behind the seat, the mounting points should be close together or even crossed. If the mounting points are close behind the seat, the distance between the inner edge of the belts should be equal to or 1" less than the width of the HANS collar. Ensure the harnesses are always installed according to the manufacturers guidelines.



There are also requirements to comply with around the positioning of the buckles when fastening if using HANS.

More detailed information on the requirements of installing the safety harness and fastening the belts correctly can be found by visiting the FIA website or following the link below.

http://www.fia.com/sites/default/files/regulation/file/Guide_HANS_2007_0.pdf

The Simpson Hybrid device doesn't require any specific equipment to be used, just an FIA approved helmet with HANS anchor fixation points, which most FIA approved helmets now come with.

There are a few recommendations on the mounting points of the seat belts when using together with the Simpson Hybrid. The shoulder belts should be mounted as close to the driver as possible with 2-3" between the inside edges of the belts.. Further information can be found at the following link.

https://simpsonraceproducts.com/pdf/inst/Hybrid_Installation_Manual.pdf

Although the HANS and Simpson Hybrid should never need replacing unless subjected to a heavy loading it may be necessary to have them inspected every 5 years to maintain their homologation. The helmet tethers are dated and should be replaced every 5 years or sooner if involved in an impact or if they are showing signs of wear.



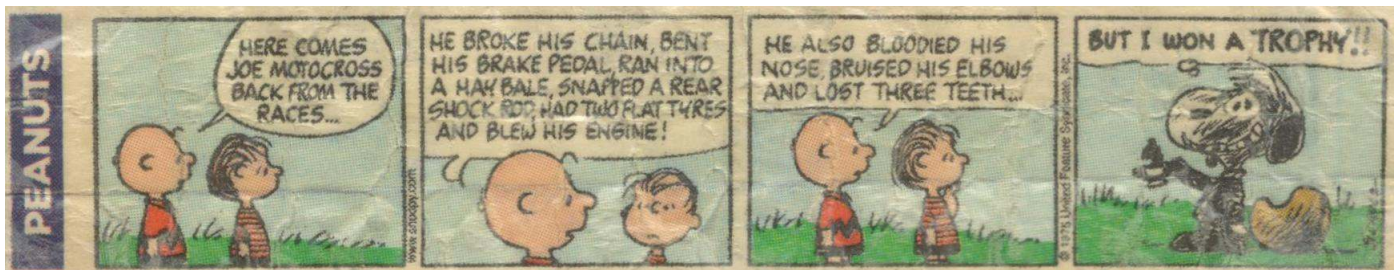
New Awards



Thank you for all your feedback and suggestions on awards you would like to receive in 2015. We have received a mixed response with some of you liking traditional ‘trophies’ and others preferring something a little different.

We have been busy looking into various options available within our budget and have decided to start to the season off with these glass awards. We thought the coloured logo was a bit different and the circuit layout adds a nice touch.

Any feedback is appreciated, good or bad and if you have any other ideas for awards you would like to see later in the season, please let us know using info@classicsportscarclub.co.uk



Payment Confusion

You may recall that we sent all members an e-mail back in February regarding credit card security advice? This seems to have caused some confusion with members being uncertain if this affected the online booking system (it doesn't).

To repeat, we take your payment and personal security seriously and whilst we have never encountered any kind of card fraud at the CSCC we have received sound advice to stop accepting credit or debit card details by EMAIL. So, if you prefer to send us your entry forms by e-mail (scanner or mobile phone) please do so without your card details and then phone the office.

All other methods of entering races go unchanged, you can post or fax forms with your payment details and you can use our secure online booking system in confidence, with no changes.

An entry is not an entry until we have received both a valid method of entry (form or online entry) AND payment in full. D.12.1.4 states An entry not accompanied by the entry fee prescribed in the regulations shall be null and void.

7. Payment Please do not e-mail card details, instead telephone the office after e-mailing this form. An enclosed cheque/credit card payment will be processed by the club's bank account. I enclose a cheque/postal order/cash payable to Classic Sports Car Club Ltd. Ref:

Or please debit my Visa Debit ☐ Maestro ☐ Mastercard + £3 ☐ Visa Credit ☐

Note: If paying by debit card you will be charged the £3 credit card surcharge if you do not tick the relevant box above

Full card number

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WATCHarts Gold Arts

New Watch Range

Long time CSCC Magnificent Sevens Series Sponsor Gold Arts have designed and produced their own range of in house watches, GA Professional. These high quality watches are assembled at Gold Arts HQ down in Sussex. Powered by Swiss made automatic mechanical movements, and covered by a three year guarantee and exclusive to Gold Arts the watches will be produced in very low numbers. The diver's style is a core production watch, while the other styles will be numbered from 1 to 100, with keys number likes 001 and 007 already on hold. For more information please email doug@goldarts.co.uk.



WatchArts.co.uk are new to the scene of online watch trading, where the buying and selling of all brands of pre-owned watches are the priority. While Gold Arts (who have been sponsors of the Magnificent Sevens for over 10 years) specialise in all things jewellery, from second hand diamonds to be-spoke commissions designed and made in our in branch workshops. www.goldarts.co.uk



Classic Lines naturally contains content relevant to the CSCC only and wouldn't usually add a write up about an event run by another club. However, in this case it was very much a CSCC community effort and gained the club some additional publicity.



24hr race report

Britcar 24hr Silverstone - The Tortoise and the Hare

Back in January CSCC Tin Top driver Paul Mensley had a crazy idea to do the Britcar 24hr in his new Fiesta ST. He put an advert out for drivers on the unofficial CSCC Tin Tops Facebook page and four willing volunteers put their hands up and signed up to race alongside Paul.

The other drivers were Paul Anderton, Nick Boon, James Ashton and Mike Nash all CSCC Tin Tops drivers past and present. He also asked for Pit Crew to help see them through the 24hrs; a load of CSCC racers and mechanics volunteered and were now part of the Mensley Motorsport team.

The car was an ex Fiesta Challenge Car and was the lowest powered car on the grid, up against Le Mans racers and other purpose built endurance race cars. The car was in a class of three, the two other cars being Seat SupaCopas, one of which was driven by another three CSCC Tin Tops drivers (Carey Lewis, Frank Petit and Gavin Spencer) who had done a few 24hr races before, it was a tough class!



Matt Sayle Photography

The little ST started the race at the back of the 28 car grid, no surprise there, but it is an endurance race and that's what we were there for, the full 24hr experience.

Just 2 hours into the race Paul M radioed in to say the rear wheel bearing had started to collapse (this had happened on Friday night in qualifying as well), so the team went to work replacing it in about 4 mins and sent the next driver, Paul A out on track. Wheel bearing failure was to become a regular occurrence with about 8 wheel bearings being changed throughout the day and night, also needing to

change a driveshaft due to a split boot. Apart from that the little Fiesta ran pretty much faultlessly. The only issue towards the end of the race being how long the gearbox would last, the bearings were failing and there were a lot of strange noises coming from it! The team pulled the ST in for a bit of a rest and thorough checkover in the last hour as there's no recovery back to the pits with 30 mins left of the race and we wanted to take the chequered flag.



Matt Sayle Photography

I'm pleased to say we did finish - 14th overall and 2nd in class (all three in the class were still running at the end too), only using two barrels of fuel, 2 sets of slicks and 1 set of wets over the 24hrs! I think Mensley Motorsport had the most radio coverage of all teams and were definitely the marshals and fans favourite.

It was a great achievement by everyone in the team and was great to see so many CSCC members coming together to help out.

Paul M was interviewed on the podium and mentioned that they all race with the Classic Sports Car Club in Tin Tops, which was a nice touch. There were a total of eight Tin Tops drivers on the podium with the other crew finishing 3rd!! Paul was also awarded driver/team of the event and stood on the podium with the overall winners. Just fantastic. It was a brilliant weekend and something we'll all be talking about in the CSCC paddock for years to come.



Jane McKee

Since the race Paul has taken the gearbox apart, apparently we were lucky to finish as the bearings were knackered and the synchros were beginning to crumble, resulting in a pile of swarf in the bottom of the box!!

The little 24hr ST can be seen out in CSCC Tin Tops this weekend at Silverstone, I'm sure it'll have a fan club swarming all around it!

Thanks for reading

Lisa Selby and Toby Harris

Mensley Motorsport Crew 1 - Fire Safety Marshal and Refueller





Many of you have seen some of us sporting these nice CSCC Softshell Jackets and have asked if they are available to purchase.

They are a 3 layer windproof, waterproof, breathable jacket with a micro fleece lining. They come with an outside zipped phone pocket, 2 lower zipped pockets, adjustable cuffs and an embroidered CSCC logo.

They are available in sizes ranging from Small to 5XL and come in a choice of Navy, Black or Charcoal, priced at £42 inc. VAT

Available to buy online by visiting the following link:
<http://www.discountsafetyonline.co.uk/csc2/classic/technik-softshell-jacket.html> or alternatively follow the link on the CSCC homepage to view the official CSCC clothing



David Stallard Photography

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OUR SERIES'



MSA leaded and unleaded race fuels available at CSCC events during 2015. Special prices on oils and pit stop products also available. Contact us today for more information



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DRIVEN TO WIN RACING OIL



Tuff Jug



Tel +44 (0)1929 551557 Fax +44 (0)1929 551567
racing@aaoil.co.uk www.aaoil.co.uk

Member Advert

Jaguar E Type Semi-lightweight

FIA legal E-type for sale which is in excellent, race ready condition.

The bodywork is as-new and the engine is a low mileage Rob Beere 3.8 litre iron block, wet sump engine (specs available on request).

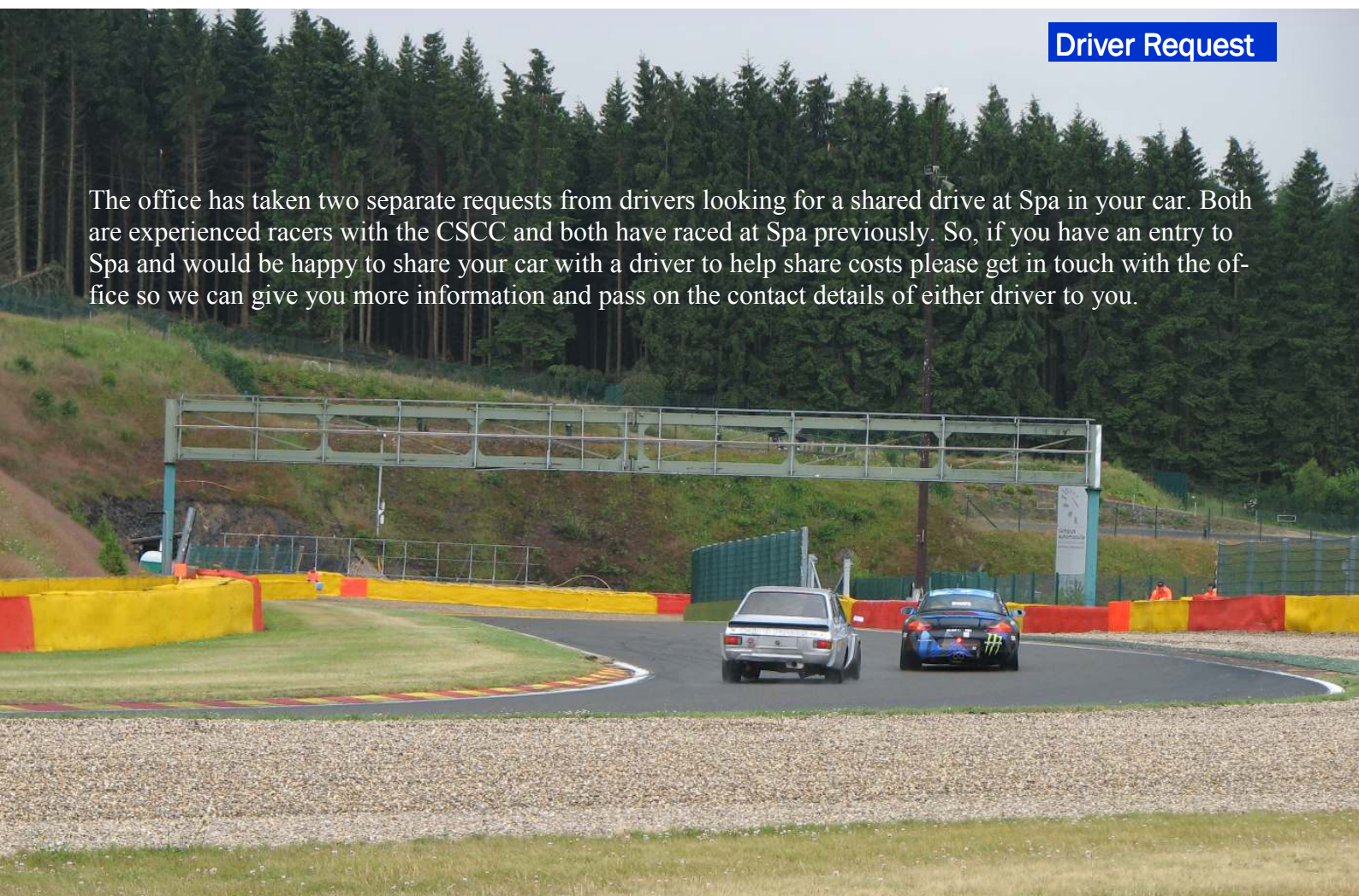
Spares package includes two sets of wheels and many service and miscellaneous parts.

UK road registered and benefits from new, December 2014 FIA HTP papers, which are valid until 2024. It has raced regularly and with success in both Swinging Sixties and Classic K since 2010.

Priced at £185,000 with more details and pictures available through the selling dealer: www.rmd.be

Driver Request

The office has taken two separate requests from drivers looking for a shared drive at Spa in your car. Both are experienced racers with the CSCC and both have raced at Spa previously. So, if you have an entry to Spa and would be happy to share your car with a driver to help share costs please get in touch with the office so we can give you more information and pass on the contact details of either driver to you.







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



[CSCCRacing](#)



[Classic Sports Car Club](#)



[Classic Sports Car Club Channel](#)

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Fax: 01225 811 337

Email: info@classicsportscarclub.co.uk

Web: www.classicsportscarclub.co.uk

Office Staff—

Hugo Holder: Competitions Director/
Club Secretary

Contact Hugo for information on race entries,
calendar and timetables, if you are a Champion-
ship Coordinator, Circuit Owner or for sponsor-
ship information.

hugo@classicsportscarclub.co.uk

Ros Gunning: Club Assistant/ Race Secretary

Contact Ros for information on membership, reg-
istrations, entry fees and refunds.

ros@classicsportscarclub.co.uk

David Smitheram: Director

Contact David regarding general enquiries, Clas-
sic Lines, programmes and social media

david@classicsportscarclub.co.uk

Hannah Gardin: Assistant Administrator

hannah@classicsportscarclub.co.uk

Robert Williams: Clerk of Course and Officials Co-
ordinator

Contact Robert if you want to Marshal at any of
our events

robert-Williams@blueyonder.co.uk

John Hammersley: Chairman

jkh123@btinternet.com

CSCC Driver Representatives -



Chris Blewett

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Toby Harris

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All CSCC race photographs kindly
provided by David Stallard who will
be at all our 2015 UK meetings

davidstallardphotography.com