

Classic Lines



December 2015



Introduction

Dear Member,

Welcome to the latest and last issue of Classic Lines in 2015.

What a year it has been, with attendance records broken at most of our meetings. Our visit to Spa was blessed with uncharacteristically good weather and the Roadbook team went the extra mile to make us all welcome.

The only meeting that did not go to plan was our Brands Hatch weekend where the Fog put an end to most of the Sunday's activities, including the night race. In contrast to the Saturday night race, which was one of the most exciting races we have had all year, the fog stopped a repeat on the Sunday. The drivers were so patient and all stayed around until we had to make the extremely disappointing decision to abort the race, once night time had fallen.

We have just finished our end of season Dinner Dance where we were entertained by Paul O'Neill. He looked after the non-racers with tales of incidents experienced with his sister, 'Sporty Spice' during the Spice Girls limelight period and he looked after the racers amongst us, recalling his BTCC days and interviewing exploits. No complaints (so far), about the Disco, as the music, this year, was chosen by the partygoers themselves.

A somewhat more muted AGM took place on Sunday morning where the topics brought up by members were also discussed. The consensus was to leave things as they are, with the exception that we further discuss at committee a driver being allowed to drive two cars in a race.

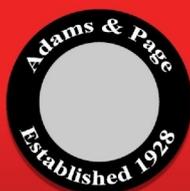
You will have now received the Calendar for 2016, which brings us back to some old favourites as well as Thruxton which the club has yet to visit, en masse. David writes in further detail about this special meeting later on. Anglesey and Cadwell Park are to return upon requests from members, who have missed them in the last couple of years.

We are working on finalising the dates that each series will run upon and will be forwarding this to you all soon.

Please enjoy this issue and I look forward to seeing you all at the first official 2016 club event, which is the Autosport show at the beginning of next year.

Kind regards

Hugo Holder



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2016 will see a ninth CSCC Series, the CSCC 'Open Series'

What's New for 2016?

Essentially this turns our Sports Vs Saloon races into a series, with the same classes and the same rules: no slicks, no sports racers and the same separate classes for Sevens and Saloons.



These races will take place at almost all 2016 meetings including Spa (8 rounds), will be 30 or 40 minutes in length depending on the venue, with a pit stop, for one or two drivers. At Cadwell Park the Open race will be a single driver, 15 minute sprint race due to time constraints.

Any member registered and paid up for another 2016 CSCC race series will be automatically registered for the Open Series at no extra cost. You will still benefit from these races being discounted if entered as a second race.

Why have we changed the Sports vs Saloon races into a series? Well, for a number of reasons:

1. It is an MSA requirement, as we are running more than one race through the season to the same set of regulations.
2. You have told us that you like the opportunity to enter more than one race at a meeting.
3. Entering these Open races as a second race is often cheaper than paying for testing, so we've made space for more.
4. The perfect place to welcome new members with cars which are unsuitable for our existing series such as those with non-original engines, wider than standard bodywork and kit cars. These cars have always been eligible but may not have joined us for one-off sports vs saloon races.



No significant regulation changes for Tin Tops, Classic K, Swinging Sixties or Modern Classics.

As mentioned in the article above the creation of the new CSCC Open Series now means that our Special Saloons and Modsports cars could race at Spa with us, providing they can race on MSA List 1a/b/c tyres and their cars have the range to last the race. Remember that you can enter the Open Series races as a 2 car team, sharing the race with a fellow competitor with a swap over during the pit stop. This way each car will only race for 15 or 20 minutes at a time. Special Saloons and Modsports have further text added to help assist 'new builds' when locating engines and gearboxes and further clarification about motorcycle-engined cars.





Future Classics is one of a few CSCC series to cater for cars across two decades, with technology changing dramatically during the 1970s and 1980s.

2016 sees the introduction of separate 70s and 80s groups and duplicate classes, with overall race winners for each decade. This will work in the same way as groups 1 and 2 in Swinging Sixties and Gold Arts Magnificent Sevens, with two races taking place within one grid, with the provision to split the series into two grids should space and numbers allow. Models produced across the two decades have the choice of which group they race in. Swinging Sixties racers with a car produced through into the 1970s are very welcome to race in this new group too.



Gold Arts



With Duratec R300 Caterham increasing in popularity and number they will now race in class R, dedicated to R300 Duratec running to factory power outputs.

Groups 1 and 2 will now have Motorbike engine classes, allowing these low torque, low weight and high power cars to fight it out among themselves.



The New Millennium series has always allowed non-standard aerodynamic aids on the front and rear of its cars as well as factory produced and fitted wider arches. This silhouette rule will now be extended(!) to include rolled or eased arches to a small measurement.



Class M is for BMW M3 E36 and E46 models running either the S50 or S54 3.2 litre engine



Two new classes, nicknamed 'Turbo Tin Tops', will cater for the new breed of front wheel drive hot hatchbacks with forced induction engines (supercharged and turbo charged).

CSCC on TV!

In February's issue of *Classic Lines* we asked you for your views on whether you would like to see a single CSCC race meeting televised. I'm pleased to say that it was a topic that prompted many of you to get in touch by email or talk to us in person throughout the season, with almost every member being in favour. At that time it was estimated that it might cost an additional £20 per entry to help cover this cost. Further negotiation along with CSCC committee discussion has meant that we WILL be seeing our Thruxton meeting televised on Motors TV and on the web. EVERY race series will feature during three planned one hour recorded shows. With financial assistance pledged from long term CSCC friends and tyre suppliers Adams and Page this will not cost members any addition to their race entry fee! We hope you are as excited about this news as we are, we will bring you more details as we get the season underway.



End of year Video



The 2015 end of season video is now available to view from the clubs YouTube account. It was previewed at the Dinner Dance for the first time on the big screen; it seemed to make an impact, capturing a little bit of the CSCC magic, even if the number of spins don't completely reflect the skill you have! Thank you for your contributions. You can also find the video on the CSCC website and click on 'Media'.

2016 Calendar

We hope you'll agree that the 2016 CSCC Calendar has something for everyone.

March 24th	Snetterton – Test Day
April 9th/10th	Snetterton (300)
April 30th/May 1st	Silverstone (National)
June 4th/5th	Brands Hatch (Indy)
June 24th/25th/26th	Spa Francorchamps
July 23rd/24th	Anglesey (Coastal)
August 13th/14th	Thruxton: Televised
September 3rd/4th	Donington Park (National)
September 17th/18th	Cadwell Park
October 15th	Oulton Park (International)

2016 Calendar

The centre piece as always is the exceptional Spa Summer Classic at the end of June which will see us able to take every series, the first time this has happened (Special Saloons may race as part of the Open Series providing they can run on 1a/1b/1c treaded tyres).



A very special two day, televised race meeting at Thruxton, the very first time that the club as a whole has been here. It is a privilege to receive a date here, we have also negotiated testing time on the Friday before we race, something that is very difficult to come by as the circuit only has permission for 6 days per year.



A return to the beautiful Anglesey Coastal layout. If you have never been then you should, yes, it's a long drive for many of you but the location and quality of the track more than make up for this. Add the date to your diary now and bring your family for the weekend.



Cadwell Park also makes a reappearance after a two year absence. Set in picturesque parkland, described as the 'mini Nurburgring' We will be joined by our German and Dutch friends who we race with at Spa and who last joined us in the UK at Donington in 2013. They requested to race with us here having seen the circuit featured in the film 'Rush' and after watching some of your race videos on YouTube!



The season ends at Oulton Park on the International layout, with a single day at what is many peoples favourite track. The very last race of the day will finish after Sunset, possibly giving you the chance to use your headlights again, more details on this to follow.

This leaves your favourites, with the Snetterton 300 test day, Snetterton 300, Silverstone National, Brands Hatch Indy, and Donington Park National forming the rest of what should be an awesome season.



At the time of writing our photos from this weekends Dinner Dance are in the post from Jeff Bloxham, we will host these online so you can all access them at no cost. The January issue of Classic Lines will contain the link, we will also post this on our Facebook page when the photos are ready.



181 of you attended this year



Ricky Parker-Morris accepting the new Barry Carpenter Memorial Trophy on behalf of Dave Smith

Last year, one of our drivers, Barry Carpenter passed away suddenly as a result of cancer. He campaigned an E-Type in the Classic K and Swinging 60s series and his co-driver David Edge has very generously provided us with this magnificent trophy. This is the Barry Carpenter Memorial Trophy.

We already have the coveted CSCC Members trophy for the person or persons that most embody the spirit of the club and what the CSCC is all about. From now on the Barry Carpenter Memorial Trophy will be solely for a NON Competitor who the committee thinks embodies this.

The choice of who should be honoured to receive this award for the very first time was given some thought. The result was unanimous, Dave Smith of www.specialsaloons.co.uk fame. Unable to attend the Dinner Dance, Ricky Parker-Morris accepted the award on Dave's behalf.

Ricky says "Your service to our series has been recognised as second to none, the fact that you didn't attend the D&D has been totally ignored and I proudly took possession of your amazing trophy on the night!"

The CSCC and I would like to thank you for the work you do towards promoting our series, and we can't wait to pass it over to you at the first possible chance during the 2016 season. It is a big metal one, and I think you have to give it back, but I am sure it will take pride and place on your side-board somewhere for the remaining months once received."



Ros Gunning accepting her Secretary of the Meeting Vase to celebrate 10 seasons of skilled work at CSCC race meetings.

Dear Hugo and David,

A note to say how much Ian and I enjoyed Saturday evening. I know how much work and angst goes into preparing the dinner/dance, our thanks to all concerned.

We thought Paul O'Neill was great, he pitched his speech perfectly. Another fantastic, entertaining video and slick presentation of awards.

I was rather taken by surprise when presented with a 'Secretary of the Meeting' vase. It is lovely to receive a personal trophy; it represents lots of fabulous memories of all those race meetings. Working for the club for the past ten years has been a quite a journey. On my calculation, ten seasons racing, to and from each circuit, = 27,262 miles to be precise (and that doesn't include Richards detours to find Little Chefs or Fish and Chips)!

I shall miss visiting the circuits, particularly the social side but I am sure I will come along to one or two to spectate!

The CSCC has come such a long way in ten years which is all down to the hard work of the two Richards, two Lornas, Robert and his team, a dedicated committee and, of course, yourselves for having the fantastic vision to take the club forward to where it is now and beyond.....

It is lovely to have Hannah on the team and to see her happy in her work. She is a great asset to the club and I am sure she will make a great Secretary of the Meeting.

Thank you again for all your support over the years.

Very best wishes, Ros Gunning





This year the CSCC Members Trophy, also known as the 'Spirit of the Club' award was awarded to Richard Wos.

The winner of the CSCC's Spirit Of The Club Trophy this year was voted for unanimously by the Committee. All committee members are automatically excluded from this award and now that Richard Wos is no longer on the committee we can honour him at last. Richard does not desire fame or recognition, but it has to be said, this year's winner is the Architect of the Classic Sports Car Club's success. He helped start the club, wanting to offer what other Clubs couldn't or wouldn't. Just look where we are today, with just shy of 900 racing members! Crucially, he saw the importance of having our own series, that we controlled, and did not have to rely on 3rd parties who invariably let us down. He has worked tirelessly behind the scenes, and still continues to do so, for no reward or recognition, other than helping the CSCC to ever greater success.

Richard sent the committee this email yesterday:

Dear Friends,

Many thanks for awarding me the "Members Trophy" on Saturday evening, it left me completely shocked and lost for words. To have been awarded this trophy by my peers, is very gratifying and humbling at the same time. It was a very special moment as my family were there with me. Long after the trophy has been returned next year, those thoughts and the memory will be with me for a very long time.

All the best for Xmas and 2016.

Richard



Our hard working social secretary, Lisa Selby

2016 Series Sponsors

We are pleased to confirm that Advantage Motorsport and Gold Arts will continue their series sponsorship into next year, benefiting the club as a whole and individuals in their respective series. Eight separate Future Classics racers have each received Advantage Motorsport £50 vouchers through the season, whilst Gold Arts have kindly awarded two superb end of year 'Watch Arts' timepieces to Magnificent Sevens racers.

We welcome a new sponsor for the Swinging Sixties Series in 2016, a family tyre company that have supported the CSCC from its very first days; Adams & Page. Adams & Page will be donating a £50 tyre voucher at every race meeting to be awarded to the series driver of the day, as chosen by the race commentator.

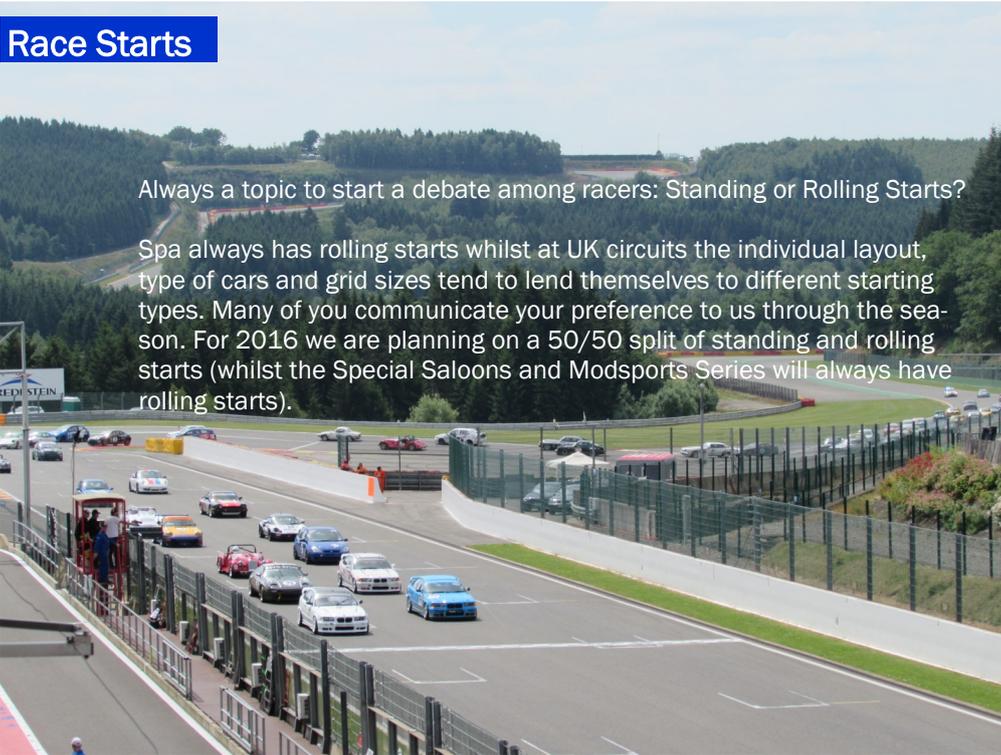
Gold Arts



Race Starts

Always a topic to start a debate among racers: Standing or Rolling Starts?

Spa always has rolling starts whilst at UK circuits the individual layout, type of cars and grid sizes tend to lend themselves to different starting types. Many of you communicate your preference to us through the season. For 2016 we are planning on a 50/50 split of standing and rolling starts (whilst the Special Saloons and Modsports Series will always have rolling starts).



Lost Property

Before we take a trip to the local recycling centre please can you get in touch if you have lost any items or failed to reclaim them from the scrutineers. We have items including helmets, boots, laptop chargers and at Brands Hatch we picked up a pink power pack presumably for topping up a mobile phone.



Jaguars

The Jaguar Enthusiasts Club Championship is once again joining the CSCC for each of its rounds next season. The clubs have had a long standing relationship, with the members of its two clubs sharing a similar ethos and enjoyment for friendly club racing.



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Office Improvements



Work on the ground floor at 1 Masons Wharf is now complete, with a new, hardwearing, non-slip floor applied. New, colour coordinated, strong racking has provided increased storage and more space for staff vehicles to be parked securely when away at race meetings.

Club Vehicles

Sad news for the nostalgic among you, the trusty MG ZT course car has been retired. With some large bills looming it was the right time to move the V6 on.



The Vauxhall Vectra medical car and VW Touran remain, with a new addition to the fleet added last week in the form of a Mercedes Vito van. The addition of this smart, blue, 3 year old van will give dependability, increased club presence and the space such that the club won't need to hire a van at Spa.



Knight in shining...

.....Volkswagen?! A huge thank you to Classic K Ford Mustang competitor Andy Yool for being such a gentleman on the night of the Dinner Dance and rescuing Hugo, Maxine and Hannah from the roadside after an uncharacteristic vehicle breakdown risked them missing the Dinner Dance. It left Andy himself little time to get ready and changed before the night began and meant he left his family for a time whilst he drove out to find the stricken people carrier. I (David) was particularly grateful else I'd have had to read Hugos speech in his absence!!!



Tyre Support

Tyre support at many of our 2016 rounds will once again be provided by Adams & Page. They will be supplying a selection of Yokohama, Toyo and Pirelli tyres in the latest tread patterns and compounds. By prior arrangement they can also fit tyres for your tow car at the circuit. With free fitting and balancing on tyres purchased through them and ongoing support to their customers like swapping tyres between rims and advice on tyre pressures please give them an opportunity to get your business.





Well what a year for my first as Chairman.

When Richard Culverhouse and Richard Was retired I knew I had very big shoes to fill. Without their tireless efforts none of us would be here today, so no matter how many times we say thanks to both of them it will never be enough.

I was enormously proud to be asked to sit as chairman, but also a little daunted by what would be required. My first visit to the hallowed portals at Corsham unearthed some overlooked problems with the formation of the company, and I must admit that at one stage I was wondering what I'd let myself in for! I really had nothing to worry about though, because dealing with our two directors (Hugo and David) soon made me realise why our club has become so successful. Their commitment and attention to detail are the cornerstone of our success. With the support of a very active committee (and despite what some of you may think the committee discussions are very often far reaching!) it has become obvious to me just why we have arrived where we are today.

Now that's not to say that things are perfect. We must remember that the club is still fairly young. We are only just about to embark on our 13th season, yet we are constantly favourably compared with organisations who were established before WW2. This in itself brings some pressures, but by trying to offer different things to our members (the recent Brands Hatch night races for instance) we are trying to constantly improve.

Mention of the night races brings me on to where we are trying to get the club to. We have had a very successful year with record entries at several of our race meetings. Running up to the final meeting of the year we were patting ourselves on the back with how well things had gone. But how quickly that can change! As I'm sure you are all aware foggy weather conditions forced the cancellation of the majority of the Sunday's activities, and with this cancellation significant loss to the club. A joint decision was taken by the directors and myself to make some refunds to those who had missed out on racing (please bear in mind that we are under no obligation to do that, and I know of few other clubs who would make this offer) despite the costs involved. All of us involved in running the club know how quickly things can change. Our philosophy is to ensure that we have sufficient funds available to cover any unseen circumstances (such as weather enforced cancellations), and ensure the future of the club.

I cannot finish without thanking all of the office staff, and all of my fellow committee members for their support over the year, and to assure all of our members that we will continue to strive to make CSCC the best racing club in the UK.

John Hammersley, CSCC Chairman

New Series Representative



We have a new driver representative for the Modern Classics Series; Paul Anderton. Paul has raced with the CSCC since 2012, running a Renault Clio 172 in the Tin Tops series.

He has competed in numerous races in the past 3 years with his racing partner Mike McGowan with whom he shares the car with. Their car has been built and maintained by them from the early days as a track car, to the race car it is today. He has raced at various circuits, including Spa and most UK circuits, of which his favourite is Oulton Park. In April 2015 Paul took part in the Britcar 24 hour race with Mensley Motorsport in a Ford Fiesta, finishing 14th overall and 2nd in class.

He currently runs and manages his own Garage and MOT station alongside his wife Alison. In his spare time, if he is not preparing and building the race car, he loves to spend time with his family, including his 2 grandsons Oliver and Joseph, who he is hoping will be as enthusiastic and passionate about all things motorsport as he is.

The CSCC would like to thank Arran Moulton-Smith for his time during 2015 when he volunteered to look after the Modern Classics Series. We wish him well for the future, members will continue to see Arran in the paddock and pit lane looking after his Amspeed customers.



New Series Representative



Classic K is now led by long standing committee member and Lotus Elan racer, Philip Rothwell. Former driver representative Mark Barton remains an active part of the CSCC committee and the clubs treasurer but with work commitments regularly taking him abroad Mark has realised he can't get to as many of the meetings as he would like to.

Philip Rothwell writes: Some of you who race or have taken part in Swinging 60s and those who raced in Classic K in its first incarnation before 2011 have probably come across me trying to stay on the "black stuff" and get round the various bends in a respectable time (in the green Lotus Elan pictured below). To get to the point, a couple of weeks ago whilst in conversation with John (our Chairman) and Hugo and David the topic of the Classic K Series came up and the time constraint problems Mark Barton our driver representative was having due to his constant travels.

So having offered to help out here I am.

I have been to all the meetings this year bar one and plan to do the same in 2016 and get round the paddock to talk to you all and carry out the duties of your driver representative, I also hope to continue taking part in the Swinging 60s races.

Just a bit of background information about myself. I started racing cars by chance - probably during one or more of my mid life crisis. At the time I was working for a company in the East Midlands. I had a good friend who ran a garage business - car sales, servicing repair work etc. He had a bright red (of course) Ferrari 308 GTB which I coveted so I said "Phil can you get me one?" As prices were going up and in the region of 25K he suggested a Lotus Elan and as he was racing his at Silverstone that weekend I went to spectate. A few weeks later I became the proud owner of an Elan S4 which Phil insisted I had to race and that's how it started. The car cost £5K but race preparation, engine, roll cage, repaint etc quite a bit more. I wonder if the 308 might not have been cheaper in the long run but probably not half as much fun.

I look forward to meeting you all during 2016

Philip Rothwell

PS I still have the S4 - now as a road going car.



On behalf of the CSCC Office and Competitors we would like to say 'Thank You' to all our volunteers for helping to make this season a success. We hope you have enjoyed the large grids and variety of cars that have raced with us and look forward to welcoming you next season. Availability forms for 2016 will be available on the website shortly.



AM Driver of the Day



Our Brands Hatch commentator, Mark Werrell awarded the final 2015 Advantage Motorsport Driver Of The Day award to Mark Lucock, for his qualifying performance.

By early afternoon Robert was forced to admit that the fog was caused by Hugo leaving the kettle boiling all morning, but on the up side, the tea was ready



Thank you to Jon Wolfe for this!



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be at all our 2016 UK meetings

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