Classic Lines

CSCC Classic Sports Car Club

October 2019

TIN TOPS SERIES

MAGNIFICENT SEVENS SERIES

MODERN CLASSICS SERIES

NEW MILLENNIUM SERIES

TURBO TINTOPS SERIES

SWINGING 60s SERIES

FUTURE CLASSICS SERIES

SPECIAL SALOONS & HOOLIGANS SERIES

THE CLASSIC K SERIES

OPEN SERIES

Dear Member,

Welcome to the latest edition of Classic Lines. At the time of writing, we have 420 entries for our meeting at Donington Park with night races, a club record.

We are very pleased to have so many of you wanting to race at this superb circuit and many of you who want to have a go at racing in the night time, something that is rarely done nowadays in club racing.

People are surprised when I explain that the curfew at race circuits does not change and that we don't get extra time for running at night. This is the reason we have to wait so late in the year, to get enough time for familiarisation laps and the races themselves. Whilst we wait for it to get dark, there is no track action, so this is 'dead' time financially for the club. Thank you for helping it 'work' for the club by entering in such large numbers.

We are currently being asked when we shall have the calendar available for next season? We hope to have it ready for you shortly after the Donington Park race meeting.

Our last event for the season will be the dinner at Chateau Impney, followed by the AGM and we look forward to seeing many of you there. 120 guests have already booked. Are you coming along too?

Kind regards,

Hugo Holder

CSCC Competitions Director & Club Secretary

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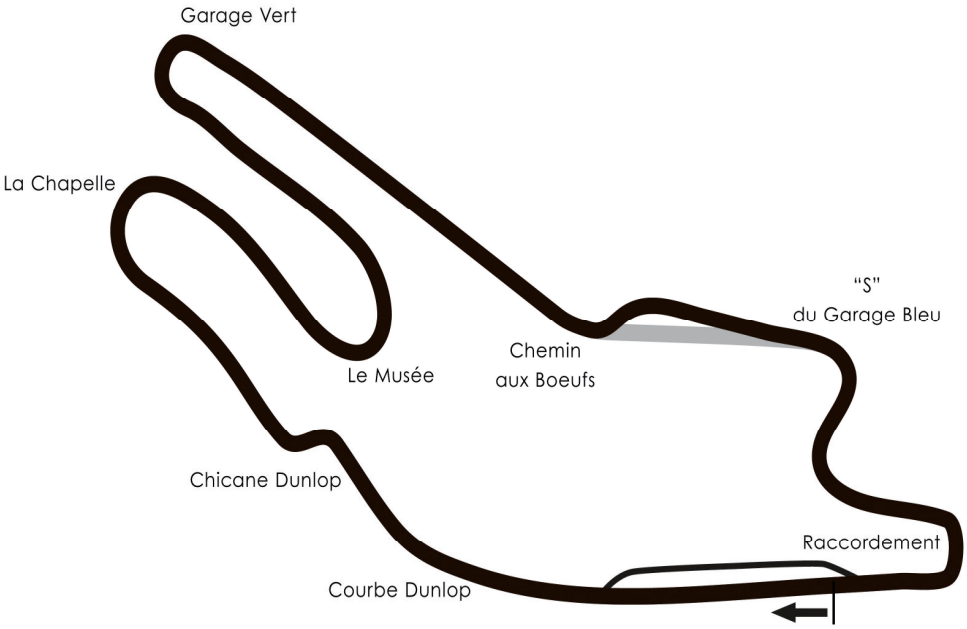
Le Mans 2020

Following recent French voyages to Magny-Cours and Dijon-Prenois, we are proud to reveal that the 2020 CSCC calendar features a fixture at the most iconic French circuit of them all, Le Mans. On October 16th-18th, the CSCC will stage four 30-minute pit stop races on the Le Mans Bugatti circuit, fitting for the club that is home of budget mini-enduro club racing.

The pit stop races, two for modern and two for classics, will be 30 minutes each, following a 30 minute practice session, allowing you to take your pit stop in the same iconic pit lane as all the legends before you. The Bugatti layout takes in some of the 24 Hours circuit, including the exit of the Ford Chicane, the flat out run below the starters stand where the French tricolour has been waved 87 times to signify the start of the greatest race of them all, down the pit straight past the famous tribunes, through the Dunlop Curve and Dunlop Chicane, before turning right at La Chapelle onto the rest of the 2.66 mile Bugatti circuit, home of the 1967 French Grand Prix.

It has taken three years of discussion for us to be able to offer this opportunity to you all. Even for French motor racing clubs, to seize a date at Le Mans is a real coup. We are the only UK club of its size to have ever offered races at Le Mans to all members. It's sure to be one of the most memorable CSCC meetings yet!



Donington Park Finale

Has any club enjoyed such a varied season as we have enjoyed this year? From our two European getaways to Spa and Dijon, the unique Anglesey double meeting at an equally unique and stunning venue, plus our visits to the usual smattering of classic English circuits, 2019 has been a tremendous year of racing. But as if that isn't enough, we still have one more spectacular event to round off the season, as night racing and TV coverage returns to the CSCC schedule at our Donington Park season finale this weekend. Since entries opened last month, it has proven to be extremely popular, with a number of races, including Saturday's night race already into reserves. There are still a few places remaining so if you wish to join in on the action you need to get your entries in by Wednesday 23rd or you will miss out on what is set to be a memorable end to an equally memorable season. https://www.classicsportscarclub.co.uk/race-calendar

TV Coverage

Our first televised meeting, back at Thruxton in 2016, proved to be extremely popular with our members. So for our Donington Park season finale we have again arranged for the meeting to be broadcast on an array of services. The meeting will be streamed live on the CSCC YouTube channel (https://www.youtube.com/user/ClassicSportsCarClub), allowing you after the event to watch back as many times as you like. And at a later date highlights of the meeting will be broadcast on Front Runner TV (Sky channel 431, Freesat channel 250), Amazon Prime, Samsung TV and motorsport.tv.

We don't have timings of when these edited programmes will be aired but will let you know when we do.

Forward Lights

There must be a minimum of two and a maximum of four white headlights. These don't have to be the original headlights.
An LED light bar is acceptable, but it will count as two of your forward lights.
All forward lights must be mounted below the windscreen and NOT on the roll cage.
Forward facing lights MUST be powered by the cars electrical system and must be isolated by the electrical cut-off.

Rear Lights

Brake lights and Tail lights must be in working order and be fitted to the cars electrical system and must be isolated by the electrical cut-off.
Directional indicators must be in working order.
Indicator switches do not need to be original, but must be in reach of a seated and belted driver.
No flashing or coloured lighting that could be confused with a circuit vehicle.

Side Lights

Reflective side numbers mounted on roundels will be provided by the CSCC on the day of the race.
These must be displayed on a flat surface and be adequately illuminated.
Securely mounted battery powered LED's are permissible.

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- Aston Martin and Prodrive factory tour passes to be won at every UK round!
- Vouchers from CSCC sponsors Adams & Page, Advantage Motorsport and Co-ordSport
- Prizes from CSCC supporters Gold Arts, Display Cabinets UK and Mintex

Both circuit layouts at Anglesey with food and drink

Night racing and hog roast at Donington Park

Access to CSCC Discount Directory

WHAT'S THE SAME?

- Receive £10 per day signing on and other CSCC freebies
- Full and varied grids of classic and modern cars
- Pro-active and informative Clerks that take action
- Sensible timetables
- The usual friendly CSCC atmosphere

Facebook CSCC Marshals

email: officials@classicsportscarclub.co.uk

www.classicsportscarclub.co.uk

Donington Park Finale

It's not long now till our televised Donington Park meeting, which will be rounding off our season, on October 26-27th! With day and night racing, along with a hog roast on the Saturday late afternoon/ evening for all the marshals and competitors, with packed lunch provided on Sunday, it's all set to be a good one!
We know that some of you are very much looking forward to it, whilst we have had a few queries and concerns from others.

What time are we finishing?
The timetable is currently set to finish at 18:55 on Saturday and 19:50 on Sunday (when the clocks change). There are two breaks from the action: a short lunch break and another in the late afternoon, whilst we wait for darkness to descend.

Why so late, I have to go to work on Monday?!
We understand completely and if you would like to help us during the day and then leave before it gets dark. Just let us know in advance and we can place you on a suitable post. This will be the last time the CSCC ever runs to such a late curfew at Donington.

Will I need glow sticks/night vision goggles/torches etc?
The latter (a headtorch) would be very useful if you have one, if not the club will have a few spare for each post. Other than that your usual kit is fine (i.e. prepare for four seasons and hope you only need one!).

Ok, I'm still not convinced, what should I expect?
Packed grids, with classics on Saturday, modern machinery on Sunday, with a total entry of 420 and likely to increase. If you've never attended a night race before you should give it a try, the atmosphere completely changes and your senses work overtime.

You'll also receive the usual CSCC £10 cash at signing on as a gesture of thanks (on each day) plus the following marshal raffle prizes to giveaway at Donington:
. Pair of VIP BTCC hospitality tickets courtesy of Mike Jordan.
. 2x Pairs of Aston Martin Gaydon Factory Tours
. 2x Pairs of Prodrive Factory Tours
. £50 Advantage Motorsport Donington Park store voucher
. £50 Co-ordSport Voucher
. Two premium watches courtesy of Gold Arts
. Two crystal pendants courtesy of Gold Arts
. + Other donations courtesy of the CSCC's sponsors.

This follows a season of other donations to the marshals at every CSCC event, as well as our sponsorship at the BMMC at the start of the season to allow overalls to be discounted at 100%. It's has been great to see so many new marshals in new BMMC overalls emblazoned with the CSCC logo.
It's been a long season, but any help you can give us would be much appreciated, please help spread the word and email officials@classicsportscarclub.co.uk if you're able to volunteer.

CSCC End of Season Dinner

The CSCC end of season dinner takes place in the beautiful surroundings of Chateau Impney, home of the eponymous hill climb, on Saturday 23rd November. As a club, we are lucky enough that so many marshals are as regular to a CSCC meeting as many of our drivers, so marshals who have volunteered at CSCC events throughout the year are most welcome to join in on the festivities. With guest speaker Karun Chandhok and a range of activities, it's always a fun filled night. Please visit the CSCC website or click on the link to book your place: https://docs.wixstatic.com/ugd/838e83_b43fc93427aa40a9b4f177fb58dbfb1f.pdf

Win for Orange Army!

At our latest meeting at Thruxton, Jonathan Dee took a win for the Orange Army. Having marshalled for 25 years, mostly at Thruxton itself, he used his experience to grab not only his first ever top ten, but his first victory to boot in the Co-ordSport Tin Tops race!

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CSCC Dinner

Saturday 23rd November 2019

at

Chateau IMPNEY
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We are pleased to be returning to the Chateau again for 2019 and are limited to 250 guests due to the size of the room, so get your tickets as soon as they are released to avoid disappointment.

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.

We will have a Casino as it has proved very popular in previous years, and Motorsport Photographer Jeff Bloxham will be there to take your photos plus other entertainment!!

Accomodation

Rooms range from
£68 to £140

Chateau Impney has Double/Twin rooms in the main house or courtyard.

If you are looking to stay on budget the Chateau have agreed a deal with the Holiday Inn for £68 inc Travel to and from the Chateau, bookings to be made on the number below.

To book a room please phone 01905 774411, quote Classic Sports Car Club and the date (23rd November).

Guest Speaker - Karun Chandhok

Karun Chandhok is part of a very exclusive club of only two Indian Formula 1 drivers. A multiple race winner and podium finisher in GP2, Karun was a test driver for the Red Bull Racing Formula 1 team in 2007 and 2008, before going on to race in Formula 1 for Hispania Racing and Team Lotus in 2010 and 2011 respectively.

Since 2012, he has been competing in Sportscars, becoming the first Indian to ever compete in the iconic Le Mans 24 hour race, finishing in the top 6 in class at Le Mans in 2012, 2013 and 2015. Karun also joined Mahindra Racing for the all new Formula E series, a historic new championship for Electric race cars for the inaugural season in 2014-2015.

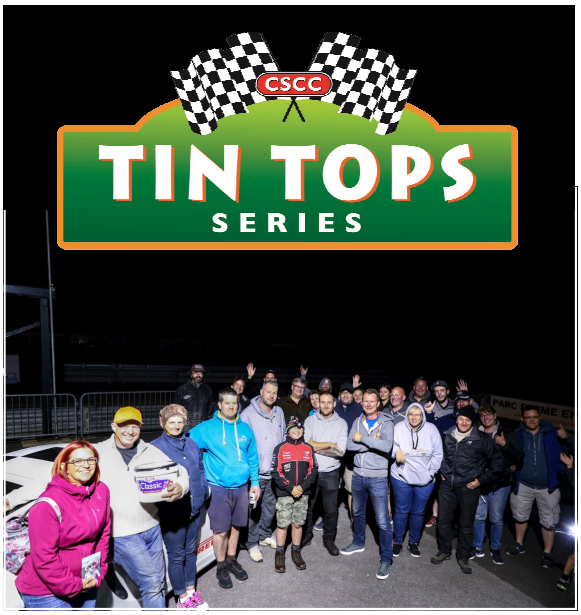
Karun was born into a motor racing family where his father, grandfather and even grandmother used to race! After winning the Indian National Championship on debut in 2000, he won the Formula Asia Championship in 2001 before moving to England where he was a front-runner in Formula 3. Karun went back to Asia and won the Asian Renault V6 series in 2006, which served as a launch pad up to GP2 and then Formula 1.

In recent times, Karun has also experienced historic racing competing at the Goodwood Revival on several occasions, setting the fastest lap of the weekend in the Can-Am Mclaren M1A in 2018.

In 2013, Karun became a member of the first ever FIA Driver's Commission and continues to represent the rights and views of driver's from across the world. He has been the Driver's representative on the FIA Single Seater Commission as well as the FIA's Driver Grading Committee.

Thruxton Charity Track Walk

Co-ordSport Tin Tops driver John Baker organised a charity night time track walk at our Thruxton Thriller race meeting on the Friday evening, in aid of the Naomi House and Sebastian's Action Trust Charities, to remember Jake Mellor, the late son of Tin Top racer Nick Mellor and Kate Mellor. Both charities have helped the Mellors in many ways over the last few years and months. The walk raised a total of £630, which was split evenly between the two charities. John and the CSCC would like to thank Pat Blakeney (Thruxton Race Circuit) and the Thruxton instructors who donated their collections from the day of sighting laps to the cause. A thank you also to David Stallard for giving his time to take the night photos at the start of the walk. It was a great success. It would not have been possible without Thruxton or the people that took part. Kate and Nick have been overwhelmed with your generosity.



Sebastian's Action Trust

Naomi House children's hospice

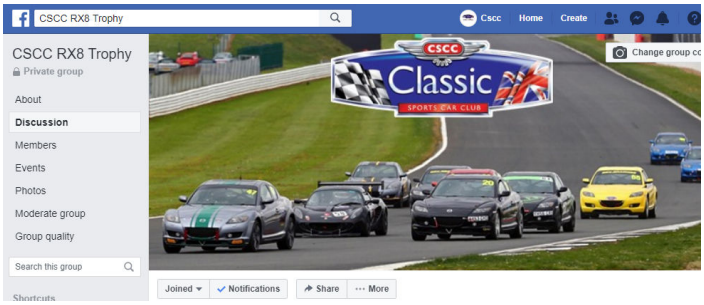
Phillipa King (Sebastians Action Trust) receiving the donation raised at The Thruxton Thriller from Kate Mellor and John Baker and right, Naomi House receiving theirs.

Pit Window Open!

We at the CSCC have recently invested the princely sum of £5 on a whistle and new pit boards to inform those in the pit lane and out on track that the pit window is open. But Swinging Sixties competitor Glenn Canning has gone to totally new lengths to remind himself that he needs to pit. His wife Rosie takes up the story.....

"Most people know that Glenn's interest/hobby/obsession lies with NSU – owning them, working on them, racing them, running the club etc since he was 17 when he bought his first NSU TT. He still has this car – all fully restored (well nearly) – don't think he will race this one. However, most people have no idea about his 'other' hobby of showing Newfoundland dogs! I have shown Newfies for many years, then about 5 years ago Glenn decided to give it a go and found he actually enjoyed it. Now he really loves it and we are getting another Newfoundland puppy from a breeder in France. She told us that his name would start with her kennel name of Mermaids Pride followed by whatever we would like so long as it began with the letter 'P'. Peter? Pilot? Then it hit me – we could actually combine his two hobbies with this puppy – anyone remember that at a previous race at Silverstone Glenn missed his pit stop? So to help him remember NOT to do it again the puppy is now officially registered as Mermaids Pride PIT LANE OPEN. Well it starts with a 'P'!!! Don't think he will do that again – and I think it is working at Brands Hatch as soon as the pit lane opened he was IN! Yes definitely working!"

RX-8 Trophy



We have set up a dedicated new facebook group for the RX-8 Trophy! From now on, all the latest RX-8 Trophy news will be shared here. For those of you just setting out on your own RX-8 Trophy journey, the group is a font of knowledge. Feel free to contribute and share everything Mazda RX-8 Trophy-esque! (https://www.facebook.com/groups/2442500806018915/)

We Want Your Video!

The CSCC wants your video!
For our end of season compilation, we want footage of your spins, mistakes and funny moments (but not crashes).
Your favourite overtake or display of skill.
Funky angles including rear facing, pedals, low mounted bumper etc. so that we have a bit of variety.
Ideally with no overlay, music tracks and in high quality.
Please contact marcpeters@digitalspice.co.uk and he can let you know how to get your clips to him, you may find yourself on the silver screen!

View and purchase photos of the CSCC's visit to Brands Hatch and Thruxton by official CSCC photographer David Stallard.
www.davidstallardphotography.com

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Full results from the CSCC Brands Hatch & Thruxton meetings are available from TSL online: https://www.tsl-timing.com/Results/cscc/

Mag 7's Star at Brands GP

Ssshhh but the CSCC Gold Arts Magnificent Sevens Series may have stole the show at the MSVR Brands Hatch meeting at the start of September! A staggering 51 Magnificent Sevens took to the famous circuit for qualifying, before a capacity 46 car grid took the start!

And what a race. After 40 minutes of racing, the top three all took the chequered flag within 0.22 seconds, the spoils going to Tim Davis ahead of Christian Pittard and Colin Watson. Harry Senior took the Group 1 victory among the hordes of 1600cc machines, with Steve Riley the bike-engined victor in Group 3.

Natalie McGloin Sky F1

FIA Disability and Accessibility commission President Natalie McGloin chooses to race with us in her specially adapted Porsche in the RSV Graphics New Millennium Series. Whilst competing at our Brands Hatch meeting she was joined by Sky Sports F1 presenter Ted Kravitz, who was filming a piece on the work Natalie is doing to enable and encourage everyone in motorsport to compete on equal terms, regardless of disability. "Unlike most sports administrators who sit in offices and don't actually do it, I was taken with the idea
that she races as well – she walks the walk and talks the talk. I wanted not only to cover the FIA's efforts in this area but to follow Natalie for the day and make a feature for Sky F1."

You can find her interview with Ted, which was broadcast during the build up to the Russian Grand Prix, by following this link: https://www.skysports.com/watch/video/11822661/teds-disability-in-driving?

Paddock Cleanliness

Some drivers/teams have been letting the club and themselves down by leaving rubbish behind in the paddock after race meetings. Old tyres, broken bodywork, oil containers etc. all have to be disposed of properly and must not be left behind for the circuit to deal with. This can lead to the club being charged to dispose of the items by the circuit This behaviour is unacceptable. It's not fair to have fellow racers entry fees being used to pay circuit fines rather than being put back into the club. Please be considerate and make sure you dispose of your rubbish correctly.

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Refuelling

Walking through the paddock, it has been disturbing to see drivers and mechanics refuelling from jerry cans using funnels without any form of fire cover at all.
When challenged as to where their fire extinguisher is, people often say ''it's in the van''.
It only takes a moment for a fire to start and having a fire extinguisher immediately to hand is a life saver. This is even more important when refuelling on your own.
Most pit garages have a fire extinguisher, so if you are in a garage, push the car out of the garage and feel free to move the extinguisher next to you when refuelling. Just don't forget to put it back.
Even more important, if you are alone, wear your race overalls and other fireproof gear, whilst refuelling, it could save your life.

2020 Calendar

We just couldn't resist informing you about Le Mans! But the rest of the 2020 CSCC Calendar will be released in the coming weeks as the few final I's are dotted and T's are crossed. With a number of popular venues, along with some old favourites, it's all looking promising to be yet another great year! Details will be released soon after Donington, so keep track of the CSCC's social media channels and the next issue of Classic Lines.

DIJON-PRENOIS

4—6 October

Well, I suppose having got through the entire Spa weekend without any rain, it was inevitable that heading to mid France to Dijon-Prenois, the weather gods would seek their revenge! Despite the inclement conditions, the drivers had a superb weekend at the former Grand Prix venue. Its flowing, fast, sweeping bends and blind crests were a real treat to try and tame .

The Modern races bore the brunt of the weather, both Saturday and Sunday's taking place in pouring rain but still providing close exciting racing with Colin Watson winning both races in his Caterham. Also taking a double were Colin and Steve Simpson in the Tin Tops Class and Mark Smith and Adam Howarth in New Millennium and Modern Classics respectively. Turbo Tin Tops saw two different winners, Carl Chambers taking the honours in race 1 and Sean Woodard/Shields Bergstrom in race 2. And in the Open Class, Colin Philpot won race 1, with Dominic Malone winning the second.

The classic contingent at least got to experience a dry first race, though under cloudy skies rather than the sunshine this region is supposedly famous for! Jamie Keevill continued his recent form by taking the victory in his Elan, with Future Classic 80's, Future Classic 70's and Classic K honours going to Matthew Lewis, Martin Reynolds and Tim Cousins/Sam Smith. The second race was wet, and Ryan Mone/Peter Sloane took their first ever outright and Future Classics 80s race win. Ian Everett took a well deserved Swinging Sixties win following a series of mechanical gremlins throughout the year which would have tested the patience of most mortals! Martin Reynolds took a second Future Classics 70's success, as did Tim Cousins/Sam Smith in Classic K.

Despite the weather, a great long weekend was had. By all accounts you thought the circuit was fantastic to race on, though a lot of you modern competitors would like to try it in the dry! Race results can be found here: http://www.ris-timing.be/historictour/dijon/2019/index.htm?fbclid=IwAR1vCcjZX4-Y7KCoRs7ZCde7NmlZgmlBCKH1nAxXfnwgE0xIGF-XqfiNauo, and a selection of images can be found by following this link: http://racingcarmedia.com/index.php/albums-

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New Cars Galore!

The Motorsports School Turbo Tin Tops Series saw yet another model take to the track, when Dan Ludlow debuted his Honda Civic Type R at the CSCC Thruxton Thriller. Sharing the car with Stuart Emmett, Ludlow took second place, just 2.3 seconds behind race winner Charles Hyde-Andrew-Bird in his Renault Megane. The debut of the Honda Civic Type R means that the Series, still less than two years old, has had sixteen different models of car take part. Another new model is set to join the series at Donington Park, highlighting that this is *the* series for contemporary hot hatches.

Another new car making its CSCC debut at Thruxton was the Porsche 997 of John Cockerton in RSV Graphics New Millennium. Much more than just simply a stunning looking machine, it's racing pedigree is also top notch, having competed in the 2012 Daytona 24 Hours. In that race, with Bryce Miller, Rob Bell, Sascha Maassen and Mark Wilkins, the Porsche retired following a collision, but John brought the car home at Thruxton, ninth at the chequered flag and third in Class A.

As John Aston described in his Thruxton meeting report (https://www.classicsportscarclub.co.uk/single-post/2019/09/22/Thruxton-Thriller-Event-Report) the Spire's have been breeding! Two were on the grid at Thruxton for the Verum Builders Open and Gold Arts Magnificent Series races, with subtle changes made to their bodywork following the debut race for the Spire RB7 at Anglesey as requested by the CSCC to make the silhouette more Lotus 7 like. And Spire's work paid of, John Cutmore taking third in the Magnificent Sevens race, in the process winning Group 3. He also took 2nd in Class F in the Open Series race earlier in the day.

John Cockerton's Porsche hasn't been the only car to race with the CSCC over the summer with a twice around the clock flavour. At Brands Hatch, Derek Drinkwater stole the show in the Mintex Classic K race, sliding, make that battling, his Cadillac 61 Series Special around the Indy Circuit! A faithful replica of the Cadillac's 1950 Le Mans 24 Hours racer, nicknamed *Le Monstre* by the French crowd, Derek brought the car home to first in Class B, the cars first silverware.

The 2019 CSCC Thruxton Thriller witnessed the conclusion to two of the CSCC's series. The 2019 Special Saloon & Modsports Season concluded with a double header on the Saturday. It's has been a great season, witnessing the return of two iconic cars to the fold, the ex-John Griffiths Porsche 935 in the hands of John Cockerton and Tony Davies' Vauxhall Firenza which he campaigned himself in period. And the series made its first overseas trip when a number of cars crossed the Irish Sea to Mondello Park for a triple header. With a number of new cars in build, the 2020 season is set to be even better.

Whilst the title sponsor was new, in the shape of Verum Builders, much else about the Open Series remained the same in 2019, and that's no bad thing with a series already famed for its large grids and variety. It's 2019 season too came to and end at Thruxton, For only the third time in the series history, a Group 1 car took the overall victory, the first of two race wins for Jamie Sturges in his Seat Leon TCR at Thruxton who went onto take the RSV Graphics New Millennium encounter later the same day.

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- Vast garage with huge access doors fits full size scooter or all your racing gear.
- Tow bar, reversing camera.
- Washroom with separate shower.
- Fridge, freezer, 4 burner hob, grill and oven; sink, extractor fan and worktop extension.
- Dinette seating with 4 seat belts, converts to 3rd double bed.
- Telescopic TV aerial.
- Gas water heater, blown air heating.
- Large water tanks.
- All round curtains, blinds and screens.
- 4.5m roll out awning, full privacy front and side walls.

Can be seen at Donington on 26th October and then in Hemel Hempstead (M1 Jn 8) by arrangement.

£24,000, no VAT.

Contact paul.keevill@gmail.com,

RSV GRAPHICS

Custom Race Livery

GRP Body Panels
Wheel Refurbishing
Custom Wiring Solutions
Dashboard Flocking

07580 031880

Calendar 2019*

*provisional

† Dijon-Prenois have separate races for classic and modern cars.

		Swinging 60s	Tin Tops	Future Classics	Sevens	Special Saloons	Modern Classics	Classic K	New Millennium	Open	Turbo Tin Tops
		SNETTERTON 300 TEST DAY - 22 MARCH									
SNETTERTON 300 **6 - 7 April**		SUN	SUN	SUN	SAT	X	SAT	SUN	SAT	SAT	SAT
SILVERSTONE International **4 - 5 May**		SAT	SUN	SAT	SUN	X	SUN	SAT	SUN	X	SAT
OULTON PARK International **25 / 27 May**		SAT	MON	SAT	MON	SAT	MON	SAT	MON	MON	MON
SPA FRANCORCHAMPS **27 - 30 June**		ALL	ALL	ALL	ALL	X	ALL	ALL	ALL	ALL	ALL
MONDELLO PARK National **13 - 14 July**		X	X	X	X	BOTH	X	X	X	X	X
ANGLESEY International and Coastal **20 - 21 July**		BOTH	BOTH	BOTH	BOTH	X	BOTH	X	BOTH	X	BOTH
BRANDS HATCH Indy **25 - 26 August**		MON	SUN	MON	X	BOTH	SUN	MON	SUN	SUN	SUN
BRANDS HATCH Grand Prix **1 September**		X	X	X	SUN	X	X	X	X	X	X
THRUXTON **21 - 22 September**		SAT	SAT	SAT	SUN	SAT	SUN	X	SUN	SUN	SUN
DIJON-PRENOIS **4 - 6 October**		ALL†	ALL†	ALL†	ALL†	X	ALL†	ALL†	ALL†	ALL†	ALL†
DONINGTON PARK National (Day & Night Races, TV) **26 - 27 October**		SAT	SUN	SAT	SUN	X	SUN	SAT	SUN	X	SUN

Turbo Tin Tops

Turbo and Supercharged front wheel drive race series.

40 minute pit stop races for 1 or 2 drivers

www.classicsportscarclub.co.uk

Future Classics

Cars from the 1970's and 1980's

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

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Fax: 01225 811337
Email: info@classicsportscarclub.co.uk
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CSCCRacing

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

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