

# Classic Lines



June 2017



Dear Member,

## Foreword

Welcome to the latest edition of Classic Lines.

Our Silverstone Spectacular meeting, the first time the club has run on the International Circuit, has now been and gone and what a meeting it was. On behalf of the committee and everyone else in the Club, David and I would like to say a resounding "Thank You" to everyone that heeded our instructions about leaving their trailers outside the paddock. Your kind consideration along with the glorious weather ensured the meeting was a huge success, almost beating the club record for the most number of entrants, at the same time.

We had been warned by numerous other clubs and even the circuit themselves that it was a nightmare to run out of the wing paddock and you proved them all wrong. Having not operated out of the wing before, the clubs administration had it's issues over the weekend, that hopefully you were not aware of, but if we return, we now know how to avoid them.



The highlight of the season, for a lot of people, Spa, is almost upon us again. We shall be leaving for the circuit early on Wednesday morning with the intention of arriving in the paddock on Wednesday evening. This means that, for those of you not going, the office will not be manned from then until the following Tuesday. We do not have the means to read emails away from the office so these will also not be answered until we return.

Entries are coming in steadily for our Croft meeting which will also be a venue at which many of you have not yet raced. It's a challenging and interesting circuit and well worth the longer than normal journey for those of you based in the South of England.

I hope you enjoy the latest edition of Classic Lines and please do tell us if you have any views about it, good or bad.

Kind regards,  
Hugo Holder  
CSCC Director

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## Drivers: Please read and take note.

## Pit Lane Personnel

Pit stops are an integral part of racing with the CSCC so we take pit lane safety seriously. The pit lane is an active part of the race track but some individuals do not seem fully aware of this; drivers, please ensure your team know the risks involved and that they are given clear instructions as to their purpose in the pit lane. A collision between a squishy person and a solid car is going to end badly!

Following MSA rule **Q13.1.5a** we limit numbers on the pit wall to two personnel, issuing wrist bands at signing on for signalling and timing only, for the most part this works well. The problems we are starting to see are among team members in the pit lane, which is not controlled by wrist bands.



Drivers, please ensure that your team members are briefed before every race:

- Great care must be taken when crossing from the pit wall to the pit lane (think green cross code!)
- Ensure that every member has a specific purpose. If they are there to spectate please ask them to take a seat in a grandstand or find a viewing area where they will be safe.
- Team members should stand as near to the garages as possible (where present) until their driver is seen in the pit lane so they are not going to be run over and importantly not block the view of drivers waiting to leave the pit box. If you tell your team members to keep back it will mean you can park well away from the fast lane, keeping them safer.
- Spread out! This was particularly noted at Silverstone, the longest pit lane on our calendar and yet most people decided to only make use of the small area immediately outside their allocated garages.
- Ensure that appropriate clothing is worn, particularly footwear (heels and flip flops have no place in a pit lane).

For many of you your 'team' are your friends and family and we want them to continue being a part of the fun, but with large grids comes increasing numbers of bodies in the pits and we want them to go home with smiles not tears!

Finally: **MSA regulation Q13.1.5b** .....(with the exception of the two persons signalling and timing on the pit wall) only the driver and two other persons may be on the course/in the pits in attendance on one car.....





## Florescent Numbers

For years we have brought black numbers and white vinyl backgrounds to each race meeting in case you need to buy any. Moving with the times we also now stock the fluorescent yellow numbers. In either colour these are sold at 40p each or 3 for £1.

MSA Blue Book J4.1 describes the rule regarding black numbers on a white background, whilst Q11.4 mentions the permitted location and size of the 'coloured reflective yellow' numbers. Note that you cannot 'mix and match' these number formats, so it's either yellow numbers all round on the windows OR black numbers on white background on the nose and doors.



## Drive Available



If you would like to consider a paying co-drive with the owner of a Ginetta G50 in an RSV Graphics New Millennium race please contact the CSCC office and we can pass your details on.

## Leaving The Circuit

If you have been involved in an incident, please see the Clerk as a matter of course. It doesn't matter who or what caused the incident, just go and speak to them, it will save CSCC staff a great deal of running around to find you and possibly save you from MSA Clerk issued penalty points and a fine if you have left.

This subject has cropped up before but continues to be a problem from time to time, you **MUST NOT** leave the circuit until 30 minutes after the end of the race, without permission from the Clerk Of The Course. A number of Silverstone competitors involved in an accident had left the circuit whilst the race was still running, let alone waiting 30 minutes after the end. MSA regulation H 33.1.6 – *Competitors must remain available at an event until any protest period relating to their event or appeal period in any matter in which they are involved has elapsed, failing which, any judicial action against or relating to that competitor may be heard in their absence.*

In addition, if you are involved in an accident Q4.7 and Q4.7.2 details that the driver and vehicle may not leave the venue without relevant permission.

## Problems on a Friday?

If you need to contact us either on the Friday before a race meeting (when we are driving to the circuit) or during the race weekend please call us on the usual office number 01225 810655.

This will divert through to our duty mobile, during civilised hours. Please **DON'T** send us an email or message through social media, we cannot pick these up remotely.



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## Spa Photos - Action Required

Spa is the only CSCC event where we don't have the benefit and talent of our official CSCC photographer David Stalard. In past years we've taken a few amateur snaps but having appealed for (and failed to find) a volunteer to help out in 2016, we have approached a Spa professional, AMPaquete, to capture photos of you at this picturesque venue.

**Please pre-order your photos by contacting the photographer in advance.** Whilst it is also possible to order photos during and after the event we would suggest it is best to order them now, this way you can be sure he will be looking for you out on track and will take more photos from qualifying and both races.

You have two options for each car/driver: Pack A, 45 photos (30 general photos from the weekend and 15 from your car/driver) for £45

Or

Pack B, 15 photos from the car/driver for £35.

**Please send an e-mail to: aepaquete@gmail.com saying they are interested, with the following information: Race/series, car make and model, number, driver name.** He will find you at Spa and you can make payment in person.

If you have entered multiple sets of races and would like photos from all of them please let him know accordingly.

The images to the left are a few examples of Antonio Paquete's superb work from last years Spa Summer Classic and 3 Hours.



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 (no need to wait until the end of the year). 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/rD6h3I2k36T8PdwYzDL?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!







Our next UK race meeting takes place at Croft, a superbly challenging, fast circuit with a friendly Northern welcome to boot. A circuit not often visited by many clubs; the last time CSCC had the pleasure of racing here was ten years ago at a time when we had just two race series. The Swinging Sixties and Tin Tops actually raced on a combined grid!

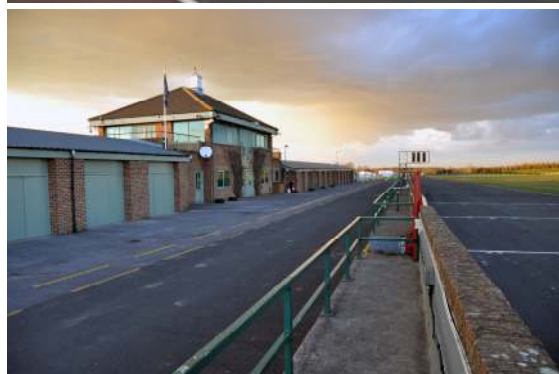
This time we will be going in force, taking eight series plus our friends at the JEC. It's a circuit we have been wanting to take you back to since 2013, with discussion taking place each season before we could secure an arrangement that worked for everyone.

What can you expect?

A medium speed track with a more technical section towards the end of the lap, which should suit most cars that race with us. At 2.1 miles it is longer than Castle Combe, Silverstone International and Donington National, with a lap average speed on a par with somewhere like Oulton Park. A lot of investment took place in the late 1990s on the appearance and infrastructure with a then new control building, pit garages, shower block and ample tarmac paddock space. The pit lane is a decent size and should lend itself well to our pit stops.

For those of us in the south it's a fair distance north but is easy driving up the A1 and has some beautiful surrounding scenery if you make it as part of a summer break, perhaps in the nearby Yorkshire Dales or North Yorkshire Moors? We hope you'll make the effort to travel here for what should be an exciting, new challenge for many of you. With discounted Meteor Suspension Open races on both days there is no shortage of available race time for you.

Entries are open now, with just less than a month and a half to go until the event on the 22nd and 23rd of July.



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## Castle Combe

From one end of the country to the other, we are back in the South-West for the 12th and 13th of August. If you enjoy racing in front of a crowd you'll appreciate the large number of spectators that gather at Castle Combe for its club race meetings.

Since our last visit in 2014 a lot has changed, most significantly an almost complete resurface that has improved grip in both the wet and dry as well as smoothing the more bumpy sections of the old track. In the event that the races turn out to be wet just take care on the last remaining section of old tarmac from Bobbies to Camp! Lap times have been broken repeatedly since the new surface went down, with all the previous challenges remaining such as Tower, Camp, Avon Rise and Quarry. In the centre of the circuit is now a large solar farm which has changed the landscape somewhat.



## Open at Castle Combe

We had previously planned to hold two separate Meteor Suspension Open Series races at Castle Combe, one on each day.

We go to great lengths to work out a timetable that works for everyone; recent experience of other clubs being short of time at Castle Combe means that we have taken the decision to run just the one Meteor Suspension Open race on Saturday. Sorry for any disappointment this may cause.

Entries will open for this meeting within the next few days.



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After reconnaissance by Hugo and social secretary Lisa Selby we are pleased to reveal that our exciting new venue for this years end of season Dinner Dance on the 25th November is Chateau Impney.

An impressive venue with a motorsport heritage and a midlands location <http://www.chateau-impney.com/>

A full reveal of the entertainment and who our mystery guest speaker is will take place in the next issue of Classic Lines. Suffice to say that the evening will involve great company, an interesting talk from our speaker, entertainment and an end of year video presentation, oh, and one or two awards.

Booking forms for the evening will be available later in the year, but for now we would urge you to book a room if you intend to be there.

You have a selection of price points, with 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).





From the archive.....



Back in 2007 the club was really beginning to spread it's wings after five years of steady growth. In 2007 we took 27 cars to Daytona for a fabulous classic meeting where we had as much track time and racing as any of us could manage.

In the same year we also took our "Swinging Sixties" to the Nurburgring to race on the Nord-schleife. We were part of the famous "Eifelrennen" which normally lasts four hours, but as it is an FIA Appendix K race, we were al-

lowed to race but only for three hours as they did not want a non-FIA car winning (this was long before we started the Classic K series)! What an amazing atmosphere, with 212 cars on the grid, split in to three groups, three minutes apart. 42 drivers from the club took part in that race, and the driving standards were so good we were invited to go back in 2008. The race normally took place in September, which fitted in very well with our calendar, but in 2010 they changed the date to June and we could no longer attend because it was so close to our SPA date. Club members could not support two continental races a couple of weeks apart.



**This year is our 10th time at SPA**, and it is also the 10th Anniversary of the Spa Summer Classic run by Alain and Vincent, famous for their 6 hour meeting in September.

Our first race at SPA in 2008 was in October, and I do remember scraping ice off the windscreen in the morning, it was very cold but dry with blue skies all weekend. We teamed up with Triumph Competition from Germany and the MG's from Holland. Fifteen of us attended that first race and we had a total of 41 cars on the grid. At the end of the one hour race the first five places went to CSCC cars. At this first race meeting we could only take "Swinging Sixties", but for 2009 we agreed to take another one hour race for all our other cars and called it the "Interseries". We are still the only club that can take all of it's members to SPA every year. The date had by then moved to July which was much more agreeable than October.

In the early days we had one hour races but this did cause problems to drivers because not everyone wanted to change their fuel tank capacity for just one meeting a year. The format was qualifying on Friday, racing on Saturday and going home on Sunday.



As many of you know and appreciate SPA can have blistering heat one minute and heavy rain the next. In 2011 we were particularly affected by the sudden downpours which spoiled the race for many competitors. In 2012 we changed the format and had two 30 minute races on separate days which gave everyone a better chance of a dry race. This was a popular move but then everyone wanted 40 minutes races similar to what we do at home, in 2014 we changed the format again and had two forty minute races which is what we have now.

The club is now a major part of the "SPA Summer Classic" and is the UK promoter of the 3 hour race for cars up to 1976.

If you have not been, you should give it a go, it is simply the best circuit we visit.

Richard Wos.

CSCC Founder and Honorary Member





## Marshals and Officials

As the club has a break in its UK racing season whilst off on its summer holiday to Spa, I would like to take this opportunity to thank all of the Officials and Marshals that have supported the club so far this season, without you we would not be racing.

Those of you that have supported us over the years will have seen a steady increase in the number of our own series and a steady increase in grid sizes, on top of what were already healthy numbers. This year we have equalled last year's record number of club members competing, at the normal season start of Snetterton, a return to Thruxton and a run out of the Wing at Silverstone.

You have helped us manage our timetables with every meeting running ahead of schedule or on time, with minimal changes to our lunch breaks.

We used code 60 at Snetterton and Thruxton with generally positive results, any new procedure takes a while for us all to get used to. It was a better solution for our longer pit stop races than using a safety car and we will continue to use it where relevant through the season.

For the remainder of the UK season it's a mixture of old and new circuits.

First off, it's a return to Croft on the 22nd and 23rd of July, the last time we were there we had just 2 series but now it's a full weekend. Then it's a return to Castle Combe on the 12th and 13th of August which the office treat as their local venue. Next will be Donington on the 9th and 10th of September, which will be a full weekend of content, running until 19.15 each day. If you cannot stay that late then you could be allocated a post that you can leave before the end, please let me know before the meeting. Then onto Oulton for a full one day meeting on the 7th of October. Then back to Brands for the last meeting of the year on the 11th and 12th of November and unfinished business, night races! The last time we tried this in 2015 we had a perfect Saturday, only to be foiled by mother nature with thick fog on the Sunday. And that's it for 2017.



We normally send out tickets and instructions around the Thursday of the week before the meeting (9 days before the meeting) so don't panic if you have not heard before then.

At the MSVR circuits e-tickets are used, which are sent to your e-mail address, even if you have said "post" only, please contact me if this is a problem.

If you could help out at any of the meetings then the best way is via the club's own web site,

<http://www.classicssportscarclub.co.uk/?q=Officials%20Volunteer%20Form>

Kind regards, Robert Williams, Clerk Of The Course



## Awards

We hope you like this years bigger, shiny trophies? We are sorry they can't be used to drink champagne out of!

Each of you attending next weeks Spa Summer Classic will receive a special Spa 10th anniversary sticker (designed by Lisa Selby) to mark the occasion. In addition we have commissioned some special awards, we think you will love them, but let us know if you agree.



## Rubbish!

A CSCC competitor dumped these tyres at Thruxton. We are fortunate that no fine was issued this time.

Please don't let the club down, take large items like this away or at least use the bins!



## Missing Charger

At Silverstone one of our committee members was charging his transponder in a Silverstone pit garage to return for qualifying to find that someone had borrowed his charger but left his transponder. Would they please get in touch with the office so we can arrange its return, we are sure that no dishonesty was intended.





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Silverstone photos are available to view and buy from Davids website:  
[www.davidstallardphotography.com](http://www.davidstallardphotography.com).

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**Lorna Chadwick:** Club Assistant

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**Robert Williams:** Clerk of Course and Officials Co-ordinator  
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**John Hammersley:** Chairman  
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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 Driver Representatives -



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