

Classic Lines



August 2015



Introduction

Dear Member,

Welcome to the latest edition of Classic lines.

As I write we are on target for another record breaking meeting at Donington Park on September 5th/6th 2015. We currently have an amazing total of 67 cars in the two Swinging 60s races.

There are a total of 331 entries, not including the still to be announced Ferrari grid or second drivers, with still over 2 weeks to go and 5 races are already full. If you intend to enter Donington please don't hang about or you could very well be disappointed. The official closing date is today, to avoid a late entry fee.

Since the last issue we have been to Spa, where we took over 200 cars. Due to the efforts of David and Hannah and Mike Harris, they managed to get every one scrutineered in time. The weather unbelievably stayed clement for all 4 days apart from one race that was declared wet at the beginning but by the end wasn't. Feedback from pretty well everyone was that they had had a fabulous time and we have already put our marker down with the organisers for next year.

Our first visit to Rockingham since 2008 was received by some very well and by others less so, but it did give a lot of drivers who had never been there, a chance to make up their own minds. Mallory Park was another great meeting although down somewhat on numbers.

The Modern Classics and New Millennium race on the Silverstone GP circuit, already has 50 entries out of a possible 58 car grid, so we are hoping to fill it in time for the race. A full grid of CSCC cars would be quite some sight.

The CSCC always tries to give our members something different every year and next year is no exception. We are already working on the calendar for 2016 which is shaping up to be another great series of events. We hope to be in a position to announce this sometime in November, which is frighteningly, only 10 weeks away!

I hope you enjoy this issue and as usual, ask that you let us know if there is any way you think we can improve it.

Kind regards

Hugo Holder



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.

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 **YOKOHAMA**

 **PIRELLI**

 **DUNLOP**

 **TOYO TIRES**

Since the last issue of Classic Lines hit your inboxes at the end of June the club has enjoyed three busy but very different meetings at Spa, Rockingham and Mallory Park.

Spa June 26/27/28

Wow, what a race meeting, it had everything, great atmosphere, warm weather and close racing. The CSCC helped to organise the AR Motorsport Morgan races in this their 30th birthday year and their first ever visit to Spa. This event was loved by the Morgan drivers with four pages of MOG magazine devoted to the event; Spa now holds the record for the largest number of Morgans racing on one grid.



Many of you got in touch with us after the event to thank us or pass on how enjoyable the event was. For some the Calais strike/ Operation Stack proved problematic with members such as Rob Baker being delayed more than 24 hours whilst others who left late on the Monday found the channel port closed. Tim and Vicki Cairns decided not to wait and drove up from Calais to the Hook of Holland crossing to Harwich, getting home a day later!

Rockingham 11/12 July

First time here in years, it remains a 'Marmite' circuit for you it seems. We had reactions ranging from one gentleman who only completed a few laps in qualifying before packing up and going, he disliked the track that much, to others who loved it, enjoying the new challenge, surface and facilities. It produced close racing with the Tin Tops one of the best of the season from this writers point of view.



A pity that some series had to be located in the 'wastelands' that are the outer paddock, although it did mean you got to enjoy the exhaust appreciation tunnels! We did our best to make life easier for you with signing on, scrutineering and prize giving all in the outer paddock. We will make a return here but it is unlikely to be in 2016.



Mallory Park 1/2 August

Good weather for the most part, decent spectator numbers too. Not the largest grids, but this was expected at a time when many are on holiday and on a small circuit that doesn't suit all cars. With Donington Park approaching and for some the lure of Silverstone GP the week after, many seemed to be saving their cars. You put on a great display, with commentator and MSN/Autosport writer Marcus Pye raving about the meeting, especially his favourites the Special Saloons and Modsports. Sound issues did rear, presenting the officials and some of you with significant challenges, that for the most part we overcame. It is a pity that the circuit continues to have to battle with noise.



Working Lights



A reminder, mostly to those of you racing in the Advantage Motorsport Future Classics, Modern Classics and New Millennium Series that MSA compliant headlights are required in our series. These don't need to be the original working headlights or even in the standard location however.

Please read MSA Blue Book J 5.14.3 and J 5.14.4. This may prove more of a challenge for those of you with cars originally built as race cars, without full wiring looms and fixtures such as Ginetta, Porsche and TVR. Please get in touch with the office if you would like further clarification or advice.



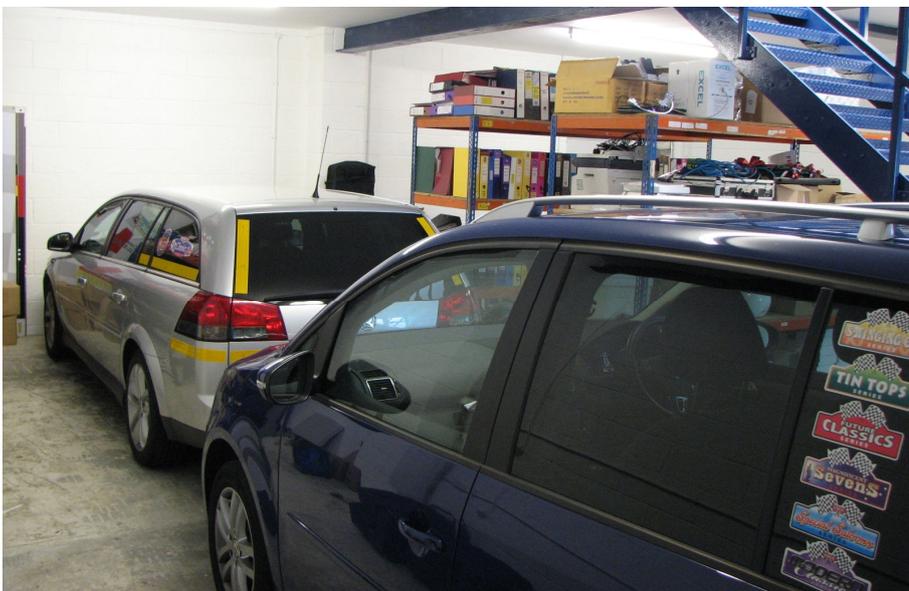
You will be pleased to know that we are already working hard on the CSCC 2016 calendar. It's a difficult task to please all of you, make the books balance, fit you all into the paddock and negotiate with the circuits to get the dates we want whilst every other club try to do the same! You've given the office and your driver representatives great feedback in person and in surveys, but if there is one thing that drivers never fully agree on it's which circuits to go to! Depending on where you live, the car you drive, fuel tank range, paddock facilities and more will dictate your preferences.

So, for 2016 we will be keeping the parts of the calendar that are most popular with you, revisiting a few tracks we've not been to for a while as well as planning to visit a circuit the club as a whole has never raced on. The Spa Summer Classic will once again be the centre piece and we will be aiming to leave plenty of weeks either side of this date to help as many of you as possible attend this superb event. The date for Spa is unknown at present but likely to be similar to this year.

The recipe of keeping your practice and race on the same day will remain (except Special Saloons and Modsports) and every series will have a share of the garages, racing on either weekend day, starting first and finishing last.

We know that many of you look to book holidays and accommodation around the racing dates but please understand that we can't reveal dates early as they may well change. We anticipate being able to announce our provisional calendar to you in November, ahead of the Dinner/Dance; we think you'll like the mix.

Office Matters



You will remember that a year ago the CSCC HQ had extra office space built upstairs, necessary to accommodate the growing workforce and equipment needed to support you. Phase two of that plan involved having new wall mounted shelving for storage downstairs and a new hard epoxy in place of the flaking original floor paint that is coming away after 6 years of use. This last part has been delayed partly as the office has been so busy and waiting for prolonged dry weather to dry the concrete floor as much as possible. Work should begin on this second phase within the next month and shouldn't disturb the office opening times.

Mid-Year Finances

The CSCC is enjoying a successful year so far which greatly helps with its long-term financial security and helping to delay the need for future price rises. We are steadily building a reserve to cover the possibility of a cancelled race meeting(s) due to weather, circuit damage or any other unforeseen disaster.

The treasurers report at the AGM in November will reveal full details.

We need your help!

End of year Video

More specifically, we need your video clips, to help put together the end of year compilation for its 'premier' at the Dinner Dance in November. Last years video went down well and was watched with interest by attendees of the Autosport and Race Retro shows, helping to demonstrate the fun we have at race meetings. The Media page of the CSCC website hosts the 2014 video for your enjoyment.



What do we need?

Video Clips of any length from any location: in car, from the trackside, paddock and garage. If you are sending through complete races it would be really helpful to say 'look out for the spin at 8 minutes' or 'had great fun battling with another driver at 12 minutes' just to save us some time. The more variety of clips we have from you the better.

What type of footage?

Anything of interest, great starts, overtakes, battles with competitors, spins, prize-giving, briefings, pit stops, tinkering in the workshop. Please don't worry about the footage being perfect, chances are we will only use a short clip anyway.



Anything we don't want?

We won't show any accidents aside from harmless spins and will keep nudity to a minimum (joke and we can't think why you would have any naked clips on your race videos anyway!?).

How do we send the video clips to the CSCC?

- You can post us a DVD or memory card to the office address for the attention of David
- E-mail David who will send you a link to the clubs DropBox account where you can upload your clips
- Email David a link to your HD YouTube video

When do you need this by?

It is a time consuming process to edit a video and we want as much time as possible so please send us what you've got NOW so we can make a start. Thank you.

Silverstone GP

The combined Modern Classics and New Millennium race on the 12th September at the Silverstone GP circuit has been as popular with you as we'd predicted with 50 bookings already, leaving just 8 spaces remaining!

Whilst we can accept entries for this race immediately after our Donington meeting we would suggest that you don't wait that long for risk of disappointment. At the present rate we may well have a full 58 car grid here, superb!

It has been confirmed that all races at this meeting will be operating from the National paddock and pit lane. Whilst the two series (plus Dunlop Puma) are combined on the grid they will be racing for separate overall and class awards (and the associated winners penalties!). You will have support on the day from Hugo, David, Hannah, Toby Harris, Arran Moulton-Smith and Clerk of the Course Robert Williams.

No Radios at Donington

We know that pit to car radios are becoming more popular in our 40 and 60 minute races, but please be aware that at Donington Park you are not allowed to use these due to the proximity of East Midlands Airport.

For those wondering if you are allowed to use these radios at other CSCC meetings please see MSA Blue Book Q.8.1.10



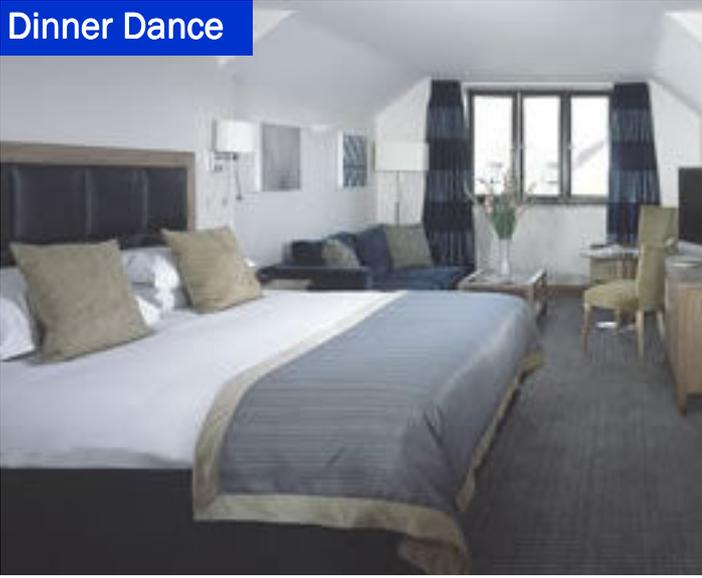
Spa Photos

For those of you who raced with us at Spa this year you may be interested in browsing the photos taken by a Belgian photographer called Charlotte Castelein. You may view and buy her photos here:

<http://www.thepicture.eu/>



Dinner Dance



If you are planning on joining us at the end of year Dinner/Dance on Saturday 28th November then please get your discounted hotel booking in asap. To book your room please call the Oxford Belfry directly on 01844 279 381, mentioning that you are a CSCC member.

We are mentioning this again as last year the hotel ran out of rooms with other functions taking place on the same night and we don't want you to miss out!

Tickets for the actual evening together with dinner choices will be available as we get into the Autumn.

Wedding Bells

Congratulations to another well known and loved CSCC couple, Jill and Simon Page. Known for their friendliness and generosity when it comes to cake and ginger beer, we wish you many more years of happiness together. Simon wrote:

Hi Everybody.

This will come as a great surprise to a lot of you but after over 36 years of living in sin Jill and Simon have finally got married. As much as we would have liked you all to be there it just wasn't possible. I hope you enjoy the photo and we will try to catch up with all of you when the new house is finished. (we assume this is an invite to their close friends rather than to all at the CSCC!)

*Best wishes to you all.
Love Jill and Simon*





Our Rockingham commentators, Mark Werrell and Matt Suckling chose Robin and Thomas Gray as the Advantage Motorsport Future Classics Driver Of The Day.



At Mallory Park the driver(s) of the day in the Advantage Motorsport Future Classic Race were Geoff Beale and Philip Seaman who share their Talbot Sunbeam Lotus, as chosen by Marcus Pye.

Well done to you, you will receive a £50 voucher per car to spend with our series sponsor; at their Oulton Park paddock shop or online at www.advantage-motorsport.co.uk

'Open' Race

We have put on a 40 minute Open race (with 30 minutes of qualifying) at Donington Park on Sunday, priced at just £265 if you are already entered into this meeting. This race is nearly full, a first for the CSCC.

Remember that this year these Open races have separate classes for Sevens and Saloons/GTs. In a change to our usual arrangements we will be scheduling this open race to be first on Sunday afternoon, giving you valuable extra track time ahead of your main series race.

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'Racing Lines' no.4 Race Starts

The fourth part of our series where experienced racer, instructor and CSCC Chairman John Hammerley shares his experiences with us.

Standing Starts

Your final instructions will detail the sequence required for the start of the race (usually you are grid-
ded in order in the assembly area, sent out to grid in start order, and after the one minute board is
shown you are sent on a warm up lap by the green flag, then return to the grid for the race start – but
do read your final instructions and listen at your briefing as sometimes these change, depending on
the circuit.

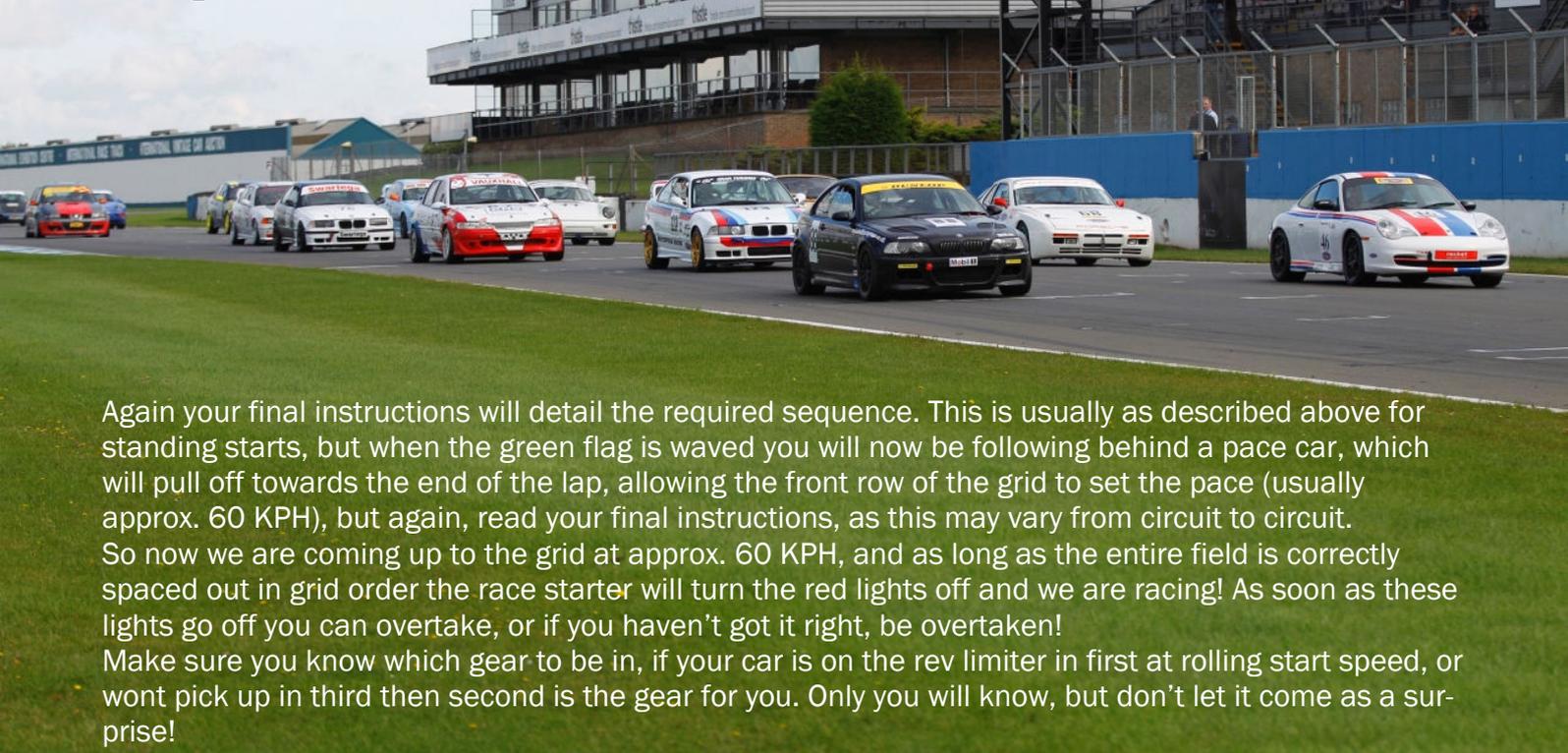
So, we are rolling up to our grid position at the end of the warm up lap ready for the race start, and
here we already have work to do. As we roll up to the grid my recommendation is to drop down into
first gear as we approach our grid position, that way we know we have the right gear for the start (if
you wait until you are stationary you may get third instead of first, and believe it or not it has been
known for some drivers to accidently get reverse, which is never good!)

Now we are assuming that at some stage you have tried a practice start, and know what RPM you
need, and where the clutch bite point is, but if the red lights stay on longer than you anticipate I can
almost guarantee that the longer the lights stay on the higher your revs will be! Patience and self con-
trol required here!

Here are a few tips I can give you. Go and watch previous race starts (hard to do if you're race 1), and
see how long the red lights are on for. Generally the race starter will be consistent, and unless they
see any problem will usually keep the lights on for a similar time for each race. Don't sit for ages on
the grid with the clutch at its bite point, it will overheat and slip when you try to engage it. And most
important – if you don't make a good start don't try and make it all up in the first corner, remember
the old adage, you can't win a race in the first corner but you can loose it!



Rolling Starts.



Again your final instructions will detail the required sequence. This is usually as described above for standing starts, but when the green flag is waved you will now be following behind a pace car, which will pull off towards the end of the lap, allowing the front row of the grid to set the pace (usually approx. 60 KPH), but again, read your final instructions, as this may vary from circuit to circuit. So now we are coming up to the grid at approx. 60 KPH, and as long as the entire field is correctly spaced out in grid order the race starter will turn the red lights off and we are racing! As soon as these lights go off you can overtake, or if you haven't got it right, be overtaken! Make sure you know which gear to be in, if your car is on the rev limiter in first at rolling start speed, or wont pick up in third then second is the gear for you. Only you will know, but don't let it come as a surprise!

Be prepared to go around again if the red lights stay on, as it may be someone has pulled off on the warm up lap and the marshals are recovering that car, or the grid is not assembled properly, but don't assume the lights will go off until they actually do!

Just a quick word here to clarify that on rolling starts you can overtake as soon as the lights go out, but if you are following a safety car during the race itself, with waved yellow flags and/or yellow lights on the start gantry, when that race goes green you cannot overtake until you have passed the start line.

The Final Word! If you are unsure of the requirements for your race start (or in fact anything else!) come and talk to me, your drivers representative, or any of the CSCC team, we are all here to help. Apologies to those of you who have made numerous starts, most of them probably better than mine! These notes are made to help some of our newcomers and less experienced members. And finally, if this, or any of the previous articles have got you thinking about driver training then consider some tuition from a professional ARDS instructor (list available at www.ards.co.uk) and remember that CSCC have a great deal on licence courses and training at the Motorsports School at Mallory Park (www.themotorsportsschool.co.uk)

Hope this helps,

John Hammersley (ARDS 'S' Instructor)



Thanks

I would just like to take this opportunity to thank everyone, officials and competitors alike, for their help following my first corner incident with the wall during the opening lap of the Modern Classics race. Please pass on my thanks to the marshalls and recovery team who were, as always, friendly and professional but also understanding and accommodating in the recovery of the car. Thanks also to the doctors and medical staff for doing such a thorough job on checking me out. No lasting damage, except, perhaps, having to live with the memory of binning it at the first corner in front of my 3 1/2 week old daughter...

Thanks too, must go to my Modern Classics stablemates in garages 7 and 8 for their help getting the car loaded on the trailer; a great bunch.

Finally, thanks also to you (David), for taking the time and coming over to the garage and checking up on me. It's for all these reasons why I love racing with this club; everyone looks out for each other.

I think, sadly, it's the end of our season for now. We need to take the car apart, assess the damage and see where we're at. However, it certainly won't be the end of us racing with CSCC and will look to return next year!

Thanks once again, Simon (MR2, Car 6)



Best Wishes

During Saturdays CSCC Modern Classics race at Mallory Park, driver Barry Johnson impacted the tyre wall when braking for the Esses. The club maintained contact with Barry and his son and co-driver Luke over the weekend during which time he was taken from the circuit medical centre to Leicester Royal Infirmary.

Barry and Hugo had a phone conversation on the Monday morning during which time Barry wanted to pass on his thanks to the Marshals and Medical staff who attended and looked after him as well as

the club members who have asked after him. Barry has said that he remembers nothing from the moment the accident happened until being in the medical centre and whilst sore he was released from hospital the morning after following observation. The side of the Porsche 944 took the force of the impact with the cause being put down to an ABS brake issue, with no other drivers involved.

The CSCC wishes Barry and his son Luke well and hopes to see them at a meeting again soon.



Rockingham photos available to view and buy from Davids website:
www.davidstallardphotography.com.

David Stallards Photos



Mallory Park photos available to view and buy from Davids website:
www.davidstallardphotography.com.

David Stallards Photos





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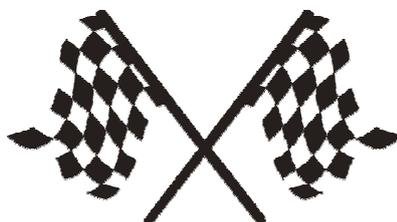
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All CSCC race photographs kindly
provided by David Stallard who will
be at all our 2015 UK meetings

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