

Classic Lines



Issue 3 2014



Introduction

Dear Member,

Welcome to the latest edition of Classic Lines. After our record breaking entry at Snetterton last year, we have surpassed even that already for this weekend's meeting, currently standing at 325 not including almost 75 second drivers. The word is getting out there about your club and we look forward to building on this success as the season progresses. Thank you for your support.

Most of you will already be aware of the new rules regarding track limits and flag signals that have changed since last year. To avoid any problems please make sure you look at Robert William's update on the new rules for the season, later in Classic Lines. Due to the large entry we shall be using rolling starts at Snetterton so please make sure you are 'au fait' with the rules, again set out by Robert later.

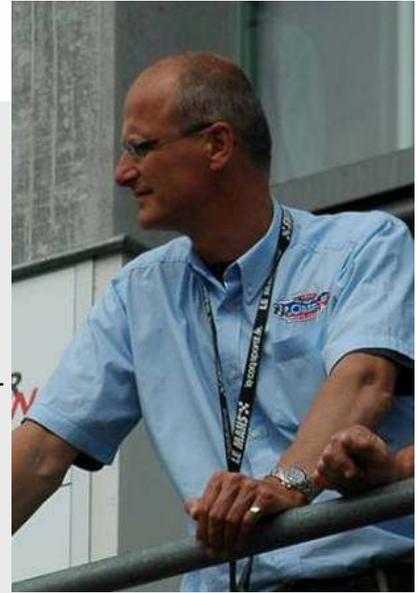
Our test day at Snetterton was a great success and we were able to go 'open pitlane' after lunch, so no one was short of track time. The weather was remarkably good with some light showers allowing people to test in both dry and intermediate conditions. Unfortunately one driver overfilled his oil tank which made its way out of the overflow and on to the track. Please make sure that you thoroughly check all connections and levels before you practice.

We have received a large number of late entries for second drivers. Please be aware that 2nd drivers are also liable for the £30 late entry fee, so please make sure you get your forms in on time, or get your registered driver to enter you online. Don't forget this online option is only available up until the closing date.

The entries for both Silverstone and Brands Hatch are coming in thick and fast so I hope to be able to give you a similar update before Silverstone.

Kind regards,

Hugo Holder
Competitions Director and Club Secretary



Adams and Page take a large stock of tyres to each race meeting, to be certain of supply, competitors should pre-order their tyres by asking A&P to take them to the circuit for them.

Prices include FREE fitting and balancing.

Will be at SPA 26-29th. June 2014

Call: 01494 525 971 or 01494 445 389 info@adamsandpage.co.uk

Adams & Page, Cressex Industrial Park, High Wycombe, Bucks, HP12 3RQ

 **YOKOHAMA**

 **DUNLOP**

TOYO TIRES

2014 Regulation Changes

CSCC Clerk of the Course Robert Williams lists some of the important (and controversial) rule changes for 2014. Please read these carefully; we don't want your race spoilt with unnecessary penalties.

2014 MSA Blue Book Changes, lots of RED in this year and after publishing.

Competitors: Vehicles Section (J), Competition Numbers [Chart 4],

J4.1. Numbers must be displayed in a durable manner and be black, of a minimum size of 23cm high with stroke width of a minimum of 3.8cm on a white oblong background measuring not less than 48cm x 33cm which must extend at least 5cm beyond the outline of the numbers. Alternatively, the numbers may be displayed on a white circular background provided that the background extends at least 5cm beyond the outline of the numbers.

J4.1.1. If on a white vehicle a background of the dimensions in 4.1. must be delineated by a continuous black line, except for cars of period A to E.

We have the use of 3 numbers but when used can you please space out to suit above. On a number of our cars last year the 3rd digit was put in as a last thought and was hard to see.

Circuit Racing (Q), Track Regulations,

Q14.4.1. Overtaking, according to the circumstances, may be carried out either on the right or on the left. In response to each attempted overtaking manoeuvre no more than one change of direction to defend a position is permitted. Any driver moving back towards the racing line having earlier defended his position off-line should leave at least one cars width between his own car and the edge of the track on the approach to the corner. However, manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offences may be reported to the Clerk of Course.

Q14.4.2. Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:

- (a) The white lines defining the track edges are considered to be part of the track.
- (b) A driver will be judged to have left the track if any wheel of the car either goes beyond the outer edge of any kerb or goes beyond the white line where there is no kerb.

ACCEPTABLE



NOT ACCEPTABLE



Continued.....

Q14.4.3. Should a car leave the track for any reason and without prejudice of 14.4.4 below the driver may re-join. However this may only be done when it is safe to do so and without gaining any advantage.

Q14.4.4. Repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Clerk of Course and may entail the imposition of penalties up to and including the exclusion of any driver concerned.

Q14.4.5. It is not permitted to drive any car unnecessarily slowly, erratically or in a manner deemed to be potentially dangerous to other drivers at any time.

Q14.5. Breaches of 14.4.2 may be reported and/or determined by:

(a) A duly appointed Judge of Fact and/or

(b) Senior officials through the use of suitable equipment under the control of the organisers.

What are the penalties for breaking the new rules?

Qualifying

In qualifying a report is received and where it is shown that a driver has gained advantage on that particular lap, i.e. a faster lap time, then that lap time will be removed. This can be done as often as is required.

Race

In races, a rising scale of penalties will be applied according to the number of times a competitor is reported to have exceeded the track limits, as follows:

Second report: Black & white warning flag

Next report: Five-second time penalty

Next report: Drive-through penalty

Next report: Black flag.



Race flags (MSA December 2013 Newsletter)

Q15.1. Officials' Signals will be conveyed to drivers by the following flag signals (14.4). Signals (k), (l) and (m) may be displayed by an appropriately coloured panel to which the competitor number may be attached:

(e) Yellow flag – **Waved**: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

(f) Yellow flag – **Double Waved**: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking. (This signal may be supplemented or replaced by flashing yellow light(s), as an added warning).

(i) Green flag - **Waved**: All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap.

Q15.1.1. At an incident where the track is obstructed, or marshals are working at the trackside, the following signals will be used:

(a) A **WAVED** Yellow at the post before a **DOUBLE WAVED** Yellow. (The waved yellow flag may also be supplemented or replaced by flashing yellow warning lights).

(b) A **double waved** Yellow flag at the post immediately preceding the incident. (The waved yellow flags may also be supplemented or replaced by flashing yellow warning lights).

(c) A **waved** Green flag at the post immediately after the incident.

(d) If the incident is well off the track and marshals are not working at the trackside, the incident may be indicated by a single **waved** yellow flag, followed by a **waved** green flag, or by a Hazard Area board.



This weekends meeting at Snetterton will see all races begin with a rolling start. Why?

Rolling Starts

- We have some huge grids this weekend, with most in the 30s and 40s. This is a lot of cars to expect to get off the relatively narrow start line without stalling and importantly is a lot of cars to pile into the first corner at Riches. Past experience shows us that start line and first corner incidents are reduced with rolling starts.
- Rolling starts save time during the day. The club officials design the timetable to give you the best amount of tracktime for the money and allow sufficient time between races to clear up any breakdowns and incidents. A rolling start saves a few minutes per race, instead of lining everyone up on the grid again after the formation lap, as is the case in a standing start. This time saved gives us the best chance of completing every race on the timetable.

Starts at the Spa Summer Classic are always rolling, therefore this is good practice for June.

The final instructions you receive with your tickets state the following:



Vehicles will be released onto the circuit from the Assembly Area onto the grid where the marshals will direct you to the correct qualification grid position. Once all drivers are stationary there will be a one-minute board, 30-second board and then the cars will be flagged away for the rolling lap behind a Pace car.

Clerk of the Course - When the Pace Car turns off its yellow lights, Cars should re form its 2x2 Grid formation behind the Pace Car, no more than 1 car length behind the car in front, with the speed set by the pace car (approx. 60KPH).

Once the Pace car has returned to the pits the red start lights will switch off – signalling the start of the race.

Clerk of the Course - All cars are free to race when the lights are switched off. Any car holding back more than 1 car length or any car accelerating before the red lights being switched off may be penalised.

Q: When can I overtake during a rolling start?

A: As soon as the red start lights go out, or, in the case of a light failure, the Union Flag.

Q: When can I overtake after a safety car re-start?

A: No overtaking before the Start/Finish Line. On the Restart the Safety Car will extinguish its lights with approximately 50% of the lap left. Maintain station and speed set by the Safety Car. As the Safety Car enters the pit lane the "SC" Boards and Yellow flags will be withdrawn and replaced with a Green Flag on the Start/Finish Line and simultaneously around the Circuit. **No overtaking before the Start/Finish Line on safety car restarts.**



Driver Representatives

Andy Yeomans, your Modern Classics driver representative, explains the vital role of CSCC driver representative.

What do we do (or alternatively, what service can I expect from my series Drivers Rep)?

Running a race meeting and several race series for over 700 racing members is a major logistical and administrative task. This is accomplished by the permanent office staff of Hugo and David, and Ros, Lorna(1) and Lorna(2) on a part time basis. The club also runs with the assistance of the Committee members and this includes the Drivers Representative for each of our seven series. CSCC won't start a new series unless there is an experienced racer (ex or current) to act as Drivers Representative, to help run it. They are able to advise on the type of car likely to enter, help with eligibility and series rules.

The Drivers Rep is a volunteer, providing a vital link between the office staff and the club members. They attend Committee meetings and take part in frequent committee e-mail discussions to help manage and run the club and they attend race meetings to help make sure that the day runs smoothly.

Drivers Reps also:

- Provide the communications link between the competitors and officials in the event of a problem or when messages need to be passed about changes that may have occurred.
- Rounding up drivers for scrutineering, briefings, the collecting area and prize giving, this is a vital task to ensure that the day runs to time wherever possible.
- Help new members with advice on where to be and what to do if racing for the first time with us - Buddy System.
- Monitor car eligibility against our (few) rules
- Take the list of attendees at the briefings and nominations of first/second drivers for the time keepers and commentators
- Monitor the pit lane for safety, compliance with regs and timing of any penalties.
- Help with the post race prize giving
- Contribute articles for Classic Lines and Programmes
- Man the club stand at Autosport and Race Retro
- Have even been known to put on their chefs hat at some meetings.



Probably the most important task that the Drivers Rep has is to actually talk to you, the race members in their series! It really is very important that the club understand the members views, ideas, gripes and so on, and for there to be two way communication between the members and the Committee.

You can find contact details for us on the back page of every Classic Lines.



Meet the team

Last month we introduced you to your new Special Saloons and Modsports representative, Ricky Parker-Morris.

This month Andy Yeomans, your Modern Classics Drivers Representative shares a little bit about himself.

Andy is a “motor racing addict” who has been spectating and reading the motor sport comics for more years than he cares to remember. He even married a lady who lived just one mile from Donington Park! He took up racing in 2002, after leaving the Royal Navy, on the basis that he didn’t ever want to look back and say, “I wish I’d tried that”, and has been racing a few times a year for approximately 10 of the last 12 years. Andy has raced single seaters with the Monoposto Racing Club and Tin Tops with the CSCC (Fiat Uno, Alfa 33 and Toyota Carina). He has been a member of the CSCC for about 8 years and a committee member for 5.

Andy now races a Porsche 924S in Modern Classics and by his own admission is usually to be found near the back of the grid/class. More enthusiastic than talented, Andy describes himself as a “16 Handicap golfer and a 28 Handicap racing driver”.

Andy has a wealth of knowledge about club racing, has good links with some of the motor sport press, is an ardent promoter of the club through various internet forums (his alter ego is “Andy97”) and has even operated at a semi-professional level as the team co-ordinator and race/pit stop strategist for a team in British GT and Britcar. He is always looking for the next “new idea” for the club and loves nothing more than talking about racing with fellow enthusiasts, so please feel free to contact him or chat to him. Andy considers CSCC to be ideal for him because it offers the opportunity to share costs and get decent value for money, he just wants more people to join him in the <2.5 litre classes as these classes really are the most affordable way to go racing on a budget.

Outside motor sport, Andy has to work for a living as a contract/interim Business Development and Bid Manager in the rail, defence and infrastructure sectors with clients such as Bombardier, Ferrovial and Babcock International.



TRACK DRIVER

INCORPORATING **Circuit Driver**

40% off for CSCC members - only £19.95/year



Visit: www.trackdriver.com and use promo code: CSCC40



Scalextric

In January we were pleased to tell you that Scalextric have chosen to produce the Caterham R600 in Gold Arts Magnificent Sevens livery. These are now available to order from www.scalextric.com, complete with a discount code bringing the total price to £30 including free postage.

Please contact the office for this discount code info@classicsportscarclub.co.uk

Website Update

In January we announced our all new website was coming soon. Well, it really is on its way. We have experienced delays and poor technical support from a new service provider, to the extent that we cancelled the contract and have chosen another. In the meantime we appreciate that parts of the current website have become out of date or even incorrect. Nigel Gibbins is working to get the new virtual server set up so that he can hand the day to day updates over to the CSCC office and we get all information up to date. Thank you for your patience in the meantime.

Why do you race with us?

We love to include features and quotes from you in the race programmes. Please can you let David know why you choose to race with the CSCC and we can include your quotes in future programmes. Anything from a single sentence to a page of text, with or without photos, would be most welcome.

david@classicsportscarclub.co.uk

Rob Alman



Ex Future Classics and current Modern Classics racer, Rob Alman was sadly involved in a nasty accident at the Kumho BMW race at Donington Park in March. Rob suffered a broken arm and various minor injuries having been cut out of the car, but was released from Nottingham hospital the following day, as was the other driver involved.

All at the CSCC hope you are making a speedy delivery Rob and look forward to seeing you out racing again later in the season.

TRACK DRIVER

INCORPORATING *Circuit Driver*

TrackDriver CSCC - Subscription Offer!



TrackDriver Magazine is the UK's only track focused publication covering club motor sport and track events. Read about selected UK club races (many from the CSCC), car tuning, technical articles and track/race car reviews.

Together with the CSCC we have made a special offer for club members for a discounted subscription delivered free to your door!

One year's Subscriptions from only £19.95

Yes that's all six issues with a whopping 40% off!

(Free Subscriptions have now come to an end)

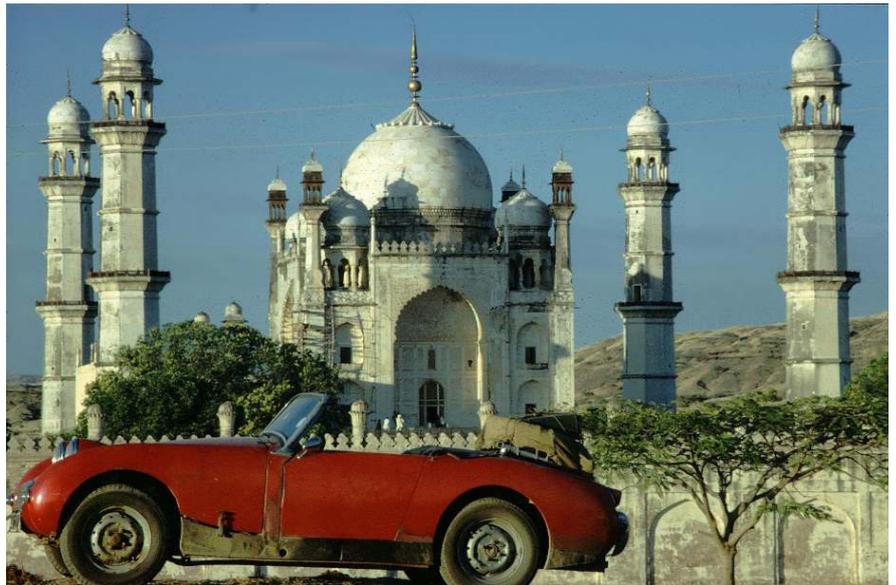
Visit: www.trackdriver.com and use promo code: CSCC40

CSCC In the Press

We do try to get as much press coverage for the club and its members as we can, within the time constraints that we have. Please let us know if you or your car are featured this year, as we may not see it, particularly if it is in a specialist publication or local newspaper.

One article that is well worth a read is in this month's Classic and Sports Car Magazine (May issue). Over four pages you can read how regular CSCC racer Tim Cairns drove his Austin-Healey Sprite 10,000 miles to get home from Singapore in the 1970s.

The story and photos really are fascinating and we would like to thank Tim and Vicki for taking the time to put the adventure in to words for us to all enjoy.



Instruction Donations

Thank you to those of you who took up the offer of test day instruction from John Hammersley and kindly donated a total of £45 for the MS Society charity.



This week's copy of Autosport Magazine (10th April) has a two-page feature in the Club Autosport section, entitled 'The Rise Of The CSCC'



'Fast becoming one of the country's top racing clubs'

Test Day

Photos by David Smitheram, hence not up to the high standards we are used to from our own David Stallard!



MEMBER ADVERT

S2Smarts advert



We are looking for someone who wishes to drive a unique Smart Brabus ForFour race car in the Modern Classics Series this year.

The car originally competed in the Britcar 24 Hour Race at Silverstone a couple of years ago with great success and has been bought by S2Smarts to compete alongside their Smart 451 Race Car.

For further details, please contact Rob Baker at S2smarts on either rob@s2smarts.co.uk or telephone 07973 422657, or if you wish, come and see us at Snetterton this weekend.

MEMBER ADVERT

Porsche 944 S2

Suitable for Porsche club, Future Classics & Dunlop Porsche series

Originally built by EMC motorsport
Raced by Tom Segue(2005 Champion)
Then raced by Trevor Lewis with many wins and Podiums
Maintained to a high level
Will require new set of belts as out of date

£8,500 ONO

For full details & any questions please contact Steve Pegg on 07984155813





Scan this code with your smart phone.



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



[CSCCRacing](#)



[Classic Sports Car Club](#)

Telephone: 0844 8843260

Fax: 01225 811 337

Email: info@classicssportscarclub.co.uk

Web: www.classicssportscarclub.co.uk

Office Staff—

Hugo Holder: Competitions Director/
Club Secretary

Contact Hugo for information on race entries, calendar and timetables, if you are a Championship Coordinator, Circuit Owner or for sponsorship information.

hugo@classicssportscarclub.co.uk

Ros Gunning: Club Assistant/ Race Secretary
Contact Ros for information on membership, registrations, entry fees and refunds.

ros@classicssportscarclub.co.uk

David Smitheram: Assistant Club Secretary
Contact David regarding general enquiries, Classic Lines, programmes and social media

david@classicssportscarclub.co.uk

Robert Williams: Clerk of Course and Officials Co-ordinator

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

robert-williams@blueyonder.co.uk

Richard Culverhouse: Chairman

richard@classicssportscarclub.co.uk

CSCC Driver Representatives -



Mark Barton

markbarton123@btinternet.com



Stuart Levers

stuart.levers@yahoo.co.uk



Nigel Gibbins

nigel@classicssportscarclub.co.uk



Peter French

petercfrench@aol.com



Richard Wos

richardwos@classicssportscarclub.co.uk



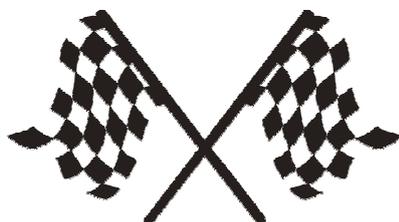
Ricky Parker-Morris

ricky.morris60@btinternet.com



Andy Yeomans

andy.yeomans2@btinternet.com



All CSCC race photographs kindly provided by David Stallard who will be at all our 2014 UK meetings

davidstallardphotography.com