

Classic Lines



Special Saloons and Modsports
Return to Mallory Park in 2014

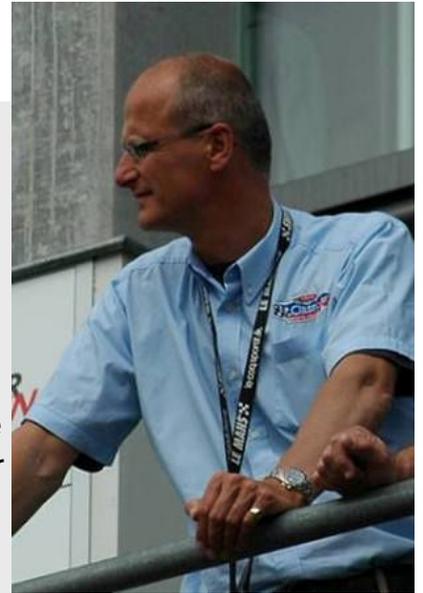
Issue 2 2014



Introduction

Dear Member,

Welcome to the second edition of Classic Lines this year. We now have the two main shows that we attend, Autosport and Race Retro behind us. Many of you came to say Hello and join up for the season and enter races. At Race Retro particularly, we saw more of you than ever before and in the office we are wading through all the forms that you handed in there. Our new Club Pergola has gone down very well and will again be in use at Mallory this Saturday for the reopening of the circuit under the new stewardship of Real Motorsport.



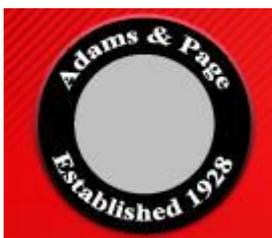
You may have seen the article in this weeks Autosport revealing that we have been asked to run the only car race meeting this year at Mallory on Sunday 20th July. This would normally be almost impossible to do at this late stage but we have content in the Special Saloons and Modsports whose spiritual home is Mallory and who have a large gap in their calendar and the Dunlop Production Cup for Porsche models who we are unable to fit into our Castle Combe meeting one week before.

As all our other series will be at Combe the week before we shall not be taking any of our other series to Mallory but we shall be putting on an Allcomers race for those of you wanting a unique chance to race at Mallory this year.

As usual please do let us know your comments about the newsletter both good or bad.
Kind regards

Kind regards,

Hugo Holder
Competitions Director and Club Secretary



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race retro

Race Retro Show



Future Classics Escort: Mark Lucock

Classic K Mustang: Chaz Mallard

Great to see so many existing and new members at the show last weekend. Thank you to our four racers who donated their cars and their time to the CSCC stand. The clubs reputation is clearly growing as McLaren displayed their cars right next to ours!



Perfection: Vicki and Tim ensuring all tyre logos line up!



Special Saloons and Modsports Midget: Tim Cairns

Classic K Jaguar: Marcus Fellows

Drinkwaters



Hall 3 saw Swinging Sixties racer Derek Drinkwater put on an excellent display (which we forgot to photograph!). You may have had the pleasure of sampling his tasty burgers from the American Big-Rig diner or a beer from the Fire Engine. Derek displayed his Swinging Sixties Mustang and Classic K Galaxy next to his seating area.



New Race Date

The new owners of Mallory Park, Real Motorsport, have asked the Classic Sports Car Club to put on a race meeting there on Sunday 20th July 2014.

As there is a large gap between the Special Saloon and Modsport races at Brands Hatch on 31st May and Donington on 30th/31st August we thought this will be an ideal opportunity to arrange another race at the spiritual home of the Special Saloons and Modsports Series.

The racing will comprise a 15 minute qualifying session and two 15 minute races with the cost being the usual £275.



We know this will be popular with the fans, some of whom had already expressed sadness that we wouldn't be taking you there this season and we are led to believe that this will be the only car race meeting at Mallory this year. The Dunlop Production Cup for Porsche will also be racing with us at Mallory as there is no time for them at Castle Combe the weekend before. We will be putting on a sports vs saloon race at our Mallory meeting which will be an opportunity for racers in all our other series to get some tracktime. With this date being a day meeting and falling just one week after Castle Combe we regret that we are unable to offer races to any other CSCC series at Mallory this year.



The circuit is holding an open day this Saturday 1st of March, with Hugo Holder and Robert Williams representing the Club. The day is free to attend with charitable donations welcome.

We have another important change to make to the Special Saloons and Modsports Calendar for 2014: they will now race at Brands Hatch only on Saturday 31st of May (not across two days as previously published). The usual format of 15 minutes of qualifying and two 15 minute races will remain. Local planning regulations limit the time we can start proceedings on Sunday morning, therefore we felt it was just going to be too tight for time.



Meet The Team



A new series of articles where you will get to find out about some of the staff and volunteers who help organise, manage and promote the CSCC.

First to be featured is Ricky Parker-Morris, our new driver representative for the Special Saloons and Modsports Series.

As I have kindly been asked to represent the Special Saloons & Modsports fraternity within the CSCC as driver representative, I thought it would be best to expose my credentials with regards to experience in the field.

Once leaving technical high school I completed an indentured apprenticeship with the MoD in mechanical engineering, moving on to work as a race engine machinist with Race Engine Developments in the early 80's, all of which has helped me on the technical side of being a builder and competitor.

My motor racing career however, started way back when I was 12, motor crossing a BSA Bantam against the likes of Suzuki, KTM and Honda - all weapons in comparison! At 14 years old I was given a seat in a Lotus powered Mk1 Escort Autocross car, and having got the bug I built my own 1700cc X-flowed Anglia for Hot Rods on grass just a year later. Grass Track and PRI Hot Rods then saw me through to the age of 21 with a selection of Anglias and Escorts, before a Mallock U2 in F1300 started me on the tarmac circuits for a season.



Tiga C2

After several years of Special Saloons, Hill Climbs and Hot Rods in a series of Ford Escorts my brother (Danny) and I decided to pool all our hardware, sell it all and build a RWD Peugeot 205 with a Manta 400 engine for Class-B Thundersaloons. Along with Ray Addis we went on to build the Peugeot 309 Thundersaloon (which we have been racing in the CSCC Special Saloons and Modsports series). Using the suspension from a Tiga C2 sports car the 309 was originally fitted with the Manta 400 engine,

and in the 90's we then moved up into Class-A with the Cosworth YB, the spec as the car is to this day.

My aim is to generate publicity for the CSCC series, locate and flush out the drivers and the cars eligible to race in the series, to hopefully build up the grid numbers and help to keep these complex cars alive and give us all somewhere to race into the future.

If anyone knows of any lost or stored cars please let me know, so we can endeavour to return the cars to the track, where they belong, so everyone can reap the benefits of these unique, one-off machines that took thousands of hours to build.



Ricky in action at Snetterton in October 2013

You will have seen that the last two issues of Classic Lines have featured adverts for Track Driver Magazine. This is probably the most relevant club racing publication currently available and one that all of us should make required reading. Why? Well, it isn't biased towards F1 or WRC, CSCC cars get good coverage within race reports and perhaps best of all it is free in electronic format (e-mailed to you)! If you prefer to read your magazine in printed form you can take out a subscription using the 40% discount code and receive 6 issues (bi-monthly) for just £19.95. All you need to do is visit <http://www.trackdriver.com/index.php> and sign up.

TEAM CARS
Carl Owen Audi TT Photos: Carl Owen



totally un-loved, had a blue interior, a few minor dings, worn tyres, brakes, and so rattles on the suspension. Perfect. The d was done for exactly £3000.

Then the fun really started. First was stripping out the interior, an activity I thoroughly recommend as being very therapeutic: out with the blue, in with new. During the stripping out phase I researched the new parts I was going to

- Custom Cages full weld-in roll-cage
- Brembo GT Senior four-pot 328mm full floating discs (front).
- Tarox oversized rear floating discs (rear).
- H&R anti-roll bars.
- Poly bushes all-round.
- Race Haldex (controls the four-wheel drive).
- K&W Club Sport adjustable race suspension.
- Race seat and mounting rails.
- Six-point harness.
- Detachable steering wheel.
- LifeLine fire extinguisher.
- Cartek solid state battery isolator.
- Varley Red Top race gel battery.
- Black Race Wheels and Yokohama ADV A048 tyres.

Not wanting to waste time I ordered everything and packages were arriving a real high, but then reality started to hit me: how on earth am I going to have to do all of this work? Also, there were 3 jobs totally beyond me, such as welding the roll-cage to FIA standards. It very quickly became clear I'd bitten off more than I

We all have our favourites: for me it's GT and sports cars. So when I decided to go racing, that's what I wanted to drive. Unfortunately the realms of Porsche and Ferrari were a bit beyond my budget, so I had an alternative plan: I'd create my own sports racer. So I started looking at what would be a fun, readily available, highly tuneable GT/sports car – my wife had a 3.2 V6 Audi TT that I enjoyed driving and that was my inspiration for a racing Audi TT quattro turbo!

The Audi TT has a good racing pedigree in Germany, winning the DTM (German Touring Car Championship) in 2002, so maybe I could build a mini DTM car. Next, before I started, was to find a race series my car was eligible for. After a bit of research I discovered the Classic Sports Car Club and the 'Deutsche Mark' series (now renamed Modern Classics and open to other marques), comprising 40-minute races with a mandatory pit stop – it seemed perfect for my mini DTM.

The next step was to find a donor car – sounds simple but was much harder than I thought. I wanted a silver Audi TT 2.25bhp 1.8-litre turbo, which are very common: the problem was that they were all too well cared for and therefore expensive. My plan was to rip it apart and replace most of the running parts, wheels, brakes, suspension, etc. so I wanted a bit of a lemon – I had set my budget at £3000 and most were around £4-5K. Finally one came up locally that was



78

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

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



Trophies

Trophies are an important part of racing. They may not be valuable in a monetary sense but the memories they can bring back after the event are important. Over the years the CSCC have awarded most types to competitors: cups, glasses, letter openers, paper weights and more. For the past few years we have given engraved glasses as we feel they have an added practical use. Following feedback from some of you we will have a bit of variety for 2014. Thanks to Track Driver magazine the overall winners trophies for each CSCC series will be upgraded through the season.

As our shelves are heaving with unclaimed trophies please can I ask any competitor who has yet to claim their 2012 and previous awards to get in touch before we recycle them.

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



Silverstone Testing

Silverstone circuit have been in touch to let you all know about a general testing day they have arranged just before our meeting.

Friday 9 May on National Circuit – General Testing for closed wheel cars inc sports prototypes.
Each Closed Wheel Group will be allocated 4 sessions (3 x 45 mins and 1 x 30 mins sessions subject to daylight hours, stoppages and weather conditions).
Cost per car and one driver for the 4 allocated sessions will be £239.00 inc vat per car. Extras Drivers can be booked for £50.00 inc vat each.
Garage Bays can be booked for £65.00 inc vat, if required.
Information: All drivers must show their 2014 MSA/FIA Competition Race Licence minimum National 'B' and sign an indemnity form before driving on the circuit.

All drivers participating in testing must be at least 16 years of age. Any drivers under 18 years must have their indemnity form signed by a parent or guardian.

Book online on the following link:

www.silverstone.co.uk/track/general-testing/?&tab=calendar&booknow



Test Day - Instruction

We have just a few places left for free instruction at our Snetterton test day with 'S' grade instructor John Hammerley. Please contact the office to book your 15 minute slot.



CSCC Snetterton Test Day

Just three and a half weeks to go until our Snetterton 300 test day. Almost two thirds of places are sold, with all garages being spoken for. Please get your forms in quickly to guarantee a place on the track.



Building Work at CSCC HQ

As the club continues to grow so it's requirement for space also increases. We have been located at 1 Masons Wharf in Corsham, Wiltshire for 4 years now and it suits the club well. At present the building offers us some office space upstairs, a small meeting room, downstairs kitchen area (essential for Davids constant food requirements!) storage and parking for two club vehicles. From time to time we have the pleasure of members visiting us, but generally the five of us in the office are based in the one narrow office room. Our downstairs storage is unheated and so the large printer and paper get a little damp presenting challenges when it comes to printing your paperwork for race meetings. The committee decided it was a good time to extend this office space over the parking area, with the added benefits of freeing up space for archives and better use of staff time when loading and unloading the vehicles around events.



These past two weeks have seen fevered activity here at the CSCC office with various trades people altering our large roller door and installing RSJs, flooring and stud walls. Apologies to those of you who have called during noisy drilling and angle grinding sessions!

We hope to have all work finished within the next two weeks.



MEMBER ADVERT

“CLASSIC TEAM LOTUS” DODGE TRAVCO

This beautifully restored motor home was first registered in the USA in 1973. It is a left hand drive with a 5.5 litre V8 petrol engine. It has a 6KVA generator on board producing 110v, two air-conditioning units which are 110v. There is a sophisticated transformer which changes the 110v of the generator to 240v for all other power requirements and when the vehicle is connected to an external 240v supply the feed to the transformer produces 110v for the air-conditioners and the battery charger system. It was repainted professionally last year using two part paint in a Lotus themed colour scheme. The body shell is GRP and consequently rust free, the chassis is made from strong steel sections and is well protected with body seal. All the mechanical parts have been serviced and she has done some long journeys within the UK towing the Racer, and also for holidays with the family. It is the same model that Team Lotus used in period and one of the first team motor homes used in F1.

The Travco has been totally refurbished internally with:
New upholstery throughout (apart from the driver and passenger captain's chairs which are original and exceptional condition).

New refrigerator (gas, 12v, 240v)

New microwave cooker

New cooker and hob

New stainless steel sink

New work surfaces

Bathroom refurbished with ceramic wash basin, walk in shower, new Thetford cassette toilet.

New water heater, gas and 240v

New laminate floor finish

Lighting 12v and 240v

6 new tyres with about 1500 miles use

Original USA registration documents

Original workshop manuals

Registered in the UK and fully compliant

The vehicle will be exempt road fund licence in the UK from 2014

The vehicle qualifies for Classic Insurance rates in the UK

All in all a fantastic opportunity to acquire a unique vehicle. An ideal vehicle for any collector, enthusiast or racer.

£22,500. Offers invited

Call 0774947737 Or mail cliff.gray@prosperityfs.co.uk



MEMBER ADVERT



MG Midget, 1977 – Prepared to Class B MG Midget Challenge Regs
Raced 2012 and 2013 CSCC SWINGING SIXTIES, last rebuilt 2012.

Eligible for many Club Series including Swinging Sixties Group 1 class A, MGCC class B, Cockshoot Cup etc.

Lightened with fibreglass front and rear ends and Peter May single skin hardtop.

Lovely round arch 1960's silhouette. The car is yellow in colour (Fiat colour) and has a 1380cc engine with a 649 cam. High torque starter and the clutch plate is uprated. Manifold manifold and single Weber 45 DCOE and a Peter May straightcut gearbox. The front suspension is uprated lever arm suspension with Peter May triangulated links on the front and Peter May 500lb front springs. The rear has uprated lever arms, uprated springs and panhard kit.

Spec also includes:

Front brakes have larger discs and callipers supplied by Peter May.

Race half shafts

OMP 6 Point Harness, HANS compatible, in date until 2017

Magnacor KV85 Competition Leads

New brake master cylinder (needs fitting)

Full Safety Devices bolt in roll cage

Lifeline Zero 2000 plumbed fire extinguisher (requires recharging)

Microdynamics RL5 Rev Limiter

Aluminium foam filled 20 litre fuel cell

Large box of spares including used front clamshell

3 set of Minilite style 13x6 rims

4x Yokohama Advan A048R Medium Compound- one race old

4x Yokohama Advan A048R Soft Compound- suitable for dry use

8x Michelin FR2.0 (ex- Formula Renault)

4x Michelin P220 Wets (ex- Formula Renault)

Weight- 670 kg fuelled

Price: **£8,500**

Call Rupert: 07799 531 426 or Tom: 07966 562 883

Car available to view near Banbury

Trailer

Brian James Clubman Trailer 4m x 1.75m twin axle with full tyre rack, manual winch etc. Available by separate negotiation.



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



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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 Champion-
ship Coordinator, Circuit Owner or for sponsor-
ship information.
hugo@classicssportscarclub.co.uk

Ros Gunning: Club Assistant/ Race Secretary
Contact Ros for information on membership, reg-
istrations, entry fees and refunds.
ros@classicssportscarclub.co.uk

David Smitheram: Assistant Club Secretary
Contact David regarding general enquiries, Clas-
sic 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



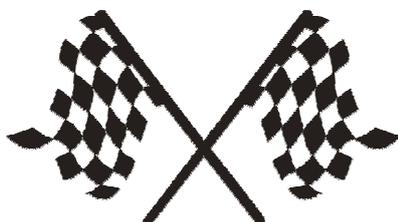
Richard Wos
richardwos@classicssportscarclub.co.uk



Ricky 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