

Classic Lines

The Newsletter of the Classic Sports Car Club

Issue 37

June 2008

Chairman's Chatter – and au revoir!

This will be my final Chairman's Chatter, as I will be stepping down from the role of Chairman at the AGM in July. I agreed to do a two-year stint when Richard Wos asked if I would take over from him in the Chair and it has absolutely flown by. By coincidence I have recently been approached to work for a new company in modern motorsport and this has necessitated my withdrawal from the workings of the Club, although my family and I will still be racing with the CSCC in various cars – just you try and stop us!

So what has changed during my "Leadership Years"?

The CSCC has continued its growth profile and now has almost 700 members – I put this trend down to the friendly nature of the paddock and the constant desire from the officers of the Club to keep the "grass roots" atmosphere as our goal.

Due to the increasing membership we have been able to afford to add to our staff in the office by employing Hugo Holder as Richard Culverhouse's assistant, training him to take over from Richard when he chooses to withdraw from day-to-day running of the Club in the future. I am sure you have all met Hugo alongside Ros in Signing On and thank you for the warm welcome he has received from the membership. However, this increase in body count was also overdue and very necessary – most of you have no idea how very busy the office has become and how demanding it is on the staff. We have also commissioned a new software package which will significantly reduce the amount of data input for the staff, and while this is currently taking a lot of additional effort (to build up the raw data at a time when the races are coming thick and fast), it will be very well worthwhile and should be running fully by the end of June.

Our race meetings have also become mostly two-day, with sometimes over 400 cars and 500 drivers passing through our portals in one weekend. The CSCC is therefore one of the busiest Clubs in the UK now, and our guest races are clamouring for dates on our calendar. Again this is due in no small part to the friendly nature of the staff, who recently agreed to include an MX5 race at Mallory with less than 7 days to go, replacing another race with low entries. Their flexibility has therefore gained more income for the meeting, AND made a good impression with other Series and Championship organisers.

We have, from 2007, started taking our drivers to Europe to race, usually within the meetings of European Clubs with whom we have forged strong two-way relationships. This season all our Series will race abroad – and the Tin Tops and Future Classics are set to have a ball at Croix en Ternois – I have raced there half a dozen times when the family were younger and we had our summer holiday around the race weekend. I am also already in discussions for a date at Spa Francorchamps for Tin Tops and Future Classics for 2009 – I know you will love the opportunity to race there as well, and we will keep you informed of the likely date. Finally, I would like to say a huge thank you to the Committee of drivers who meet every six weeks to keep the Club "on track". They are Mark Barton, Tim Beavis, Richard Culverhouse, Angela and Nigel Gibbins, Ros Gunning, Stuart Levers, John Muirhead, Tony Rushforth, Robert Williams, Richard Wos, and in the recent past Peter Burchill, Bernie Chodosh, Barry Johnson, Andy Joss, Stuart Owen and Kelly Williams.

It has been a privilege and a pleasure to helm the Club through these years of development. I have learned many things and have enjoyed huge support from all of you. I know that the Club will continue to forge onwards and I look forward to racing with the CSCC for many years to come.

Thank you all for your support and I look forward to seeing you all in the friendliest paddock in motor sport!

Sarah Hutchison

Richard's Ramblings

Half way through another season and my feet do not seem to have touched the floor! No sooner had the shows finished and we were into the racing season. Hugo was a very welcome addition to the office in March, however the pressure on the staff to get the first Race Meetings of the year up and running was enormous. Late entries caused (and still cause!) problems which resulted in future Race Meeting regulations being produced late as we never seemed to clear earlier entries for the first meetings.

I am very conscious that communications to members has not been good this year. Unfortunately Kelly who had joined the committee early on this year found that she had to resign because of business and personal pressure. Because of this and of the time pressures mentioned above, this is the first issue of *Classic Lines* since March. Something which is unacceptable. Nigel Gibbins has taken over the running of the web site but we do still need somebody who can take of the responsibility of direct communications with members, whether it be via e-mail or post. With the AGM coming up please feel free to volunteer!! It is a very important part of the Club's activity.

Annual General Meeting

The AGM is fast approaching and a date will be set at the next Committee Meeting but will probably be within the next two months. We would be delighted to see new faces on the Committee and it is an ideal way to see the workings of the Club and guide its future. The Committee meet approx. every 6 weeks usually at Bicester. So if you would like to stand or want to know more then please do contact me at Club offices on 0844 8843260 or my mobile of 07785 547176.

Dinner Dance and AWARDS.

We have booked the Oxford Belfry for our first Dinner Dance and awards night on 8th. November. Put it in your diary now, should be a good night, with disco and guest speaker.

Mallory Park for a Xmas lunch has worked for the last couple of years, but we do need somewhere bigger now and the belfry can take 250 people. More information later.

COMPETITION NEWS

Just a reminder of the dates of our remaining Race meetings in 2008

Anglesey – June 28th/29th You should have all entered by now? This is going to be an excellent weekend and if the weather is good then there is no better place to be!

STOP PRESS – MARSHALS ARE URGENTLY REQUIRED FOR ANGLESEY WEEKEND.

If you are not competing or know of anybody who can help (experience not necessary!) then please do contact Alistair Garrett on 01925 763390 (mobile 07850 001942) or e-mail alisticgarrett@dsl.pipex.com.

Remember you can get a signature on your race licence and also we are helping with fuel costs with a payment of £20 per day!

Croix – July 25th/26th/27th. Regulations for this superb event are enclosed. Remember any member with a sports car or saloon can take part in this event with a Challenge race each day.

As an incentive for the Tin Tops and Future Classics the Club has decided it will give an entry discount if entries in the races go above 15 and this will be £25. If there are 20 or more the discount will be £50. These will be given after the Race Meeting and you should pay the full amount to the BRSCC on the entry form.

Oulton Park – Saturday August 9th. Regulations/Entry forms are enclosed. **Closing date is Wednesday July 23rd** so get yours in fast especially the Swinging Sixties/Tin Tops/Future Classics who will be allocated garages on a 'first come first served basis'.

Cadwell Park – September 6th/7th. Regulations for this weekend will be available next month.

Nurburgring September 26/27/28.

If you are planning to do the Nordschleiffe with us this year, start planning now, it is going to be much bigger than last year, 2 x 200kms races, one on Saturday and one on Sunday. You really need to get there Thursday evening to be ready for practice and scrutineering on Friday.

I have got 20 rooms booked at the Tiergarten, those of you who have been before know it is the best place in town, and their PistenKlause restaurant is where we all want to eat. If you need a room, email me at the club, 8 rooms have already gone so we only have 12 left. It will be similar format to last year, just longer, we are planning to have dinner at the circuit on Saturday night as well. The race will be on the Nordschleiffe with GP circuit included, the full 25kms lap.

Remember it does clash with the SPA 6 hour meeting, so you will not be able to do both.

Richard Wos

SPA 18th./19th. October 2008.

This meeting clashes with our own Snetterton meeting so everyone will get a race that weekend. The format should be the same as last year, practice on Saturday one hour race on Sunday morning. This race will allow cars which were available as a model before 31st. December 1979.

As usual, if you have not raced with us before you cannot go with us to either of these races.

At both races, Swinging Sixties rules apply. - Driving Standards – Tyres – Silhouette.

Looking to 2009 - SPA "Future Classics" and "TinTops"

We have been promised our own races at SPA in October 2009. This means that EVERY car eligible for the above two series will be able to race at SPA next year, we have yet to decide the format but there should be at least 1 qualifying session with two races.

Make sure you upgrade to a National "A" licence from National "B" if you want to race there.

In addition here are some of the invites to other Clubs events:

August 2nd – Silverstone (Bentley Drivers Club) At least one handicap and one scratch race that Club members can compete in. Contact office for details or forms can be downloaded from www.bdcl.co.uk and click on Club events.

August 10th – Invite to the Morgan Sports Car Club race Meeting at Mallory.



The first Zircotec Future Classics race lined up at Snetterton on a chilly morning in April with Stuart Jefcoate in his Porsche Carrera in charge of a grid of 21 cars. Unfortunately this didn't last as getting bogged down on the first lap let through the Jaguar XJSs of Chris Palmer and Roger Bowman. Chris gradually stretched out his lead, leaving his driver change until the last moment in the window. With Roger pitting on lap 7 Martyn Adams, having qualified his TR7 in 17th on the grid and storming through the ranks, took second and continued to plough up the lap charts. Stuart kept in close touch with him, with Gordon Russell in his Porsche 944 sneaking up behind. Despite receiving a penalty for speeding in the pit lane after the driver change, Chris Palmer now swapped with Steve Avery and continued to hold the lead. Martyn Adams continued to wind them in, denied poaching the outright win by a matter of only 3 seconds, with Stuart another 13 seconds behind. A solid performance by Roy Johnson in his Rover Tomcat landed him 4th

The second Zircotec Future Classics race of the season saw 16 cars lining up on the grid at Brands Hatch on 27th April, supplemented by a few Swinging Sixties reserves. Stacy Vickers had his Mazda Rx-7 on pole but was not untroubled by Stuart Jefcoate's Porsche 911 or Dave John's BMW M3, who were both within a second of his time. At the start though, it was Stuart who got the best traction and was leading after the first lap. However, not to be put off, Stacy was past by the end of lap two and pulled out a lead that he kept for the rest of the race. Dave and Stuart got into a duel for second place and Martyn Adams in his TR7 took advantage and managed to surprise them both out of Graham Hill Bend on lap four to take 2nd place from them. Stuart eventually got the better of Dave on lap 10 and pulled out a gap of a few seconds which he didn't give back.

The largest Future Classics grid to date saw 28 cars lining up to compete at a rain soaked Mallory park. Never the less Joss Ronchetti, in his incredibly rapid Sunbeam Lotus, put it clearly on pole with more than half a second to the Reynolds/Carey Rover GTi. Stephen Davis had his Jaguar XJS in third ahead of Neil Chilleystone in a Porsche 944. The rain was still falling as the start lights went out and Joss made the most of the clear track to put 2 seconds on a fast starting Neil Chilleystone. However, Neil quickly got into the groove and by the end of lap 5 he was nipping at Joss's bumper. They duelled until lap 8 when Neil put his nose in front while exiting the Devils Elbow. Joss chose to make his mandatory stop as the first safety car came out but was held at the pit exit while the cars formed up losing him an extra lap and putting him out of contention.

After all the pit stops were complete Neil was now second to the Reynolds/Lewis Rover GTi who had been steadily regaining ground after an early spin. Neil soon caught and passed the Rover and held a small gap for the last few laps. However fate was against him as on the very last lap he was caught in back markers which allowed the Rover a sniff at the lead again. Three back markers were closely followed by the lead pair going into the Esses and when they came out they had switched places and it stayed that way to the flag.

A credible drive from 7th on the grid by the Macadam/Mason MX5 put them in third by lap five and but for a sniff at second during the pit stops this is where they finished.

A glorious sunny day in the Rockingham Speedway bowl saw Jon Wolfe put his TR7V8 on pole from Stephen Davis' XJS. Mike Watson's Sierra Cosworth and Kevin Doyle's XJRS were less than a third of a second off the pole in third and fourth. Jon and Stephen pulled out a gap straight away with Jon having a slight advantage in the corners but it was Stephen who dominated on the long straight and banked turn 1. Each time they came to the turn 2 hairpin Jon had to defend firmly to keep Stephen behind. However, on lap 4 both Jon and Stephen had a wheel on the grass trying to give each other enough room and Stephen lost traction and dropped back into the clutches of Mike and Kevin. This gave Jon some breathing space and he opened a lead he was never to lose even with a dead starter motor which required a push start in the pits. Stephen came home a mere 16 seconds down for second place and Mike was another 14 seconds behind him for third.



Rob Herring at GPR has asked us to remind everyone that they must apply for their CSCC Privilege Card using the forms sent out (he can email them to you), before purchasing goods. He also pointed out that their website sales will automatically take of your 15% savings while you shop on line. GPR have now closed Privilege Membership to all but the CSCC Members, so make sure you get your card asap. If you have applied and not received one then telephone him at their Silverstone shop.

Brands Hatch by Tony Rushforth

With an entry of 25 cars the Brands Hatch race looked as though it could be quite an interesting one, with the Integra of Tom Gannon , again coming out to play with the similar car of Snetterton victors , Nigel Ainge & Alan Broad. Qualifying in the dry saw Ainge & Broad take pole by 0.02 of a second from Gane & Gannon with the Civic Type R of Livens & Dyball a further 0.83 seconds adrift , newcomer Alastair Hunter's Pug 205 took 4th slot followed by Chris Draycotts MG ZR in 5th.

The one to watch though was the unusual Citroen Xsara of Gary Cole 23rd on the gridbut watch this space. As the cars took to the assembly area the clouds began to open and by the time they moved off to take up their grid positions it was obviously going to be a wet race with 2 " Green Flag " laps required.

With " yours truly " safely in the dry in the crows nest that doubles as the commentary box, with an excellent view of all the circuit the cars were lined up to face 40 minutes of the wet stuff.

As the lights went to green it was the Integra of Ainge / Broad with Alan at the wheel that led in to Paddock Hill for the first time with the MG ZR of Chris Draycott getting the run on the other front runners from back in row 3 as they came round for the end of the first lap. Also noticeable by their absence was the Civic of Livens / Dyball that hadn't managed to make it round much to the confusion in the Commentary box.

The cars settled into a reasonable rhythm for the next few laps , the rain continuing to fall , Alan Broad leading the field (Integra # 85) from the Gane / Gannon Integra.

As mentioned earlier the Citroen Xsara which had started back in 23rd slot was by lap 9 over halfway up the field in P10. and still fighting !!

By lap 15 the rain was easing and whilst at the moment there was no "Dry Line " appearing there was some confusion in the lead car when a mis read drive through penalty was interpreted by Alan as a misdemeanor by him saw # 85 take a voluntary drive through penalty , and that just before the safety car was dispatched .

By the halfway stage the Xsara was running 3rd on the road and by lap 22 it was in the lead !

As the race reached the final quarter , with a drying track , lap times for the leaders started to go sub 60 secs again and the Gane / Gannon car claw it's way back up the leader board.

When 40minutes were displayed on the clock the checked flag was shown to Chris Draycott in his MG ZR , much to his uncontrollable delight as he was presented the winners garland in the pit lane, but his ecstasy was to be short lived as a timing equipment error had resulted in the Integra of Gane / Gannon falling off the Radar to give a false result.

Even though there was much debate in Rcae Control after the results were declared Provisional, no formal protest was forthcoming and the results were declared final as follows

1 st Overall	Gane / Gannon	Honda Integra
1 st Class A	Chris Draycott	MGZR 190
2 nd Class A	Gary Cole	Citreon Xsara
3 rd Class A	Ainge / Broad	Honda Integra
1 st Class B	Marcus Dudley	Rover 216GTi
2 nd Class B	Alastair Hunter	Peugeot 205 GTi
3 rd Class B	Reynolds / Lewis	Rover 216 GTi
1 st Class C	James Mansfield	Peugeot 205
2 nd Class C	Neil Boath	Fiesta XR2
3 rd Class C	Simon Smith	Peugeot 106

Tintops at Mallory Park by Andy Joss

A good entry shame about the weather. Qualifying was held under very difficult conditions and it turned out being red flagged due to a car broken down in a very dangerous place.

The conditions for the race were no better. Lots of cars and mountains of spray. The exit of Gerrad's on top the back straight was a wash with rivers running across the track. It was extremely difficult to stay on the track due to aquaplaning. There were a few cars that went off or broke down during the race. At about ½ distance the red flag came out due to a very nasty incident on the back straight. The good news was the driver was fine. Restart came still in appalling conditions and we raced till the end. During both ½'s of the race there were a number of incidents where cars were hit. There was a lot of unacceptable damage due to bad driving and some of these drivers will not be out with us for some time. We know this has been looked into by Robert our C of C and I know he spoke about it at the presentation later in the day. Come on lads keep it clean we are all out there to have fun. See you all at Anglesey.



Snetterton

The weather leading up to this weekend's meeting had been awful, but as usual, the sun came out for the swinging Sixties race, although it was incredibly cold. A full entry with a stack of reserves gave us a hectic practice session with a surprising number of mechanical failures considering it was the first race of the season. Harry Wyndham took pole in his E-Type, the class A sprite of Ian Hulett and Murray Henderson qualified 6th overall and split the E-Types of Andy Earl and Nick McCaffrey, quite a feat considering this is a power circuit with two long straights. Between practice and the race we "lost" three cars to mechanical problems so only 36 cars turned out for the race, we could have started 38. At the start of the race Luke Wos outdragged Harry Wyndham to the first corner thereby taking a lead he was not to relinquish. The packed grid meant that there was some very close racing all the way up and down the field and most drivers appeared to enjoy it very much.

RACEPARTS (UK) £50 Driver of the day award went to David Holroyd who worked his way up from 14th on the grid to 4th.

Class A was won by Charles Marriott in his Frogeye.

Class B was won by Glen Canning in his NSU

Class C was won by Dave Thompson and Jon Wolfe in their GT6

Class D was won by Nigel Edwards and Andrew Todd in their Marcos

Class E was won by Harry Wyndham in his E-Type

Class F was won by Stephen Bond in his MGB

Class G was won by Luke Wos in his Corvette

Class H was won by David Holroyd in his Elan.

What a fantastic grid which rightly deserved a half page photo and write up in Autosport.

Brands Hatch

In what was yet another heavily oversubscribed race, 37 cars took part in practice, even though maximum grid size on the Indy circuit is 32. A full complement of cars started the race with three more cars sat in the pitlane in case somebody failed to come round on the green flag lap. Newcomer to the series Paul Turnbull in the Scimitar GTE had his oil cooler split while he was waiting to go out so one place was gained there. It was not a good day for Reliants, as Mark Barton's Sabre blew an oil seal in practice which caused the red flag to go out after Chris Blewitt came off at paddock on Mark's oil. The big talking point in the pits after qualifying was the shape of the front row. John Thomason in his Spitfire had got pole and was only just 100 hundredths of a second quicker than Ian Hulett and Murray Henderson in their Sprite, a 1300cc front row lockout. John Thomason was our driver of the day for that stunning performance, but in true F1 driver fashion spent the period between practice and the race worrying about poor handling and lack of grip. Watching these two cars go threewheeling through Surtees was a real delight, their front nearside tyres never touched the ground. Yet again we had a fabulous mix of cars, great to see Alan Collett back, this time in his beautiful Iso Rivolta. The race took a long time to sort itself out, and there was a high attrition rate with 8 cars not finishing. The eventual winner was a very surprised Bill Goodall in his E-Type, however the next three places were taken by John Thomason in his Spitfire after a spin, and the Sprites of Charles Marriott and Adam Cunnington. The Hulet/Henderson Sprite lost the lead when they came in with water pump gasket failure, a real blow.

RACEPARTS (UK) £50 voucher Driver of the day was John Thomason in his Spitfire.

Class A was won by Charles Marriott in his Frogeye.

Class B was won by John Thomason in his Spitfire.

Class C was won by Dave Thomson and Jon Wolfe in their GT6

Class D was won by Kevan Hadfield in his TR4

Class E was won by Robert Macvicar in his DB4

Class F was won by Alan Collett in his Iso

Class G was won by Westley Harding in his Falcon

Class H was won by Rothwell and Hayhow in their Elan.

Mallory Park

Another packed race entry with lots of reserves reduced by problems some drivers had experienced in the earlier Triumph race. It was a whitewash on the front row with White and White getting pole in their TR6 alongside Martin

White in his E-Type. The Hullett Henderson Sprite was third, how long before they get their first win. The race was won by John Muirhead in his Lotus 7 despite Martin White getting fastest lap in his E-Type.

Class A was won by Hullett/Henderson in their Sprite.

Class B was won by Glen Canning in his NSU

Class C was won by Spencer McKenzie in his Alpine

Class D was won by the Whites in their TR6

Class E was won by Martin White in his E-Type

Class F was won by Isherwood and Birrell in their Mk11 Jag

Class G was won by Wayne Langridge in his Mustang

Class H was won by John Muirhead in his Lotus 7.

Three Rounds and three different winners.

Rockingham.

You have to say one thing about our grids this year, they are interesting, pole position was claimed by Westley Harding in his Ford Falcon, the largest car on the grid, alongside him was John Thomason in his Spitfire, one of the smallest cars on the grid. We were deprived of a lot of entertainment when Westley's gear selectors jammed on the formation lap, John Thomason took a commanding lead at the start and held on to it all the way. Second and third place was contested by Alan Harper in his Elan and the Hullett/Henderson Sprite with Alan finally getting second. Mark Hadfield drove a blinder in his rebuilt Spitfire to take third and Geoff Mussell did well to get fourth. The Mustangs are definitely leading the chevy's home at the moment. This was our fourth round and we had our fourth different winner this season.

Class A was won by the Tonge/Winter Mini

Class B was won by Mark Hadfield in his Spitfire (John Thomason took outright win.)

Class C was won by the Mckoen/Cairns MGB

Class D was won by John Leslie in his Sabre 6

Class E was won by Roger Bowman in his Mk1 Jag saloon.

Class F was won by the Isherwood/Birrell Mk2 Jag saloon

Class G was won by Geoff Mussell in his Mustang

Class H was won by Alan Harper in his Elan

Next Round Anglesey.

MEMBERS CLASSIFIED



Lotus Elan

Race prepared roadgoing 1970 Lotus Elan S4 for sale. A well known, successful and reliable competitor in the CSCC Swinging Sixties series and, before that, AMOC Anglo American Challenge and HSCC 70s Roadsports. Too many modifications to list but capable of further development. For full details, please contact Peter McFadyen, tel 01386 792727 (office hours), peter@brookhaven.co.uk

And finally.....

Dear Hugo,

I had to write to say how much I enjoyed the meeting at Brands Hatch - it was such fun, lovely atmosphere and reminiscent of the swinging sixties and being in my sixties - all in all a wonderful day out.

Please pass on my thanks to all concerned including both Richards and Sarah. Would you also be good enough to send me the regulations of the Swinging Sixties Series as I am tempted!

Once again, well done, you have a wonderful club and I wish it every success in the future.

With best wishes,

Nick

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Club Secretary (and Competition Secretary): Richard Culverhouse (richard@classicsportscarclub.co.uk)

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