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Dear Member,

The long, 2 year wait is over! Entries to CSCC members at the 2023 HSR Daytona and Sebring meetings in November/December are now open. Entry for these events is by CSCC form only (sorry, not online). For those wanting to enter Sebring, in addition to Daytona, you will need to fill out both CSCC entry forms please.

This letter contains advice, but should also be regarded as regulations and terms for the event, including transport (where relevant).

Please visit the CSCC event pages [HERE \(Daytona\)](#) and [HERE \(Sebring\)](#) regularly, where we will add the latest documents to these events, as well as a link to the official HSR pages too.

### **CSCC dinner(s)**

On the Wednesday evening of both events we will have a CSCC dinner in a nearby restaurant. Drivers are included as part of their entry fee through the CSCC, guests are welcomed and can pay extra on the day. Restaurant details will be given nearer the event, this is a great way to bring you all together after the first day of testing.

**Please can you now add names to a restaurant guest list for each event, to give us an idea of how many places to book for.**

### **Race categories**

You will be placed in the sessions where your car best fits. All CSCC cars and drivers are eligible to take part, in many cases with minimal equipment changes, see below. This means that you will be racing against an international field, of mixed, suitable cars, all part of the unforgettable memories this trip is likely to produce. If you require more information about the races available, please contact the CSCC office by phone.

**To help our friends at HSR place you in the most appropriate categories, please can you now fill out and return to the CSCC (not HSR) the 'RCIS' Race Car Information Sheet. See CSCC event pages. We need this form returned to us by 1<sup>st</sup> October please.**

To be eligible for CSCC awards you will need to comply with your specific CSCC series regulations, with the exception of tyres, where the demands of these fast circuits mean that tyres are free within every CSCC series. The weather can vary here, from hot and dry, to heavy rain showers. It is worthwhile seeking local advice from tyre-support company Sascosports <https://sascosports.com/tires.asp>, both with regard to the type of tyre best suited to your car at each track, but also pressures.





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There is plenty of track time available to suit your car and budget. The 'WeatherTech Sprint Races' will be enough for some drivers (unusually having multiple qualifying sessions). For those wanting more you can enter one of the two 60 minute B.R.M endurance races, which are at a discounted price, or additional WeatherTech Sprint races (but in a different car). Alternatively, the Daytona 24 Hour/Sebring 12 Hour will give you the ultimate experience, with multiple race sessions over the period, giving a taste of endurance without the high costs. Two drivers can share all events, if desired. In the case of the sprint races, both drivers would need to qualify, with one driver taking part in a race each.

### Timetable

The 2023 timetables are available, on our event pages:

Daytona 2023 <https://www.classicsportscarclub.co.uk/2023-daytona>

Sebring 2023 <https://www.classicsportscarclub.co.uk/2023-sebring>

### Other options

There are a great deal of options when it comes to racing at this event, we have tried to simplify these on our entry forms. If you have a request that cannot be dealt with on the form, for example a third driver, additional 24/12Hr sessions, extra hospitality or dinner places, please contact the CSCC office, who will be happy to help. The entry forms are designed to suit those hiring a car locally, as well as those whom the CSCC are helping to ship their own car.

**New options: Track Orientation Programs.** At both circuits there are optional driver education programs that run before the track action starts. At Daytona this is free of charge, and we will add your names automatically (but don't worry if you can't make it). At Sebring there is a charge of £170 per entry (so if you have two/three drivers they are all included). Please see the information on the flyers, on our event pages. If you would like to attend the Sebring orientation program just let us know and we will take card details (no need for a form if you have already entered).

### Refuelling

For those entering the longer races where a pitstop is mandatory and refuelling is allowed, it may be worth speaking to one of the local teams there and negotiate if they will refuel for you during your pitstop. You may find that you have the range to make this unnecessary.

### Arrive and drive

If you are hiring a car locally you simply need to enter the races through the CSCC entry form, shipping and carnets do not apply of course. Please support your club by entering through us.

### What else does a driver need to arrange?

All of the usual things associated with a holiday: flights, hire car, accommodation, food (with



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the exception of drivers lounge and CSCC dinner), ESTA, passport, money, personal health/accident insurance and more will need to be arranged by you. This gives you complete freedom to suit your free-time and budget.

### **Maximum shipping costs**

Even after considerable time and research, it has been impossible to bring you an exact figure for those who are racing their own cars. Instead, the figures listed for shipping etc. are a maximum figure, that you will pay the CSCC on booking, on the understanding that when the final figures are known (not until after Sebring) a partial refund back to members may be due. As we have said all along, the aim is to provide those of you attending, a high quality, good value service and experience. The CSCC is not seeking to make a large profit from this, or any other event it is involved in, but it must not lose money for the membership at large either. Whether there will be any refund, or how much that figure might be, depends on many factors, largely out of the club's control, such as currency fluctuation, marine and land transportation costs, the number of you that book, size of each vehicle taken, demurrage, fuel excess charges, container rental and delays, permits and so much more.

### **CSCC commission**

The CSCC is a club of members, it needs to cover its costs and make a small profit, but it is there for its members in the long term. Being open and honest, the CSCC will take a small commission on testing, which is partly why it is mandatory (as well as highly useful), in addition to a small margin on optional garage/gazebo space rental space and shipping. In return, we will do our best to ensure a smooth experience, help bring a group discount on the shipping costs with a reputable company and protect you from currency fluctuations (we can only pay the shipping costs after the ship has left port!).

### **Payment and refunds**

Originally, we were going to ask for deposits, followed by the remainder of the balance. However, time has moved on, such that we will ask for full payment on entry please, as we know that by now you will either know you're attending, or you're not.

A CSCC refund for race entries and garages will only be issued if a withdrawal is made in writing to the CSCC by 30<sup>th</sup> September 2023. There are no refunds or credit for race entries made after 30<sup>th</sup> September. Sorry, no exceptions.

A full refund for shipping and associated services will only be issued if a withdrawal is made in writing to the CSCC by 1<sup>st</sup> September. After 1<sup>st</sup> September a partial refund 'may' be possible, depending on costs and commitments made at that point, but this may not be known until after the Sebring event has taken place. A withdrawal of even a single car from a shipping container is likely to alter the costs for the remaining drivers travelling.

**What if I don't want to test/have a dessert at the dinner/have as much space in a container can I have a discount?**



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We will try to offer flexibility, but to secure a group price and try to keep what is already a logistical challenge under control, we hope members will understand that this is a package arrangement and discounts can't be offered for items you don't want.

### **Awards**

Are as per HSR regulations for the events, with additional CSCC specific awards provided. CSCC awards will be confirmed when we know entry numbers and types of cars. Cars will need to comply with series regulations, with the exception of tyres, which are free for these events.

### **Grid limits**

These are set by the capacity of the circuit and by HSR. The CSCC has no maximum or minimum number of entries, we are committed to the events for you regardless.

### **Starts**

All races will feature rolling starts, with a green flag lap.

### **Car and equipment differences from MSUK events.**

If it's not listed, it's the same as in the UK. We have been given special dispensation on a number of items, such as fire extinguisher capacity, HANS recertification and fuel cells/tanks.

- An FHR is mandatory for ALL drivers.
- FIA homologated roll bar foam, wherever your head could conceivably contact a roll bar.
- Harnesses must be FIA 5 or 6 point and be in date as per their label (MSUK extensions do not apply)
- Coolant systems must not contain anti-freeze/slippery additives; only 100% water, or water with an additive such as Redline Water Wetter or VP Stay Frosty are permitted. No glycol antifreeze/waterless coolant.
- If you have an open car, or race with your windows lowered, you will either need wrist-restraints or window-nets.
- Yellow numbers are not permitted (too small to see at Daytona), only large black numbers on white backgrounds please, on doors and bonnet.
- Those cars racing at night, require rear and high-powered front lights, with no restriction on number or type of lights. Indicators are not required.

### **Race licences**

Any grade 2023 MSUK race licence is permitted, but novices are not allowed, sorry. The equivalent of six UK signatures or more must have been gained by the time of the event.

### **Risk**



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There must be an understanding among CSCC members that however much research and organisation has gone into this, there are additional factors that are not in the CSCC's control, particularly for those shipping their car. Drivers/teams shipping their car agree to comply with the requirements of the shipping company and customs. Incorrect or missing items could lead to costs or delays.

### **Shipping company**

After numerous recommendations, meetings, phone calls and emails, we have selected SilverTiger Logistics to handle our shipping and transport logistics for us. SilverTiger logistics have been shipping in and out of these event for years, so do understand what's needed and can help explain. This is why they have been recommended several times as good partners, to help us make this as easy as possible. All cars will be shipped by 40 ft container and securely mounted on SilverTiger's own racking system.

### **Car insurance**

Silver Tiger Logistics, our selected shipping agent, is including a blanket insurance policy, with basic cover for our cars, up to £100,000, in the event of total loss at sea, with a £2500 excess. Given the number of variables and value of car, each member will bring, it is up to each member to research and provide a level of cover they are content with.

As a first suggestion, you should contact your existing insurer, to see if they will offer transport and overseas cover as an extension.

Silver Tiger Logistics can offer all risks and additional transit cover, and can be contacted on 01284 333998.

CSCC member, Ryan Mone can also provide cover for your car and equipment. Please contact [info@ryanmi.com](mailto:info@ryanmi.com) or visit <https://www.ryanmi.com/en/>

### **Personal insurance**

Medical cover, including repatriation should be regarded as essential for any trip to the US, not least when participating in what can occasionally be a dangerous sport. One or two members have been in touch, having had difficulties in finding cover with their usual holiday insurer.

Personal health/medical insurance is not included by HSR or CSCC, so should be arranged by each member individually.

Some holiday insurance companies may provide you with cover, but Motor Sport is rarely listed under dangerous activities, unlike Skiing or Scuba Diving, so you may need to contact companies by phone.

Ryan Motorsport Insurance and REIS, amongst others, can provide you with a quote for personal cover that includes motorsport in the States.





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### Third party track liability

This is not an MSUK event, therefore their insurance to drivers won't apply, however, HSR and parent company IMSA provide all drivers with good quality, third party cover on track, in the unlikely event you should cause an injury to another driver. This is included in your entry fee. No cover is included that covers damage to your own car (no different to the UK in this respect).

### Spares and tyres

Each car will be given space in a container, typically enough for a standard-sized flight-case, or toolbox and flip lid plastic tubs and 4 wheels and tyres. There is no weight limit, space is the issue. **Parts and tools can be transported within a car but MUST not be loose and should be contained within boxes with secured lids, wherever possible. Any parts transported within a car must not restrict the opening of doors/bonnet/tailgate and should still allow a driver to safely maneuver a car to and from the container.** As has been mentioned previously, it is recommended to either have new tyres fitted to your car and/or arrange with Sascosports to have a set of tyres available in your size and preferred type in Florida. There is little point in everyone carrying the same tools and consumables as others with similar cars. Focus on car-specific spares and kit that may be difficult for you to get in the States. Items such as empty fuel cans, oil, grease etc. are widely available locally, it will just use up your space allocation, better used for other things. If you wish to bring your full tool kit, spare engine and gearbox etc. then please get in touch with the CSCC at the earliest opportunity, so we may be able to get you a price for the extra volume used. All items will need to be listed in advance of shipping, **the CSCC has now added a document to the Daytona event page, this MUST be returned to the office by Thursday 7<sup>th</sup> September, in readiness for the team listing these items on Carnets, see below.**

### Loading list

**For those of you shipping your car and kit with us, please can you now list EVERY item you are bringing, so we can help prepare the ATA Carnets on your behalf. This must be returned to us by Thursday 7<sup>th</sup> September. See CSCC Daytona event page for the spreadsheet to fill out (this will cover the Sebring event too, where relevant). In addition, when listing the inventory, please can you photograph the 'pile' of spares as they are likely to be presented to the shipping agent, contained within their boxes/case.**

**An example of how to fill out the loading list is shown below. This needs to be filled out for each vehicle and their associated spares. For the vehicles we will need to see the year / make / model and chassis number (or if not available, an engine number or some other means of id) in the description box.**

**Then below we need to see detailed the spares (everything being taken with said car).**



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The country field is where the parts originated/were manufactured, not necessarily where you bought them. In some cases we understand that it may be challenging to know precisely where items were made, in which case please make an educated guess. Consumables may not need to be listed, such as tyres, or grease, if you believe they will not be coming back on the return journey. The containers will be marked non-hazardous, therefore no oil drums, fuel or other quantities of flammable items (a quick google will reveal where you can pick these up locally in Florida).

	A	B	C	D	E
1					
2	<b>Description</b>	<b>pieces</b>	<b>Weight Kg</b>	<b>Value £</b>	<b>origin</b>
3	1990 Leyton House CG901 Race Car - Chassis #CG-901-02	1	600	£200,000.00	UK
4	Spare nose	1	15	£550.00	UK
5	Spare rear wing	1	20	£900.00	UK
6	LH 3 Spares box containing:	1			UK
7	Rear anti roll bars	3	4	£350.00	UK
8	Skid blocks (floor)	50	3	£100.00	UK
9	Bump rubbers	20	1	£90.00	UK
10	Brake discs	8	5	£500.00	UK
11	Brake pads	8	5	£250.00	UK
12	Chicken hawk tyre warmers box	1	10	£200.00	USA
13	Transformers	3	50	£150.00	UK
14	BOSH leaf blower	1	3	£45.00	UK
15	Alternator	1	0.5	£100.00	UK
16	Electrical extention leads	6	2	£35.00	UK
17	Heat blanket	1	1	£50.00	UK
18	Champion G54 V spark plugs in boxes	4	0.5	£45.00	UK
19	NGK spark plugs RO373A-11 in boxes	4	0.5	£45.00	UK
20	JUDD EV 8 coils	5	0.2	£55.00	UK
21	Special tools uprights bearing removal	3	4	£75.00	UK
22	Various suspension parts	6	1	£500.00	UK
23	Wheel nut socket	1	1	£45.00	UK
24	Water Pre heat	1	5	£200.00	UK
25	Wishbones front & rear	8	1	£250.00	UK
26	Front push rods	2	0.2	£50.00	UK
27	Rear push rods	2	0.2	£50.00	UK
28	Tie rods	4	0.2	£45.00	UK
29	Drive shafts	2	2	£150.00	UK

## Delivery and collection

You will need to deliver your race car and kit to Hook, Hampshire on the 18<sup>th</sup> September, with a return around 6 weeks after the event(s) you have entered. We will give you more precise details and directions shortly. It should be noted that they want the cars presented with minimal fuel onboard, as the containers will be marked non-hazardous.



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### **CSCC support**

Hugo will be at Daytona, whilst David will be there at Sebring, to look after you throughout the events. In addition, the CSCC team will be present at Hook to help oversee the loading and unloading of containers and to welcome you. A guide on what to bring, how to prepare and when to bring your car and spares to Hook, in Hampshire will follow in late July. We very much look forward to seeing you there.

Best regards,

The CSCC Office Team



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