



Bonhams

HAGERTY
CLASSIC CAR INSURANCE

The Vintage Sports-Car Club Limited

Curborough Speed Trials

Curborough Sprint Course

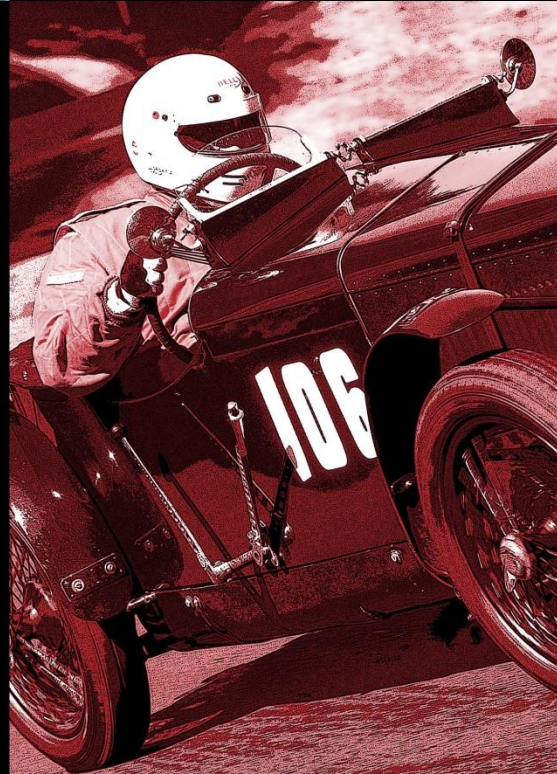
Sunday 30 April 2017

**COMPETITORS'
INSTRUCTIONS**



SPRINTS

HILL CLIMBS





The Vintage Sports-Car Club Limited
Curborough Speed Trials
Curborough Sprint Course, Netherstowe Ln, Lichfield, WS13 8EJ



Sunday 30 April 2017
MSA Permit Number: 99226

Held under the General Regulations of The Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations.

Competitors' Instructions

1. Introduction

Thank you for your entry into the Curborough Speed Trials; your entry has been accepted and enclosed you will find all of the information required to compete at this event, **entry wristbands** have been posted to you separately. We hope that the event will have the same relaxed, friendly and unique VSCC atmosphere that has been experienced at the venue over the years.

2. Amendments to the General & Supplementary Regulations

SR 8

MSA Steward	John Spencer	Club Stewards	Rosemary Adams, Peter Donnelly
Senior Clerk of the Course	Colin Prest	Deputy Clerk of the Course	Chris Bound
Chief Scrutineer	Stuart Baxter	Chief Timekeeper	Elisabeth Davies
Chief Medical Officer	Jonathan Prescott	Chief Handicapper	Mark Ballard

GR 12 D 17 - Shared Cars will be accepted at this event.

3. Timetable

0800hrs	Scrutineering and Signing-on opens
0900hrs	Practice commences
1030hrs	Any competitor not scrutineered or signed-on may be excluded
1330hrs approx	First competitive run commences

4. Non-Starts

If you find that you will not be able to start the event, please let the Secretary of the Meeting know as soon as possible. Up until 1500hrs on Friday 28 April, please call 01608 644777 ext 5 and advise the Competition Department; thereafter, please call the Secretary of the Meeting, Julian Ghosh on 07947 026036.

5. Change of Driver/Car

Any person wishing to change a car or driver must inform the Secretary of the Meeting in writing in accordance with D 25.1.12.

6. Paddock Arrangements

Paddock places have been allocated according to class entered; please park in the paddock areas which relate to your class entry number.

S. 9.2.1. Throughout practice and Competition, upon exiting from and until returning to the Paddock, when the driver is seated in the vehicle he must wear clothing, helmet and goggles complying with K. 9 to 11. Overalls homologated to either FIA 8856- 2000 or FIA 1986 standard are mandatory. Competitors are required to wear flame-resistant gloves (K.14.3(e)).

7. Arrival, Signing-on, Scrutineering and Noise Testing

Please arrive by 0800hrs. If unloading your competing car from a trailer or from a support vehicle, once unloaded, please park your competing car in its allocated paddock space and then park the support vehicle and trailer on the open grassed area at the top corner of the venue away from the entrance gate. Then take your Competition Licence and VSCC Membership Card to the Paddock Office and sign-on, where, upon completion you will be issued with a Scrutineering Ticket. Return to your car and await a Scrutineer to visit; scrutineering will be in class order.

8. Walking The Course

If you wish to walk the course, please do so before 0830hrs, but if you have signed-on, please do not leave your car unattended until it has been scrutineered.

9. Drivers' Briefing

There may be a drivers' briefing should the Clerk of the Course deem it necessary. A paddock announcement will be made if a briefing is called.

10. Flag Signals

When on a practice run or on a competition run, should a red flag be shown ahead, STOP AT ONCE and await instructions from a Track Marshal.

11. Practice Runs

Practice runs commence at 0900hrs, and will be conducted in batches, in class order; each batch will complete both their practice runs back-to-back. You must complete at least one practice run to then take part in the afternoon's competitive runs. **Shared Cars with the higher number will run at the end of their class batch.**

12. Competition Runs

Drivers will be given the opportunity to complete two official competition runs during the afternoon; these will be in numerical/class order. On completion of the first timed run drivers will return to the paddock. Only when all first runs are complete will the second round of timed runs begin. **Shared Cars with the higher number will run at the end of their class batch. Edwardian cars will run their two competitive runs back to back.**

13. Practice and Competitive Times

These will be displayed in the Paddock Office; as will any changes to handicap times.

14. Team Entries

Don't forget the team award for teams of three cars. Entry fee is £15.00 per team, payable on the day at signing-on.

15. Alcohol Breathalyser Test

In accordance with D 13.1.4, as a condition of participation, all Drivers and Officials consent to submit themselves as required to a random alcohol breathalyser test. The Club approved equipment used for testing will be 'AlcoSense Ultra' breathalysers within valid calibration periods of their current calibration certificates. Calibration and maintenance of the devices will be undertaken by AlcoSense Breathalysers. A Driver or Official who is considered to be possibly unfit due to consumption of alcohol will not be permitted to participate. Such persons may request a re-test after a period of at least 60 minutes. If the Driver or Official is still considered unfit following the second test, he/she remains ineligible to participate or officiate. Should a Driver not participate in either a practice or a timed run due to the possibility of being unfit due to the consumption of alcohol, further participation shall be at the sole discretion of the Clerk of the Course. In addition to the random test, the Clerk of the Course and/or the Secretary of the Meeting may, at their sole discretion, direct that a test be carried out on any Driver or Official at any time during the meeting should they consider there are grounds for doing so. The results of all breathalyser tests remain confidential between the Secretary of the Meeting, the Clerk of the Course and the Driver or Official concerned. Refusal or withdrawal of consent to take a breathalyser test will be treated as a failure of the test and the Driver or Official shall be excluded from participation at the meeting.

16. New Results Procedure 2017

Provisional results will be posted on the Official Noticeboard for 30 minutes, during this time Competitors will have the opportunity to raise any queries with the Secretary of the Meeting. Results will go Final after 30 minutes of the Provisional Results being published. Awards will be allocated at the beginning of the week following the Event, however times will not change.

SAFETY, HEALTH, ENVIRONMENT AND FIRE (SHEF) AT THE VINTAGE SPORTS-CAR CLUB (VSCC) AND DURING VSCC EVENTS

It is the Policy of the Vintage Sports-Car Club (the Club) to operate in a positive culture of safety, health, and environmental protection throughout its entire business and sporting activities. To this end, the Club will coordinate all relevant activities under the collective heading of Safety, Health, Environment and Fire, or 'SHEF'.

The Club fully recognises the potential risks in its activities, the application of relevant legislation, and that it has the ultimate legal responsibility in these matters both in the workplace and at the Club's events. Accordingly, the President accepts overall responsibility for policy formulation and effective implementation of that policy. In turn, all employees, competitors, officials, and volunteer helpers are responsible for all SHEF duties allocated to them, either directly, or as a result of the Club's SHEF policy. Members of the public at Club events, whether paying or not, will be advised of their responsibilities as a result of their decision to spectate.

In pursuance of this policy, the Club will progressively identify all hazards and take measures to reduce risk. Motor Sport is spectacular and exciting, providing enjoyment to competitors and spectators alike, but there are many aspects of the sport which carry inherent risk. Much of this risk cannot be eliminated totally, and the emphasis must therefore be placed on controlling the risk through effective risk management systems. The purpose of such Risk Management will be elimination of the risk where possible, or to reduce the risk to levels which are demonstrably As Low As Reasonably Practicable (ALARP) where it cannot.

Throughout all of its activities, the Club will appoint an appropriate number of competent persons to implement the Club's SHEF procedures. In addition, a number of SHEF committees are established to ensure proper consideration of all risk factors, Committee members and other competent persons may be employees or volunteers. Competence will be guaranteed by formal training, the maintenance of records and, for motor sports events, full compliance with the rules and regulations of The Motor Sports Association (MSA), the governing body of the sport in the UK, and the venue owners.



Geoff Smith, President April 2017

VSCC Race and Speed Code

The VSCC provides a precious opportunity to compete in pre-war and historic cars as they were used in period. Historic vehicles and their drivers are afforded special privileges by the Motor Sports Association. These privileges remove the necessity to have safety roll cages, harnesses, head and neck support for drivers and other contemporary requirements.

Drivers who participate are expected to drive with an attitude that reflects this privilege, and to recognise that the object is not to win at all costs, but to compete for pleasure. Competition is encouraged provided that it is undertaken responsibly, safely and with due respect for the other participants and their cars.

When racing, variance in car and driver capability is inherent; competitors are expected to acknowledge this and act accordingly. Slower drivers need to be aware of approaching cars and maintain a consistent racing line to allow safe overtaking. Faster and more experienced drivers should not intimidate or put other cars in jeopardy in order to overtake.

VSCC racing is intended to be close and competitive, creating an enjoyable racing environment for participants and spectators alike. It is important that drivers share the same ethos and race with trust, respect and consideration for their fellow competitors.

The VSCC Race and Speed Code is based on a tradition of strong values and aligned with the Motor Sports Association best practice guidance. It includes friendship, fun and enjoyment for all.

- Respect – for all participants; treat people as you expect to be treated
- Fair play – respect both the rules and spirit of the sport
- Self-control – be in control of emotions at all times
- Good manners – be polite to others

Drivers who contravene the code may be refused entry to subsequent race or speed events.

December 2016



A MESSAGE FROM THE SCRUTINEERING TEAM

The Club has stated its intent to address the issue of fluid leaks at our Meetings. The ideal that we must aim for is no leaks at all. This is an ideal and may not be wholly attainable. At Speed and Race events, we will have a dedicated Scrutineer checking for fluid leaks. This will be one of our most experienced VSCC Scrutineers, used to working with our type of cars. We shall take a pragmatic approach to the job, and where problems occur ideas will be offered on how to solve these where possible. Our aim is to help people get onto the track safely. However, if a car is judged to be leaking to such an extent that it poses a potential risk to other Competitors, a scrutineering ticket will not be issued, or the ticket will be removed, and this will be reported to the Clerk of the Course.

MSA VEHICLE PASSPORT APPLICATION

All cars competing in Hill Climbs or Sprints must be presented for scrutineering with a valid Competition Car Log Book/Vehicle Passport or an MSA Recognised Vehicle Identity Document unless the car is currently licensed for use on the public highway and is competing in a road legal condition or is currently used in circuit racing and is entered in an event on an occasional basis only. The onus of proof rests with the competitor. The Competition Car Logbooks that were issued and endorsed by the VSCC will not be used any more: from now on competition vehicles in the relevant classes will need to have an MSA Vehicle Passport. Please note that these will no longer be dealt with by the VSCC office. These passports can be completed by the applicant or a scrutineer: however the vehicle must be inspected by an MSA scrutineer in all cases. You cannot complete the form yourself and send it direct to the MSA.

The MSA charge for the Vehicle Passport is currently £40 (in 2016).

Our VSCC scrutineering team have agreed to complete these passports at an event. Alternatively you may ask a local scrutineer to come and inspect the car elsewhere. Please bear in mind that the inspecting scrutineer may incur travel expenses in these cases. We suggest you discuss and agree any extra payment with the scrutineer before arranging their visit.

The Application Form

The form is available to download from the MSA website www.msauk.org/Resource-Centre/Technical-Car or can be obtained from the MSA Technical Department.

You can complete the form in advance of the scrutineer's inspection if you prefer.

Alternatively the scrutineer can complete the form himself at the time of or following the inspection.

A scrutineer will inspect the vehicle and verify that the form contains all the relevant information.

The applicant pays the scrutineer the MSA fee, which is currently £40 (in 2016). Any change to the fee will be notified in the 2017 Blue Book.

The scrutineer will give you a receipt which serves as a logbook for the subsequent 30 days.

Please retain this receipt as it allows you to compete in an event before the MSA return your completed Vehicle Passport.

The scrutineer will send the completed form, fee and receipt to the MSA Technical Department.

When you receive your completed Passport from the MSA, please ensure that you sign it.

Photographs

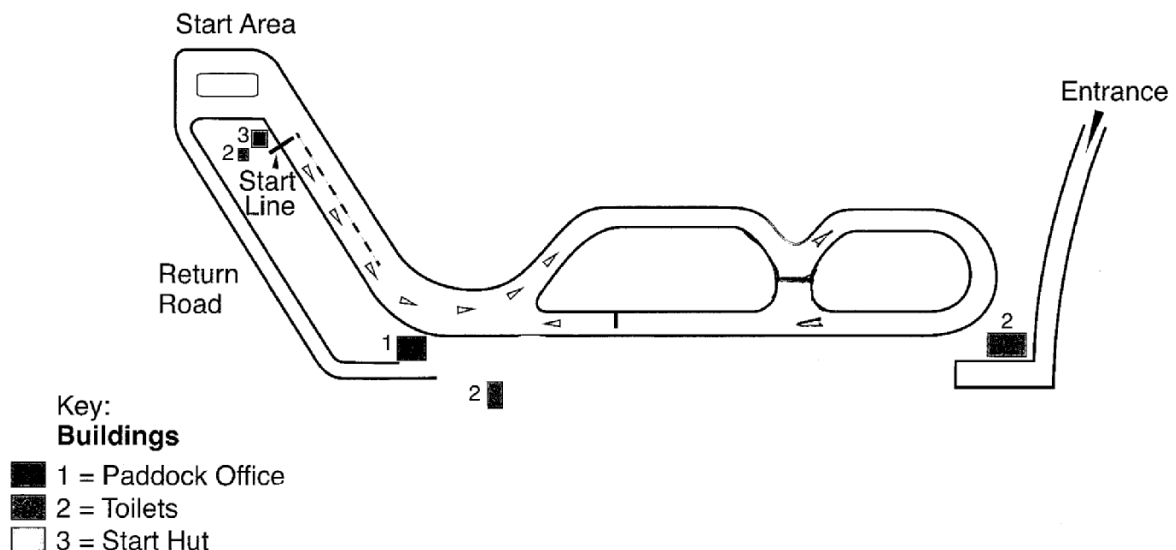
The Vehicle Passport shows three photographs of the vehicle, a front ¾ view, a rear ¾ view and a view of the engine bay.

The Application Form contains examples of these photographs.

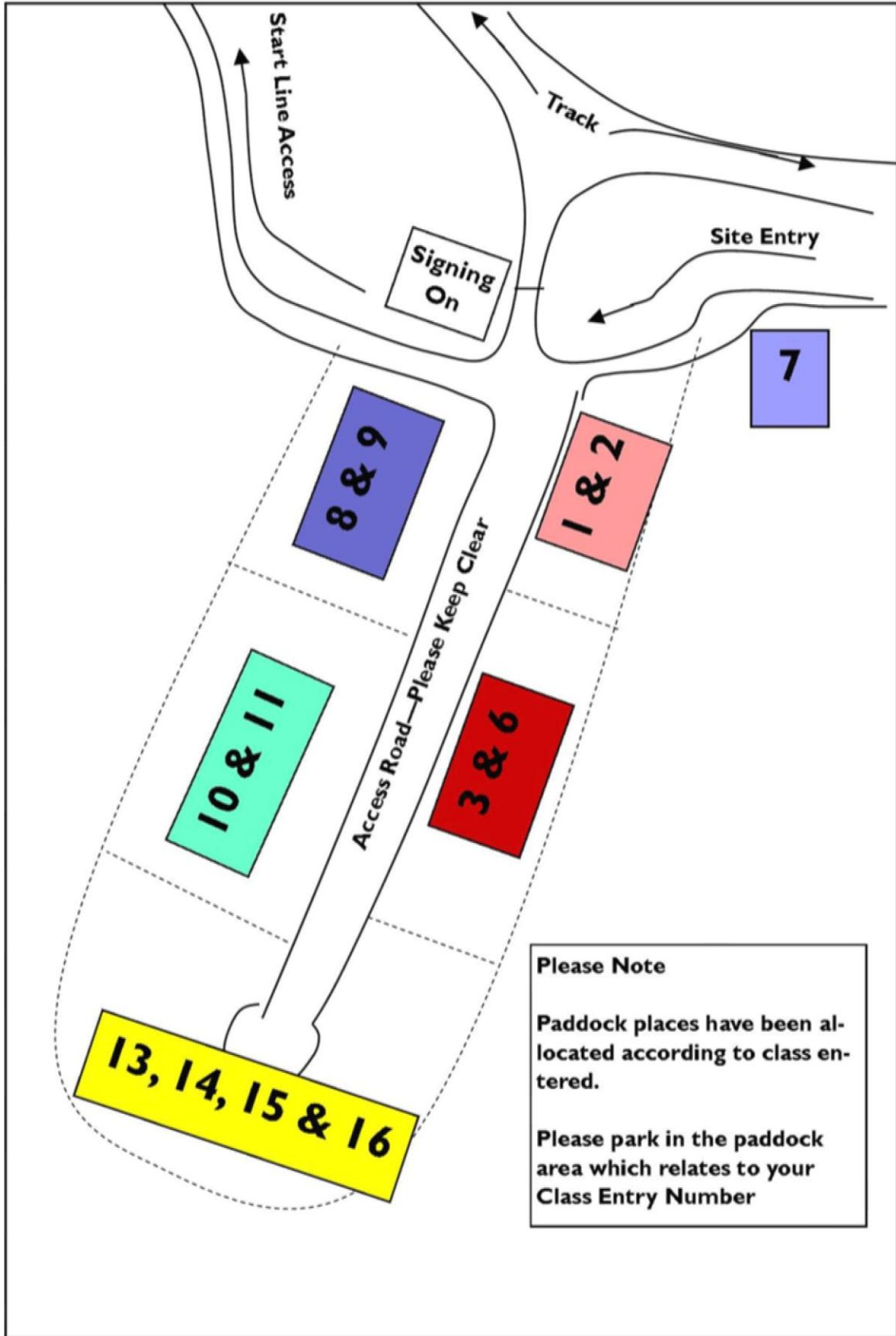
The photographs can be taken by the inspecting scrutineer or the applicant.

For applicants wishing to take their own photos there is some guidance available.

COURSE PLAN



Paddock Plan



Please Note

Paddock places have been allocated according to class entered.

Please park in the paddock area which relates to your Class Entry Number

ENTRY LIST

Class Entered	Merged Class	No	Owner/Driver	Car	CC	Year	Class	Hcap
1	1	1	Peter JOHNSON	AUSTIN 7	747	1929	Mod	54.00
1	1	2	Paul SANDERS	AUSTIN 7 ULSTER REPLICA	747	1930	Mod	58.50
1	1	3	Stuart ROSE	AUSTIN 7 ULSTER	750	1930	Mod	51.00
1	1	4	Peter HOWAT	AUSTIN 7 ULSTER	747	1931	Mod	50.50
1	1	702	Tom SANDERS	AUSTIN 7 ULSTER REPLICA	747	1930	Mod	55.00
2	2	10	T.Walker(Miss India WALKER)	GN SALMSON	1100	1921	Mod	50.00
2	2	11	Joe TISDALL	AUSTIN 7 ULSTER	747	1930	Mod	50.50
2	2	12	A.A.Clear(Andrew BAKER)	RILEY BROOKLANDS	1087	1930	Mod	44.50
2	2	14	Miss Joanna COLLINS	RILEY BROOKLANDS	1089	1930	Std	47.00
2	2	15	David RUSHTON	MG M TYPE	847	1932	Std	54.50
2	2	16	W.G.Lowe(Raymond KNIGHT)	VALE SPECIAL	898	1933	Mod	52.00
2	2	17	Paul TUNNICLIFFE	MORGAN SUPER SPORTS	990	1934	Mod	50.00
2	2	714	Miss J.E.C.Collins(John COLLINS)	RILEY BROOKLANDS	1089	1930	Std	44.50
2	2	716	William LOWE	VALE SPECIAL	898	1933	Mod	53.00
3	3	20	Stewart RICH	GN ANZANI	1496	1924	Mod	48.50
3	3	21	Chris SUTTON-SCOTT-TUCKER	ALVIS 12/50 SD	1496	1927	Std	55.00
3	3	22	Geoff SMITH	FRAZER NASH SUPER SPORTS	1496	1929	Mod	39.50
3	3	23	D.Johnson(David JOHNSON)	FRAZER NASH SUPER SPORTS	1496	1929	Std	43.00
3	3	24	Mrs Jo BLAKENEY-EDWARDS	FRAZER NASH SUPER SPORTS	1496	1929	Mod	40.50
3	3	25	Locky MCKENZIE	FRAZER NASH SUPER SPORTS	1496	1930	Std	45.50
3	3	26	R.M.Turner(Andrew BRIGGS)	MG L TYPE MAGNA	1087 S	1933	Mod	51.00
3	3	27	Christopher SCOTT MACKIRDY	ASTON MARTIN LE MANS	1495	1933	Mod	43.50
3	3	28	Dennis JOHNSON	FRAZER NASH COLMORE	1496	1933	Std	45.50
3	3	29	Anthony COSTIGAN	FRAZER NASH TT REPLICA	1496	1935	Mod	48.50
3	3	30	John DEVEUVE	RILEY 2 SEATER	1496	1935	Mod	44.50
3	3	31	Andy BUSH	RILEY TT SPRITE REPLICA	1500	1935	Mod	42.00
3	3	726	R.M.Turner(Maurice GLEESON)	MG L TYPE MAGNA	1087 S	1933	Mod	51.00
6	6	40	Roger THORPE	VAUXHALL 30-98 TOURER	4224	1924	Mod	51.00
6	6	41	Eric PEPPERCORN	VAUXHALL 30-98 VELOX	4224	1927	Mod	48.00
4	6	42	Richard HOULGATE	LEA-FRANCIS HYPER REPLICA	1496 S	1930	Std	47.50
6	6	43	Nigel HALL	LAGONDA LG45	4453	1935	Mod	44.00
6	6	44	Anthony FENWICK-WILSON	RAILTON LS TOURER	4168	1935/37	Mod	45.00
5	6	45	John WARDEN	DELAGE D6 COURSE	2988	1937	Mod	46.00
6	6	46	Terry BREWSTER	LAGONDA LG45	4467	1937	Mod	46.00
6	6	47	Marcus BLACK	TALBOT LAGO T23	4000	1939	Mod	41.50
7	7	50	Andrew HOWE-DAVIES	SCAT RACER	9500	1911	Spl	46.50
7	7	51	Ms Annie WALKER	PEUGEOT BABY	855	1913	tba	62.00
7	7	52	Andy LLOYD	CHALMERS 17	5000	1913	Std	56.50
12	7	53	Guy LACHLAN	FAFNIR HALL-SCOTT SPECIAL	10000	1914/18	Spl	47.00
7	7	54	Ron BIRKETT	DODGE HORNSTED	3477	1917	Mod	59.00
7	7	55	Hugh MACKINTOSH	HUDSON SUPER SIX RACER	4738	1917	Mod	46.00
7	7	56	Ms A.Sharpe(Ian SEYMOUR-SMITH)	MITCHELL 4-LITRE SINGLE SEAT	4000	1918	Spl	47.00
8	8	60	S.A.Blakeney-Edwards(Louis PARKIN)	AUSTIN 7 SPECIAL	749	1927/31	Spl	49.00
8	8	61	Robert MOORE	AUSTIN 7	747	1929	Spl	48.50
8	8	62	Graham BECKETT	AUSTIN 7 SIMPLICITY	747	1930	Spl	48.50
8	8	63	David FURNELL	AUSTIN 7 THE TOY	750	1930	Spl	45.50
8	8	64	Kevin MORTON	RILEY 9 SPECIAL	1089	1931	Spl	44.50
8	8	65	Clive BERGMAN	AUSTIN 7 SPECIAL	747	1933	Spl	50.00
8	8	66	A.E.Milne-Taylor(Daniel HUNTER)	RILEY 9	1087	1933	Spl	51.00

Class Entered	Merged Class	No	Owner/Driver	Car	CC	Year	Class	Hcap
8	8	67	Norman TIDD	AUSTIN 7 SPECIAL	747	1935	Spl	49.00
8	8	766	Alexandra MILNE-TAYLOR	RILEY 9	1087	1933	Spl	57.00
9	9	70	Nigel STROUD	MG J2	847 S	1932	Spl	48.50
9	9	71	Dr David MORLEY	RILEY SPECIAL	1496	1932	Spl	45.00
9	9	72	Greg LERIGO	RILEY SPECIAL	1496	1932/35	Spl	39.50
9	9	73	Robin GALE	RILEY SPECIAL	1479	1934	Spl	41.00
9	9	74	Marcus FRIEDER	RILEY 12/4	1496	1934	Spl	45.00
9	9	75	Colin WOLSTENHOLME	RILEY RACING MPH	1470	1935	Spl	46.00
9	9	76	Dr Christopher DOWNHAM	RILEY 9 ULSTER IMP REPLICA	1496	1935	Spl	46.00
9	9	77	Gerald PARKER	RILEY SPECIAL	1496	1935	Spl	49.50
9	9	78	Geoff TOMS	FIAT 508S	1089 S	1936/37	Spl	43.00
9	9	79	Alexander HEWITSON	RILEY 12/4 SPECIAL	1496	1937	Spl	47.00
9	9	80	R.J.Iiffe(Stephen RIDDINGTON)	RILEY TT SPRITE REPLICA	1496	1939	Spl	46.00
9	9	771	Dr D.Morley(Andrew OLIVER)	RILEY SPECIAL	1496	1932	Spl	48.00
9	9	772	G.Lerigo(Mrs Barbara LERIGO)	RILEY SPECIAL	1496	1932/35	Spl	47.00
10	10	90	N.J.Topliss(James TOPLISS)	GN GNOME	1992 S	1921	Spl	39.50
10	10	91	Jonathan MELLOR	AC/GN BEETLE	1991	1922	Spl	40.50
10	10	92	Yushan NG	FRAZER NASH GANGER HARTLEY	1496 S	1926	Spl	45.00
10	10	93	Christopher WILLIAMS	AUSTIN/BLACKBURNE 7	1056	1930	Spl	55.00
10	10	94	Paul BULLETT	FRAZER NASH SUPER SPORTS	1991	1930	Spl	40.50
10	10	95	Robert BRITCHER	ALVIS SA 16.95 SPECIAL	2148	1930	Spl	48.00
10	10	96	Mrs Jane CORNER	TALBOT 65 SPECIAL	1665	1933/37	Spl	48.00
10	10	97	Lawton GREEN	WOLSELEY HORNET SPECIAL	1842 S	1933/37	Spl	46.50
10	10	98	Trevor CORNER	TALBOT 105	2969	1934	Spl	46.50
10	10	99	Simon SKELDING	AC 16/80 SPECIAL	1911	1936	Spl	46.00
10	10	100	Dr Ian FYFE	ALVIS 12/70 SPECIAL	1892 S	1937	Spl	50.00
10	10	101	Duncan FISH	ALVIS 12/70	1842 S	1938	Spl	43.50
11	11	110	T.Walker(Tom WATERFIELD)	GN SPECIAL	3285	1922/29	Spl	40.00
11	11	111	Hugh MCGAREL-GROVES	DELAGE DM SPORT	3200 S	1927	Spl	48.50
11	11	112	Dougal CAWLEY	GN/FORD PIGLET	3291	1929	Spl	38.50
11	11	113	Christopher BATTY	FRAZER NASH SUPER SPORTS	3257	1930	Spl	44.00
11	11	114	Julian GRIMWADE	FRAZER NASH SINGLE SEAT	3571	1934	Spl	37.00
11	11	115	Jeffrey EDWARDS	ALVIS SPORTS SPECIAL	3571	1934/35	Spl	41.00
11	11	116	Steve ALLEN	BENTLEY 4 1/4 LITRE SPL	4257	1936	Spl	46.00
11	11	713	C.J.Batty(Peter BATTY)	FRAZER NASH SUPER SPORTS	3257	1930	Spl	44.00
13	13	120	Carl GRAY	HARDY RACING S/S	996 S	1922/34	Spl	36.00
13	13	121	Miss Rachael WILLIAMS	HARDY SPECIAL MK III	1096	1922/38	Spl	46.50
13	13	122	Ed SWAIN	SINGER JUNIOR S/SEATER	848	1928	Spl	47.00
13	13	123	Gary CLARE	GRANNIE .	1100	1928	Spl	41.00
13	13	124	Kristoffer AARHUS-HUDSON	AUSTIN ULSTER REP	747	1930	Mod	44.00
13	13	125	M.Fountain(Mark FOUNTAIN)	GILLOW SPECIAL S/S	1089	1930	Std	47.50
13	13	126	David ASPLIN	AUSTIN 7 ULSTER REPLICA	747	1931	Spl	47.00
13	13	127	Mark ELDER	AUSTIN SPORTS SPECIAL	747	1931	Spl	42.50
13	13	128	A.W.Purnell(Mark PURNELL)	RILEY SPECIAL	1087 S	1936	Spl	45.50
13	13	723	G.A.Clare(Simon FROST)	GRANNIE .	1100	1928	Spl	41.00
13	13	725	Mike FOUNTAIN	GILLOW SPECIAL S/S	1089	1930	Std	46.50
14	14	130	David LEIGH	GN SPIDER	1489	1923	Std	38.00
14	14	131	P.Dobbin(Ms Hannah ENTICKNAP)	MORGAN GN SALOME	1120	1924/26	Spl	44.00
14	14	132	C.J.Maeers(Charlie MARTIN)	MORGAN SPECIAL	1316	1930/28	Spl	37.50
14	14	133	Terence WATSON	RILEY ROWSON	1498 S	1933	Spl	43.00
14	14	134	Terry CRABB	ERA R12C	1486 S	1937	Std	37.50

Class Entered	Merged Class	No	Owner/Driver	Car	CC	Year	Class	Hcap
14	14	734	T.Crabb(James CRABB)	ERA R12C	1486 S	1937	Std	40.00
15	15	140	Bob DREWITT	SWIFT ANZANI SPECIAL	2000	1922	Spl	46.00
15	15	141	Jade DEARLING	GN/ARIEL KN IV	2000	1922/38	Spl	46.00
15	15	142	D.M.Pittaway(Tim HARRISON)	THE HORNET RACING SPECIAL	2550	1924/26	Spl	48.00
15	15	143	Tony LEES	AC/GN COGNAC	1991	1925	Spl	37.00
15	15	144	Bruce STOPS	BUGATTI T35/44	2995	1928	Spl	42.00
15	15	145	Richard ARCHBELL	GN/AC RABELRO	1991	1928/29	Std	41.50
15	15	146	Cecil SCHUMACHER	TALBOT 95/105 S/S	2969	1933/34	Spl	44.00
15	15	147	Dr David PRYKE	FRAZER NASH SHELSLEY	1971	1936	Spl	37.00
15	15	148	Ian BAXTER	ALTA 61 I.S. SINGLE SEAT	1960 S	1937	Mod	37.50
16	16	150	Mark WALKER	GN THUNDERBUG	4228	1922/08	Spl	41.00
16	16	151	Thomas RICHARDSON	GN GIPSY	5713	1925	Spl	42.00
16	16	152	Tom WALKER	AMILCAR HISPANO SPECIAL	11760	1930	Spl	36.00