



THE VINTAGE SPORTS-CAR CLUB  
**VSCC SPEED CHAMPIONSHIP**  
**CURBOROUGH SPEED TRIALS**



Sunday 6 May 2018

COMPETITORS' INSTRUCTIONS

THE VINTAGE SPORTS-CAR CLUB PRESENTS

# CURBOROUGH SPEED TRIALS

VSCC SPEED CHAMPIONSHIP ROUND 1



## SUNDAY 6 MAY 2018

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[www.VSCC.co.uk](http://www.VSCC.co.uk)



**VSCC**  
Curborough Sprint Course



PRINCIPAL ASSOCIATES

**Bonhams**

**HAGERTY**





THE VINTAGE SPORTS-CAR CLUB  
**VSCC SPEED CHAMPIONSHIP**  
**ROUND I**  
**CURBOROUGH SPEED TRIALS**

Sunday 6 May 2018

Curborough Sprint Course, Netherstowe Ln, Lichfield, WS13 8EJ

MSA Permit Number: 104854

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

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, 2 entry wristbands will be posted to you separately.

#### 1. Amendments to the General & Supplementary Regulations

MSA Steward	Ray Smith
Club Stewards	Rosemary Adams, Peter Donnelly
Clerk of the Course	Colin Prest
Deputy Clerk of the Course	Simon Staveley
Deputy Clerk of the Course	Andrew Tongue
Chief Scrutineer	Geoffrey Harrison
Chief Timekeeper	Elisabeth Davies
Chief Medical Officer	Jonathan Prescott
Chief Handicapper	Mark Ballard
Secretary of the Meeting	Rachael Watkins

#### 2. Timetable

0800hrs	Scrutineering and Signing-on opens
0830hrs	Drivers Briefing
0900hrs	Practice commences
1000hrs	Any competitor not scrutineered or signed-on may be excluded
1330hrs approx	First competitive run commences

#### 3. 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 1600hrs on Friday 4 May 2018, please call 01608 644777 ext 5, thereafter, please call Rachael Watkins on 07823554120.

#### 4. 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.

#### 5. Paddock Arrangements

Paddock places are numbered please refer to the entry list for your paddock number and to the paddock plan for your allocated space.

#### 6. 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 on the hard standing (indicated on the paddock plan) and then park the support vehicle and trailer on the open grassed area directly behind your competing car. The over flow trailer parking will be at the top corner of the venue away from the entrance gate. Please take your Competition

Licence and VSCC Membership Card to the Paddock Office and sign-on, where you will be issued with a Scrutineering Ticket. Competitors will be identified by competition numbers\* complying with MSA regulations. It is the competitors' responsibility to ensure they comply with these regulations. Adhesive numbers will be available for purchase at £3.00 per set at signing-on; all Competitors must use these numbers if instructed to do so by the Senior Clerk of the Course or the Chief Scrutineer.

Return to your car and await a Scrutineer to visit you in situ; scrutineering will be in class order.

Every car will be noise tested; the maximum noise level of 108db as detailed in J 5.18 and Chart 5.18 of The MSA Yearbook, 2018.

#### 7. **Fitment of onboard cameras**

Competitors must make themselves familiar with MSA J.5.21. Should you wish to run an Onboard Camera, this must be securely mounted and ready for inspection at Scrutineering. Once this inspection has been passed the Scrutineers will issue a 'Passed Onboard Camera Inspection' sticker. This sticker will be inspected in the Assembly Area before you are permitted onto the circuit. The presentation of a competing vehicle in Assembly with a Onboard Camera fitted, but failing to display a Camera Inspection sticker may result in you not being allowed onto the circuit and will result in you being reported to the Clerk of the Course.

#### 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**

A drivers' briefing will be held at 0830hrs by the gate next to the track and signing on office

#### 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.**

#### **Track Limits**

**a) All four wheels off track is a Fail (S 9.5.3(a)), and b) that striking course marker bollards may incur a time penalty of one second per offence. For the purpose of assessing four wheels off in accordance with S.9.5.3 Post Chiefs are appointed judges of fact.**

#### 13. **Practice and Competitive Times**

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

#### 14. **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.

Competitors' will be selected at random for alcohol testing prior to the event. Those selected will be marked on the signing on sheet and a Bulletin which will be clearly displayed on the Official Notice board, in Race Admin and also at Signing On. If selected, Competitors' should present themselves to the Secretary of the Meeting in Race Admin prior to the commencement of their first practice.

**15. Results Procedure 2018**

Results will be published in accordance with D26.1.1 at the end of the meeting, declared as Provisional for 7 days before being declared as Final. (GR8)

**16. Awards on the Day**

Awards on the day (Fastest Time of the Day, Fastest Vintage & Fastest Young Driver) will be issued using the provisional results. (GR9) There will be a short awards ceremony after the last run of the day.



## 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.

### **\*COMPETITION NUMBERS - RACE AND SPEED EVENTS**

Legible Competition numbers are essential for the marshals to run our race and speed meeting. Please help our volunteers do the best job they can by making your competition numbers easy to read when you are travelling at high speed.

Remember – numbers that are easy to read on a stationary car in a sunny paddock may not look the same on track moving at 80mph with rain blowing into your face!

Below are the regulations which will be enforced during the 2018 race and speed season.

#### 1. Competition Numbers

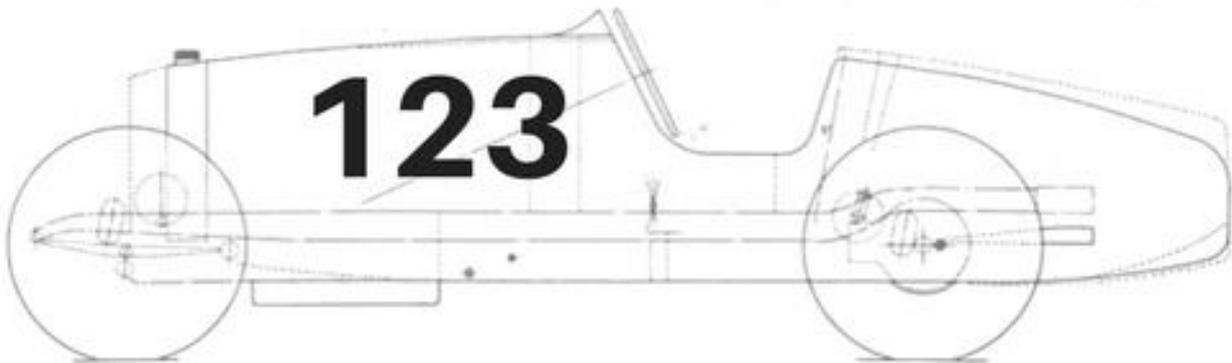
- a. Must be displayed on both sides of each competition car in a clearly visible manner. (the top of the bonnet is not the side of the car)
- b. Must be in a clearly contrasting colour to the paint work of the vehicle. E.G. black numbers on a white car.
- c. Must meet MSA Yearbook requirements (J4.1) in terms of size and font. They must be a minimum of 23cm in height, with a stroke width of a minimum of 3.8cm.

#### 2. Headlight Competition Numbers

- a. Will be provided by the Organiser at no cost to the competitor
- b. Must be displayed on the front of the car and easily visible.

#### 3. Failure to comply with these regulations may result in you

- a. failing scrutineering
- b. failing to record a time at a Speed event
- c. being black flagged or disqualified from a race meeting



## 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 £41 (in 2017).

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](http://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

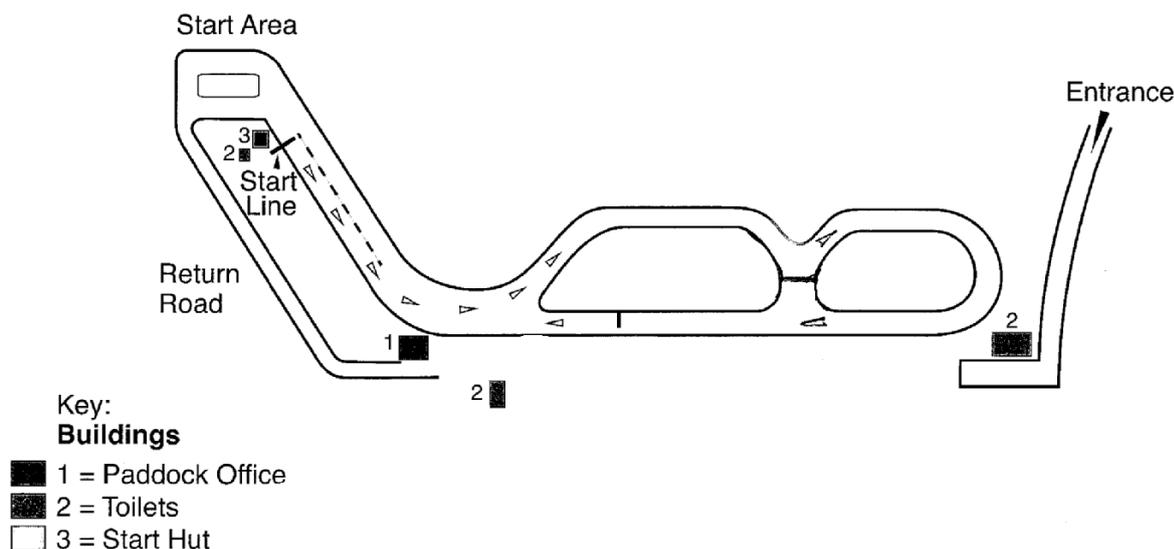
The Vehicle Passport shows three photographs of the vehicle, a front ¾ view, a rear ¾ view and a view of the engine bay.

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





## MEDICAL DECLARATION

If you are taking any prescribed medication, or suffering with any medical condition you are required by the MSA to advise the Chief Medical Officer at each event.

Please complete the below form and hand in at signing on, in a sealed envelope, or to the Secretary of the Meeting before practice commences.

<b>Name</b>	
<b>Competition Number</b>	
<b>Prescribed Medication details</b>	
<b>Medical Condition details</b>	
<b>Any further details</b>	

Signed \_\_\_\_\_

# ENTRY LIST

Class entered	Event Class	CarNo	Paddock Number	Owner/Driver Name	Car	ccS	Year	Class	Hcap
1	1	1	B1	Peter JOHNSON	AUSTIN 7	747	1929	Mod	59.00
1	1	2	B2	A.E.J.Lees(Alexander LEES)	AUSTIN 7 ULSTER TT	747	1930	Mod	54.00
1	1	3	B3	Stephen JONES	AUSTIN ULSTER SPORTS	749	1934	Mod	53.00
1	1	4	B4	Charlie MOURANT	AUSTIN 7 EA SPORTS	747	1929	Mod	51.00
1	1	5	B5	Peter HOWAT	AUSTIN 7 ULSTER	747	1931	Mod	50.50
1	1	6	B6	G.A.Harrison( Gregory HARRISON)	AUSTIN 7 ULSTER SPORTS	747	1931	Mod	50.50
1	1	7	B7	Kristoffer AARHUS-HUDSON	AUSTIN ULSTER REP	747	1930	Mod	53.00
1	1	702		A.E.J.Lees(Henry LEES)	AUSTIN 7 ULSTER TT	747	1930	Mod	54.00
1	1	703		G.S.B.Jones(Daniel HUNTER)	AUSTIN ULSTER SPORTS	749	1934	Mod	53.00
2	2	10	B8	William LOWE	VALE SPECIAL	898	1933	Mod	53.00
2	2	11	B9	Iain MUIR	RILEY BROOKLANDS REPLICA	1087	1929	tba	48.00
2	2	12	B10	Ben MAEERS	MORRIS MINOR	847	1929	Std	56.00
2	2	710		W.G.Lowe(Raymond KNIGHT)	VALE SPECIAL	898	1933	Mod	52.00
3	3	20	B11	Andy CAWLEY	FRAZER NASH SUPER SPORTS	1496	1925	Std	56.00
3	3	21	B12	David MARSH	BUGATTI BRESCIA 2STR	1496	1925	Mod	51.00
3	3	22	B13	Keith PILGRIM	MG ND	1425	1934	Std	50.00
3	3	23	B14	Anthony COSTIGAN	FRAZER NASH TT REPLICA	1496	1935	Mod	48.50
3	3	24	B15	Stewart RICH	GN ANZANI	1496	1924	Mod	48.00
3	3	25	B16	Dr Steven PRYKE	FRAZER NASH TT REPLICA	1496	1933	Mod	46.00
3	3	26	B17	Timothy SHARP	MG PB	939 S	1936	Mod	46.00
3	3	27	B18	Dennis JOHNSON	FRAZER NASH COLMORE	1496	1933	Std	45.50
3	3	28	B19	Andy NEWBOUND	FRAZER NASH ULSTER 100	1495	1936	Std	45.00
3	3	29	B20	D.Johnson(David JOHNSON)	FRAZER NASH SUPER SPORTS	1496	1929	Std	44.00
3	3	30	B21	Andy BUSH	RILEY TT SPRITE REPLICA	1500	1935	Mod	42.00
3	3	32	B22	Mrs Jo BLAKENEY-EDWARDS	FRAZER NASH SUPER SPORTS	1496	1929	Mod	41.00
3	3	732		Mrs J.S.Blakeney-Edwards(Tom WATERFIELD)	FRAZER NASH SUPER SPORTS	1496	1929	Mod	41.00
5	6	40	B23	Iain WARNER	BENTLEY 3 LITRE	2996	1927	Std	59.00
6	6	41	B24	Christopher WILLIAMS	FORD MODEL A	3300	1930	Std	55.00
6	6	42	B25	Neil THORP	HUDSON SPIKINS SPECIAL	4168 S	1935	Std	46.00
6	6	43	B26	B.J.A.Collings(Roger COLLINGS)	BENTLEY 4.5 LITRE PARKWARD S	4398	1926	Mod	46.00
5	6	44	B27	Paul WIGNALL	ALVIS SILVER EAGLE	2148	1929	Mod	45.50
6	6	45	B28	R.J.B.Duce(Alexander DUCE)	DELAHAYE 135 M	3500	1937	Mod	45.00
6	6	46	B29	Anthony FENWICK-WILSON	RAILTON LS TOURER	4168	1935/37	Mod	45.00
6	6	47	B30	Nigel HALL	LAGONDA LG45	4453	1935	Mod	44.00
4	6	48	B31	John GILLETT	MG K3	1350 S	1934	Mod	43.00

Class entered	Event Class	CarNo	Paddock Number	Owner/Driver Name	Car	ccS	Year	Class	Hcap
7	7	50	A1	John DEVEUVE	HUMBER 15 HP	3448	1907	Mod	64.00
7	7	51	A2	David JONES	TALBOT 12 HP	2414	1912	Std	60.00
7	7	52	A3	Andy LLOYD	CHALMERS 17	5000	1913	Std	53.50
7	7	53	A4	Ian BALMFORTH	HUDSON SUPER SIX RACER	4738	1917	Mod	47.00
7	7	54	A5	Geoff SMITH	PICCARD-PICTET STURTEVANT AERO	9062	1918	Spl	41.50
8	8	60	C1	John GALLIE	AUSTIN 7 BLACKBURNE	1094	1930	Spl	56.00
8	8	61	C2	Clive BERGMAN	AUSTIN 7 SPECIAL	747	1933	Spl	51.00
8	8	62	C3	Robert MOORE	AUSTIN 7	747	1929	Spl	48.00
8	8	64	C4	Graham BECKETT	AUSTIN 7 SIMPLICITY	747	1930	Spl	47.50
8	8	65	C5	David FURNELL	AUSTIN 7 THE TOY	750	1930	Spl	45.50
8	8	66	C6	Kevin MORTON	RILEY 9 SPECIAL	1089	1931	Spl	44.50
8	8	762		R.A.C.Moore(Miss Harriet GILLET)	AUSTIN 7	747	1929	Spl	50.00
8	8	765		D.J.Furnell(Mrs Claire FURNELL-WILLIAMS)	AUSTIN 7 THE TOY	750	1930	Spl	48.00
9	9	70	C7	Steve MCEVOY	MG F TYPE MAGNA F1	1300	1932	Spl	53.00
9	9	71	C8	Gerald PARKER	RILEY SPECIAL	1496	1935	Spl	49.50
9	9	74	C9	Ian GODDARD	MG PA-PB	939 S	1934	Spl	46.00
9	9	75	C10	Tim HOPKINSON	RILEY SPECIAL	1500	1935	Spl	45.00
9	9	76	C11	Marcus FRIEDER	RILEY 12/4	1496	1934	Spl	45.00
9	9	77	C12	Paul COMPTON	WOLSELEY AEREES SPECIAL	1410	1934	Spl	45.00
9	9	78	C13	Dennis BINGHAM	RILEY FALCON SPECIAL	1496	1935	Spl	45.00
9	9	79	C14	R.J.Iliffe(Stephen RIDDINGTON)	RILEY TT SPRITE REPLICA	1496	1939	Spl	44.50
9	9	80	C15	Dr David MORLEY	RILEY SPECIAL	1496	1932	Spl	44.50
9	9	81	C16	Colin WOLSTENHOLME	RILEY RACING MPH	1470	1935	Spl	44.50
9	9	82	C17	Alexander HEWITSON	RILEY 12/4 SPECIAL	1496	1937	Spl	43.50
9	9	83	C18	Mrs S.Walker(Miss Annie WALKER)	FRAZER NASH MARTYR SPL	1496	1929	Spl	43.00
9	9	84	C19	Robin GALE	RILEY SPECIAL	1479	1934	Spl	42.50
9	9	85	C20	Greg LERIGO	RILEY SPECIAL	1496	1932/35	Spl	39.50
9	9	775		M.I.T.Hopkinson(Peter HOPKINSON)	RILEY SPECIAL	1500	1935	Spl	45.00
9	9	780		Dr D.Morley(Andrew OLIVER)	RILEY SPECIAL	1496	1932	Spl	47.50
9	9	785		G.Lerigo(Mrs Barbara LERIGO)	RILEY SPECIAL	1496	1932/35	Spl	47.00
10	10	90	C21	Mrs Jane CORNER	TALBOT 65 SPECIAL	1665	1933/37	Spl	50.00
10	10	91	C22	R.I.Dean(Thomas DEAN)	ALVIS SILVER EAGLE	2762	1933	Spl	47.00
10	10	92	C23	Trevor CORNER	TALBOT 105	2969	1934	Spl	46.50
10	10	93	C24	Simon SKELDING	AC 16/80 SPECIAL	1911	1936	Spl	46.00
10	10	94	C25	Ron TURNER	WOLSELEY HORNET SPECIAL	1604 S	1934	Spl	46.00

Class entered	Event Class	CarNo	Paddock Number	Owner/Driver Name	Car	ccS	Year	Class	Hcap
10	10	95	C26	Paul WESTON	FRAZER NASH TT REPLICA	1991	1933	Spl	46.00
10	10	96	C27	Dr. Charles PITHER	FRAZER NASH ULSTER	1496 S	1931	Spl	42.00
10	10	97	C28	Jonathan MELLOR	AC/GN BEETLE	1991	1922	Spl	40.50
10	10	98	C29	Dudley STERRY	HRS SPORTS	1496 S	1937/39	Spl	39.50
10	10	794		R.Turner(Simon EAMES)	WOLSELEY HORNET SPECIAL	1604 S	1934	Spl	46.00
11	11	100	C30	Hugh MCGAREL-GROVES	DELAGE DM SPORT	3200 S	1927	Spl	48.50
11	11	101	C31	Christopher BATTY	FRAZER NASH SUPER SPORTS	3257	1930	Spl	44.00
11	11	103	C32	Dougal CAWLEY	GN/FORD PIGLET	3291	1929	Spl	38.50
11	11	701		C.J.Batty(Peter BATTY)	FRAZER NASH SUPER SPORTS	3257	1930	Spl	43.00
13	13	110	C33	George SCHOLEY	AUSTIN ULSTER	747	1931	Spl	53.00
13	13	111	C34	Michael HUDSON	SALMSON GS8	1087	1927	Mod	50.00
13	13	112	C35	J.F.Way(Heloise DAVIES)	AUSTIN 7 ULSTER	747	1930	Spl	47.00
13	13	113	C36	David ASPLIN	AUSTIN 7 ULSTER REPLICA	747	1931	Spl	47.00
13	13	114	C37	S.A.Blakeney-Edwards(Miss India WALKER)	AUSTIN 7 SPECIAL	749	1927/31	Spl	47.00
13	13	115	C38	Mike FOUNTAIN	GILLOW SPECIAL S/S	1089	1930	Std	46.50
13	13	116	C39	M.Walker(James EDWARDS)	MORGAN SUPER AERO 2STR	1100	1930	Mod	45.00
13	13	117	C40	C.Hubble(Peter ASPIN)	AUSTIN 7 ULSTER REPLICA	747 S	1930	Spl	45.00
13	13	118	C41	Stuart ROPER-MARSHALL	AUSTIN 7 SPECIAL	747	1934	Spl	45.00
13	13	119	C42	Peter LOXSTON	AUSTIN 7 ULSTER SPECIAL	747 S	1930	Spl	44.00
13	13	120	C43	A.W.Purnell(Mark PURNELL)	RILEY SPECIAL	1087 S	1936	Spl	43.50
13	13	121	C44	Miss Rachael WILLIAMS	HARDY SPECIAL MK III	1096	1922/38	Spl	43.00
13	13	122	C45	Gary CLARE	GRANNIE .	1100	1928	Spl	41.00
13	13	715		M.Fountain(Mark FOUNTAIN)	GILLOW SPECIAL S/S	1089	1930	Std	46.50
14	14	130	C46	Yushan NG	GN AKELA	1493	1922	Mod	45.00
14	14	131	C47	Terence WATSON	RILEY ROWSON	1498 S	1933	Spl	43.00
14	14	132	B49	P.Dobbin(Ms Hannah ENTICKNAP)	MORGAN GN SALOME	1120	1924/26	Spl	41.50
14	14	133	B48	C.J.Maeers(Charlie MARTIN)	MORGAN SPECIAL	1316	1930/28	Spl	37.50
15	15	140	B47	Bob DREWITT	SWIFT ANZANI SPECIAL	2000	1922	Spl	56.50
15	15	141	B46	Ralph WIENRICH	LAGONDA RAPIER SPECIAL	1991	1934	Spl	54.00
15	15	142	B45	Geoffrey IRONSIDE	FORD T RAJO	2900	1926	Spl	47.50
15	15	143	B44	Chris HUDSON	BUGATTI T35B	2300 S	1925	Std	41.50
15	15	144	B43	Richard ARCHBELL	GN/AC RABELRO	1991	1928/29	Std	41.50
15	15	145	B42	Dr David PRYKE	FRAZER NASH SHELSLEY	1971	1936	Spl	40.00
15	15	146	B41	Tony LEES	AC/GN COGNAC	1991	1925	Spl	37.00
15	15	147	B40	Ian BAXTER	ALTA 61 I.S. SINGLE SEAT	1960 S	1937	Mod	37.00

Class entered	Event Class	CarNo	Paddock Number	Owner/Driver Name	Car	ccS	Year	Class	Hcap
15	15	741		R.Wienrich(Christopher RHYS-JONES)	LAGONDA RAPIER SPECIAL	1991	1934	Spl	52.00
16	16	150	B39	Thomas RICHARDSON	GN GIPSY	5713	1925	Spl	42.00
16	16	151	B38	Mark WALKER	GN THUNDERBUG	4228	1922/08	Spl	41.00
16	16	152	B37	Julian GRIMWADE	FRAZER NASH SINGLE SEAT	3571	1934	Spl	37.00
16	16	153	B36	Tom WALKER	AMILCAR HISPANO SPECIAL	11760	1930	Spl	36.00

### PADDOCK PLAN

