

THE VINTAGE SPORTS-CAR CLUB
VSCC SPEED CHAMPIONSHIP
ROUND 2
WISCOMBE HILL CLIMB
Sunday 13 May 2018

COMPETITORS' INSTRUCTIONS

THE VINTAGE SPORTS-CAR CLUB PRESENTS

WISCOMBE PARK HILL CLIMB

VSCC SPEED CHAMPIONSHIP ROUND 2



SUNDAY 13 MAY 2018

Graphics: Steve Fox Creative Management Photo: Chris Bringer

WISCOMBE PARK
SOUTHLEIGH
COLYTON EX24 6JE

www.VSCC.co.uk



WISCOMBE PARK
HILLCLIMB



WHITBY
Optima
Sponsored 2017
Drive It For Real

PERSONAL ASSOCIATES

Bonhams



HAGERTY
CLASSIC CAR INSURANCE

THE MOTOR MUSEUM



THE VINTAGE SPORTS-CAR CLUB
VSCC SPEED CHAMPIONSHIP
ROUND 2
WISCOMBE HILL CLIMB
Sunday 13 May 2018
MSA Permit Number – 104855

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

COMPETITORS' INSTRUCTIONS

Thank you for your entry to our Wiscombe Park Hill Climb. **A Paddock Pass and your Entry Tickets have been posted to you.**

There is an event taking place at the venue on the Saturday which some of you may have entered. The organising Club have stated that there will be no access to VSCC competitors to the top paddock until 1700hrs at the earliest on the Saturday. Please respect this instruction and make alternative arrangements if necessary. If you arrive early, you may be required to pay an admission fee.

The only way of approaching the bottom paddock is down the main drive, but this entrance can only be used once the event taking place on the Saturday has finished, and will close at 0845hrs on the Sunday. It is vital that competitors are in the paddock by this time on the Sunday. Upon arrival in the paddock, please park in your allocated area which will be marked with your Class number. A paddock plan will be on display.

1. TIMETABLE

0745	Signing-on opens for Classes 1 - 5
0800	Scrutineering Starts – Scrutineers will come to you in your allocated paddock area
0815	Signing-on opens for Classes 6 - 13
0845	Signing-on opens for Classes 14 - 17
	Walk the course closes
0900	Practice runs start
1000	Signing-on closes
1300 (approx)	Lunch Break
1400	Competitive runs start

Timings may change – please listen out for paddock announcements

2. AMENDMENTS/ADDITIONS TO THE SUPPLEMENTARY REGULATIONS

SR10	MSA Steward	Howard West
	Club Stewards	Robert Ellis, Martin Grant Peterkin
	Senior Clerk of the Course	Andrew Tongue
	Deputy Clerk of the Course	Simon Staveley
	Assistant Clerk	Tania Brown
	Chief Scrutineer	Richard Smith
	Chief Timekeeper	Sarah Forsyth
	Chief Handicapper	Mark Ballard

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 11 May, please call 01608 644777 (ext 5) and advise the Competition Department; thereafter, please call Rachael Watkins, Secretary of the Meeting 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

The paddock can become very difficult to manage because of unauthorised and thoughtless parking. Our hosts have made comment over the past few years regarding the excessive number of non-competing cars in the main paddock. Trailers from Classes 13 - 17 will have a designated parking area to the side of the main paddock. All other support cars and trailers must be left in the designated area in the top car park where you enter the venue. Sports-Cars are to be unloaded from their trailers in the top car park and driven into the paddock.

6. SIGNING-ON AND SCRUTINEERING PROCEDURES

Please allow competitors in Classes 1 – 5 to sign-on first as they practice first. Competitors in Class 6 onwards will be politely turned away from signing-on until their allocated time as shown in the timetable above.

When you sign-on and have your licence examined, you will be given a chit to pass to a scrutineer. Competition numbers* will be available to purchase at £3 per set. Stay with your car until it has been seen by a scrutineer who will exchange your signing-on chit for a scrutineering label which must be fixed to your car. You must also present your safety clothing, including gloves and crash helmet.

7. SILENCING

Any car not properly fitted with a silencer will not be allowed to run. Every car will be noise tested; the maximum noise level 108db as detailed in J 5.18 and Chart 5.18 of The MSA Yearbook, 2018.

8. 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 an 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.

9. WALKING THE COURSE

All competitors may walk the Course taking note of the various features and Flag points. Competitors may do so on the Saturday evening and on the Sunday morning, but this must be completed by 0845. Please be aware of vehicles on the Course that may be travelling in both directions.

10. 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.

11. PRACTICE

Once you have signed-on and had your car scrutineered, and perhaps walked the Course, practice runs will start at 0900 and you must complete at least one practice run to then take part in the afternoon's competitive runs. It is very important for you to keep yourself aware of any paddock announcements, especially during the practice period. You must practice in class order as indicated in the timetable below – please note which batch your class is in, and be ready to practice with your batch accordingly. Anyone who is unable to make their allocated practice batch must report to the Clerk of the Course and may be given an alternative batch. All timings are approximate – watch what is happening and listen for paddock announcements to make sure that you do not miss your practice batch.

ENSURE YOUR CAR IS SCRUTINEERED IN TIME FOR YOUR FIRST PRACTICE BATCH

0900 – 0930	Classes 1 - 5	1100 – 1130	Classes 1 - 5
0930 – 1010	Classes 6 – 13	1130 – 1210	Classes 6 – 13
1010 – 1040	Classes 14 - 17	1210 – 1240	Classes 14 – 17

Shared cars with the higher number will practice in the batch immediately following the batch in which the first driver took part (i.e. ASAP once the car has returned to the paddock).

12. TIMED RUNS

Drivers will be given the opportunity to complete two official competition runs during the afternoon. These will be in class order in the same fashion as the morning practice runs.

13. FLAG SIGNALS

When ascending the Hill, should a red flag be shown ahead, stop at once and await instructions from a Track Marshal.

14. FINISH PADDOCK

After completing your run, park as directed by the marshals and remain near your car until the signal to return down the hill is given. Your times will be available at the printer in the top paddock on the outside of the Martini Hairpin. Stopping or overtaking on the course is forbidden during descent. In compliance with S. 9.2.1, helmets, goggles and gloves must be worn whilst descending the hill and you are not allowed to carry a passenger.

15. PRACTICE AND COMPETITIVE TIMES

These will be displayed on a board near the Control Office in the paddock. Times are also available in the top paddock and are displayed beyond the finish line. Changes to handicap times and any other Official notices will also be posted at the Control Office.

16. PADDOCK SAFETY

To drive up the Paddock, you may only use the road, however, you may drive downhill on the grass. Please remember, if the grass is wet, it will be very slippery – DRIVE SLOWLY so that you can safely stop. Do not park on the roadways, even while awaiting your run unless called forward by a marshal. Use the two assembly areas for this purpose - you will be blocking the way for competitors returning to their place in the paddock.

17. WATER

Bring any water you may need with you; there is no water available at the venue

18. ALCOHOL BREATHALYSER TEST

In accordance with D13.1.4, all Drivers and Officials consent to submit themselves to a alcohol breathalyser test as required. The Club approved equipment used for testing are '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 mins. If the Driver or Official is still considered unfit following the second test he/she remains ineligible to participate. Should a Driver not participate in either qualifying or a race / timed run due to the possibility of being unfit due the consumption of alcohol, further participation shall be at the sole discretion of the Clerk of Course. In addition to the 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.

19. 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)

20. 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. With thanks to our Awards Sponsor Louis Latour.



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.

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 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 £41 (in 2017). Any change to the fee will be notified in the 2018 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.

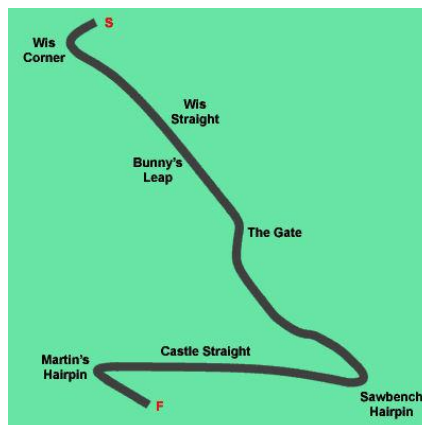
Photographs

The Vehicle Passport shows three photographs of the vehicle, a front $\frac{3}{4}$ view, a rear $\frac{3}{4}$ 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.

GETTING THERE

Wiscombe Park is about eight miles SE of Honiton in Devon, and is best approached from the West, off the B3174. The postcode is EX24 6JE for those of you using a SatNav. The venue is well sign-posted; look out for event signage.

THE COURSE



SAFETY GUIDANCE NOTES FOR USE BY ENTRANTS AND COMPETITORS

1 Storage and Use of Petroleum Spirit

- ❖ All petroleum spirit must be stored in metal containers complying with the relevant Legislation and British Standard, away from any source of ignition.
- ❖ All containers must be indelibly marked "Petroleum Spirit – Highly Flammable."
- ❖ All empty containers must be capped and removed from the venue after the event.
- ❖ Petrol is to be used as a fuel only, and not for any other purpose.
- ❖ All vehicles refuelling is to take place in the open air. A no smoking ban must be enforced by the person in charge of the refuelling process.
- ❖ Your attention is drawn to the Petroleum (Consolidation) Act 1928, the Petroleum Spirit (Motor Vehicles) Regulations 1929 and the Dangerous Substances and Explosive Atmospheres Regulations (DSEAR) 2002

2 Hazardous Substances

- ❖ Some vehicle parts, for example brake and clutch linings contain asbestos. Entrants are encouraged to use non-asbestos substitutes wherever possible. Where asbestos is used, every effort should be used to prevent asbestos dust getting into the air.
- ❖ Some mineral oils may cause skin cancer. Prolonged contact should therefore be avoided wherever possible. Where contact does occur any contamination should be washed off immediately. The wearing of contaminated clothing (including overalls) should also be avoided.
- ❖ Various other substances may cause disease or ill health even after very short exposures. Manufacturers and suppliers of such substances are obliged to provide customers with information about the possible harmful effects of their products upon request. Where hazardous substances are brought on site a Material Safety Data Sheet (MSDS) must be available on request.
- ❖ Where any person is at work, the requirements of the Control of Substances Hazardous to Health (COSHH) Regulations 2002 must be complied with.

3 Electrical Safety

- ❖ All electrical equipment must be maintained in a safe condition.
- ❖ Extension lead cables should be flexible and not of semi-rigid cable of the type used for household wiring. Neoprene covered cable will resist damage by oil.
- ❖ All electrical equipment to be used externally should be weatherproof.
- ❖ Hand tools should preferably be of the "double insulated" or "all insulated" type, as these provide valuable protection against shock.
- ❖ Reduced voltage equipment or residual current devices should be used where possible;
- ❖ Electrical equipment and hand tools should not be used in areas where flammable vapours may be present, for example where fuel is being stored or refuelling is taking place.
- ❖ Where any person is at work the requirements of the Electricity at Work Regulations 1989 must be complied with.

4 Fire Precautions

- ❖ All potential sources of ignition should be kept away from petroleum spirit and vapours.
- ❖ The lighting of barbecues is prohibited in the paddock and pits area.
- ❖ All teams should carry a suitable fire extinguisher in accordance with the MSA/ACU/MCR CB regulations.
- ❖ Fire extinguishers should not be removed from fire points unless they are to be used on a fire.
- ❖ All fires must be reported immediately to an official or member of the venue management.
- ❖ Teams are encouraged to train their members in the correct use of fire extinguishers.
- ❖ All fire notices and orders to evacuate must be complied with.

5 Compressed Air Equipment

- ❖ Air blasts from the over inflation of tyres can cause injury. Tyres should therefore not be inflated to pressures above the manufacturers' recommendations.
- ❖ All airlines should be in good condition and be inspected regularly.
- ❖ Always stand clear when inflating tyres.
- ❖ Any form of horseplay involving compressed air or gas is prohibited.
- ❖ Compressed gas cylinders should be stored in accordance with the relevant working practices.
- ❖ Where any person is at work the requirements for the Pressure Systems Regulations 2000 and The Provision and Use of Work Equipment Regulations 1998 must be complied with.

6 Jacks and Axle Stands

- ❖ Vehicles should only be raised on jacks which are in good condition, and rated to lift the vehicle weight safely.
- ❖ Jack vehicles only on level undamaged floors or a suitable and strong temporary surface.
- ❖ Use the hand brake and/or chocks to stop the vehicle moving.

- ❖ Jacks should only be used for lifting the vehicle. Axle stands should always be used to support the vehicle weight.
- ❖ Vehicle engines should not be run whilst the weight of the vehicle is supported by axle stands.

7 General Working Practices

- ❖ All working areas should be kept clean and tidy, and any waste should be removed regularly and placed in the containers provided.
- ❖ All spillages should be cleaned up immediately.
- ❖ All trailing wires and hoses should not be allowed to create a trip hazard.
- ❖ Whenever vehicle engines are being run, adequate ventilation must be ensured.
- ❖ All safety notices must be complied with.
- ❖ Any person carrying out any work must ensure that they adopt safe working practises at all times, and comply with any relevant statutory provision and/or published guidance.

8 Noise

- ❖ Exposure to excessive noise may result in hearing loss or other complaints. These may be short term, or, after repeated exposure, permanent.
- ❖ All persons should avoid being exposed to excessive noise, and where this is unavoidable, they should wear earplugs or defenders to the appropriate British Standards.
- ❖ Where any person is at work the requirements of the Noise at Work Regulations 1989 must be complied with.

9 Manual Handling of Loads

- ❖ Lifting, carrying and propelling loads by bodily force is a major cause of injuries. All teams are encouraged to train their members in safe manual handling techniques.
- ❖ Where any person is at work the requirements of the Manual Handling of Loads Regulations 1992 must be complied with.

10 Waste

- ❖ All waste oil must be placed in containers marked "waste oil."
- ❖ Waste tyres and empty petrol/oil containers should not be left at the venue.
- ❖ Teams and competitors are urged to take any other form of waste with them when they leave the venue, or to place it in the refuse containers provided.
- ❖ Your attention is drawn to the requirements of the Environmental Protection Act 1990.

11 Vehicle Safety

- ❖ A 10 mph speed limit is in force in all public areas, including paddocks and service roads at this venue. This applies to all vehicles, including moped and motorcycles, with the exception of emergency vehicles attending an incident.
- ❖ Persons riding mopeds and motorcycles up to a capacity of 125cc must have a current UK provisional driving license or its international equivalent.
- ❖ Persons riding motorcycles with a capacity of greater than 125cc must have a current full UK motorcycle license or its international equivalent.
- ❖ Motorcycles should not be ridden in spectator areas

12 First Aid

- ❖ Any person sustaining an injury or feeling unwell should seek treatment from the on-site emergency services.
- ❖ To call the first aid or emergency services, contact any official or member of the venue management

13 Public Safety

- ❖ Competitors and entrants should be aware that the paddock is open to the public and should act in a manner so as not to put either themselves or any other person at risk from injury.
- ❖ Competitors and entrants should exercise particular caution when the paddock is busy.

14 Incident Reporting

- ❖ All accidents where any person sustains injury or where damage to property occurs must be reported immediately to an official or a member of the venue management.

15 FIM/FIA/MSA/ACU/MCR CB

- ❖ Competitors and entrants are reminded of their obligations to comply with the requirements of the appropriate sporting regulations at all times and these Guidance Notes should be read in conjunction with other relevant regulations.



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.

Name	
Competition Number	
Prescribed Medication details	
Medical Condition details	
Any further details	

Signed _____

ENTRY LIST

Class Entered	Event Class	CarNo	Owner/Driver Name	Car	ccS	Year	Class	Hcap
1	1	1	Robert RHODES	AUSTIN 7 EA SPORTS REPLICA	747	1930	Std	71.00
1	1	2	Martin NASH	AUSTIN SEVEN ULSTER	747	1930	Mod	70.00
1	1	3	Thomas COATES	AUSTIN 7 GE CUP	747	1928	Std	68.50
1	1	4	Don ADAMS	AUSTIN 7 ULSTER REPLICA	750	1929	Mod	68.00
1	1	5	Freddie SMITH	AUSTIN 7 ULSTER	747	1929	Mod	65.00
1	1	6	Peter HOWAT	AUSTIN 7 ULSTER	747	1931	Mod	65.00
2	2	10	David RALLS	RILEY LYNX 9	1100	1933	tba	72.00
2	2	11	Brian GALBRAITH	MG J2	847	1933	Std	67.00
2	2	12	Charles PING	AUSTIN 7 ULSTER	747 S	1930	Mod	67.00
2	2	14	David KEEFE	RILEY BROOKLANDS	1087	1928	Mod	66.00
2	2	15	A.A.Clear(Andrew BAKER)	RILEY BROOKLANDS	1087	1930	Mod	63.50
2	2	16	Dr Damian GARDNER-THORPE	AUSTIN 7 SUPERSPORTS	747 S	1930	Mod	63.00
2	2	17	Duncan POTTER	MG MONTLHERY MIDGET	746 S	1931	Std	61.50
2	2	18	Jeremy FLANN	AUSTIN 7 SUPERSPORTS	747 S	1928	Mod	56.00
2	2	711	B.R.Galbraith(Toby GALBRAITH)	MG J2	847	1933	Std	64.00
3	3	20	Richard WHITE	WOLSELEY HORNET	1271	1930	Mod	69.50
3	3	21	Chris SUTTON-SCOTT-TUCKER	ALVIS 12/50 SD	1496	1927	Std	68.00
3	3	22	Trevor TARRING	FRAZER NASH SUPER SPORTS	1496	1927	Std	67.00
3	3	23	Timothy SHARP	MG PB	939 S	1936	Mod	65.00
3	3	24	Jonathan GREEN	HRG 1.5 LITRE	1496	1937	Std	62.00
3	3	25	Colin POYNTER	LEA-FRANCIS ULSTER OPEN 4STR	1496	1928	Mod	60.00
3	3	26	Mrs Jo BLAKENEY-EDWARDS	FRAZER NASH SUPER SPORTS	1496	1929	Mod	55.00
3	3	27	G.F.Smith(Tony WOOD)	FRAZER NASH SUPER SPORTS	1496	1929	Mod	54.00
3	3	28	C.R.E.Gillett(Edward WILLIAMS)	FRAZER NASH SUPER SPORTS	1496	1929	Mod	51.00
4	5	30	Graham WHITE	LEA-FRANCIS HYPER	1496 S	1928	Std	62.50
4	5	31	John GILLETT	MG K3	1350 S	1934	Mod	56.00
4	5	32	Mrs S.E.Brewster(Jeremy BREWSTER)	LEA-FRANCIS HYPER	1496 S	1927	Mod	53.50
5	5	33	Paul TUNNICLIFFE	BENTLEY 3 LITRE	2996	1926	Mod	74.00
5	5	34	Stephen WICKERS	BENTLEY 3 LITRE	2996	1926	Std	74.00
5	5	35	Dick WILKINSON	ALVIS SILVER EAGLE SPORTS	2148	1929	Std	68.00
5	5	36	Miss Alex PILKINGTON	ALFA ROMEO 6C 1750	1750 S	1930	Std	61.00

Class Entered	Event Class	CarNo	Owner/Driver Name	Car	ccS	Year	Class	Hcap
5	5	37	Mac HULBERT	ALVIS SILVER EAGLE	2148	1929	Mod	60.50
5	5	38	Paul WIGNALL	ALVIS SILVER EAGLE	2148	1929	Mod	58.50
6	6	51	Sam PERKINS	VAUXHALL 30/98	4225	1924	Mod	67.00
6	6	52	Andrew DIXEY	VAUXHALL 30-98	4224	1927	Std	65.00
6	6	53	John FACK	RAILTON LIGHT SPORTS	4200	1935	Std	55.50
6	6	751	S.Perkins(Miss Sophia GERTH)	VAUXHALL 30/98	4225	1924	Mod	70.00
7	7	60	John DEVEUVE	HUMBER 15 HP	3448	1907	Mod	75.00
7	7	61	David JONES	TALBOT 12 HP	2414	1912	Std	70.00
7	7	62	Andrew HOWE-DAVIES	SCAT RACER	9500	1911	Spl	61.00
7	7	63	Geoff SMITH	PICCARD-PICTET STURTEVANT AERO	9062	1918	Spl	55.00
8	8	71	Stephen HUGHES	RILEY NINE	1089	1930	Spl	73.50
8	8	72	Clive BERGMAN	AUSTIN 7 SPECIAL	747	1933	Spl	65.00
8	8	73	William HARGREAVES	RILEY 9	1087	1933	Spl	65.00
8	8	75	Robert MOORE	AUSTIN 7	747	1929	Spl	61.00
8	8	76	Tim COOPER	RILEY NINE	1098	1930	Spl	60.00
8	8	77	Graham BECKETT	AUSTIN 7 SIMPLICITY	747	1930	Spl	58.50
8	8	78	Kevin MORTON	RILEY 9 SPECIAL	1089	1931	Spl	56.50
8	8	79	David FURNELL	AUSTIN 7 THE TOY	750	1930	Spl	56.50
8	8	771	S.C.Hughes(David HUGHES)	RILEY NINE	1089	1930	Spl	73.50
8	8	776	T.Cooper(Mrs Emma CARTER)	RILEY NINE	1098	1930	Spl	62.00
9	9	80	Steve MCEVOY	MG F TYPE MAGNA FI	1300	1932	Spl	71.00
9	9	83	Simon BOWYER	LEA-FRANCIS P TYPE	1500	1928	Spl	62.00
9	9	86	Leonard LORD	RILEY FALCON	1496	1936	Spl	60.00
9	9	87	Paul COMPTON	WOLSELEY AEREES SPECIAL	1410	1934	Spl	59.00
9	9	88	D.Saxl(David ELLISON)	RILEY 12/4 SPECIAL	1496	1934/36	Spl	58.00
9	9	89	Peter COBB	FRAZER NASH TT REPLICASPECIAL	1496	1938	Spl	58.00
9	9	91	Tim HOPKINSON	RILEY SPECIAL	1500	1935	Spl	58.00
9	9	92	Dr David MORLEY	RILEY SPECIAL	1496	1932	Spl	57.50
9	9	93	Colin WOLSTENHOLME	RILEY RACING MPH	1470	1935	Spl	57.00
9	9	94	Simon KELLEWAY	RILEY 12/4 SPECIAL	1496	1936	Spl	55.50
9	9	95	Robin GALE	RILEY SPECIAL	1479	1934	Spl	55.50
9	9	96	Dr Christopher DOWNHAM	RILEY 9 ULSTER IMP REPLICASPECIAL	1496	1935	Spl	54.50

Class Entered	Event Class	CarNo	Owner/Driver Name	Car	ccS	Year	Class	Hcap
9	9	97	Alexander HEWITSON	RILEY 12/4 SPECIAL	1496	1937	Spl	54.00
9	9	98	Michael JAMES	RILEY 12/4 TT SPRITE REP	1496	1935	Spl	53.50
9	9	99	Greg LERIGO	RILEY SPECIAL	1496	1932/35	Spl	51.00
9	9	786	L.Lord(Mrs Barbara LORD)	RILEY FALCON	1496	1936	Spl	61.50
9	9	788	David SAXL	RILEY 12/4 SPECIAL	1496	1934/36	Spl	
9	9	791	M.I.T.Hopkinson(Peter HOPKINSON)	RILEY SPECIAL	1500	1935	Spl	58.00
9	9	792	Dr D.Morley(Andrew OLIVER)	RILEY SPECIAL	1496	1932	Spl	60.00
9	9	794	S.P.Kelleway(Mrs Sara KELLEWAY)	RILEY 12/4 SPECIAL	1496	1936	Spl	66.00
9	9	799	G.Lerigo(Mrs Barbara LERIGO)	RILEY SPECIAL	1496	1932/35	Spl	64.00
10	10	100	Mrs Jane TOMLINSON	ALVIS 12/50	1650	1928	Spl	66.00
10	10	101	Gerald WILTON	RILEY SPECIAL	1498 S	1938	Spl	61.50
10	10	102	Robin BALMAIN	ASTON MARTIN/RILEY INTERNATIONAL	2443	1931/39	Spl	57.50
10	10	103	Rod BRIGGS	AC 16/70	1991	1935	Spl	57.50
10	10	104	Roger TUSHINGHAM	MG N TYPE SPECIAL	1455 S	1934	Spl	56.50
10	10	105	Christopher TABOR	RILEY SPECIAL	1500 S	1935	Spl	56.00
10	10	106	Dr. Charles PITHER	FRAZER NASH ULSTER	1496 S	1931	Spl	54.50
10	10	107	Ian BINGHAM	FRAZER NASH GEOGHEGAN SPECIAL	1991	1928	Spl	53.00
10	10	108	Charles JONES	MG L MAGNA	1444 S	1933	Spl	53.00
10	10	109	Dudley STERRY	HRS SPORTS	1496 S	1937/39	Spl	52.50
11	11	110	Paul COLLIS	SUNBEAM TWIN CAM TOURER	3300	1926	tba	67.00
11	11	111	Christopher FORREST	ALVIS SA SPEED 20	3571	1932	Spl	65.50
11	11	112	Andrew CHEYNE	LAGONDA 3 1/2 / 4 1/2 LITRE	4453	1934	Spl	65.00
11	11	113	Hugh MCGAREL-GROVES	DELAGE DM SPORT	3200 S	1927	Spl	64.50
11	11	114	Trevor HIRST	ALVIS FIREFLY SPECIAL	3571	1933	Spl	59.00
11	11	115	B.J.A.Collings(Roger COLLINGS)	BENTLEY 3/4 1/2 LITRE	4398	1925	Spl	58.00
13	13	120	Miss Francesca WILTON	AUSTIN S/S	749	1935	Spl	64.00
13	13	121	Charles SOMERS	AUSTIN ULSTER REPLICIA	747	1931	Spl	62.50
13	13	122	Jean-Louis DONAZ	AUSTIN 7 SPECIAL	747	1934	Spl	60.00
13	13	123	Colin ROGERS	ADRO SPECIAL	980	1938	Spl	59.50
13	13	124	Neil THORP	SINGER SPIKINS THE BANTAM	1074 S	1936	Spl	58.00
13	13	125	Mike PICKUP	AUSTIN ULSTER SPECIAL	750	1932	Spl	57.50

Class Entered	Event Class	CarNo	Owner/Driver Name	Car	ccS	Year	Class	Hcap
13	13	127	Chris HUBBLE	AUSTIN 7 ULSTER REPLICA	747 S	1930	Spl	56.00
13	13	128	Rick PEARMAIN	AUSTIN SEVEN	750	1932	Spl	56.00
13	13	129	Stuart ROPER-MARSHALL	AUSTIN 7 SPECIAL	747	1934	Spl	55.50
13	13	130	Peter LOXSTON	AUSTIN 7 ULSTER SPECIAL	747 S	1930	Spl	55.00
13	13	131	A.W.Purnell(Mark PURNELL)	RILEY SPECIAL	1087 S	1936	Spl	53.00
13	13	132	Gary CLARE	GRANNIE .	1100	1928	Spl	52.50
13	13	722	J.L.Donaz(Vince DONAZ)	AUSTIN 7 SPECIAL	747	1934	Spl	57.00
13	13	725	M.Pickup(Hugo PICKUP)	AUSTIN ULSTER SPECIAL	750	1932	Spl	57.50
13	13	727	C.Hubble(Peter ASPIN)	AUSTIN 7 ULSTER REPLICA	747 S	1930	Spl	56.00
14	14	140	Yushan NG	GN AKELA	1493	1922	Mod	64.00
14	14	141	Andrew WILSON	FRAZER NASH NORRIS SPECIAL	1482 S	1925/28	Spl	56.00
14	14	142	Terence WATSON	RILEY ROWSON	1498 S	1933	Spl	54.00
14	14	143	Mrs Sue DARBYSHIRE	MORGAN SUPER AERO	1229	1929	Mod	50.00
14	14	144	C.J.Maeers(Charlie MARTIN)	MORGAN SPECIAL	1316	1930/28	Spl	49.00
15	15	150	Ralph WIENRICH	LAGONDA RAPIER SPECIAL	1991	1934	Spl	75.00
15	15	151	Douglas HUNTLEY	BUGATTI TYPE 30	1991	1925	Std	68.00
15	15	152	D.M.Pittaway(Tim HARRISON)	THE HORNET RACING SPECIAL	2550	1924/26	Spl	57.00
15	15	153	Iain CHEYNE	SEMMENCE SPECIAL	1991	1937	Std	54.00
15	15	154	Dr David PRYKE	FRAZER NASH SHELSLEY	1971	1936	Spl	53.00
15	15	155	Andrew HADFIELD	WOLSELEY HORNET SPECIAL	1750 S	1935	Spl	51.50
15	15	156	Edmund BURGESS	BUGATTI TYPE 51	2300 S	1932	Mod	51.00
15	15	157	Ian BAXTER	ALTA 61 I.S. SINGLE SEAT	1960 S	1937	Mod	49.00
16	15	158	Thomas RICHARDSON	GN GIPSY	5713	1925	Spl	56.00
16	15	159	Julian GRIMWADE	FRAZER NASH SINGLE SEAT	3571	1934	Spl	48.00
15	15	750	R.Wienrich(Christopher RHYS-JONES)	LAGONDA RAPIER SPECIAL	1991	1934	Spl	65.00
17	17	160	Alan HARRISON	COOPER T56	1099	1960	Inv	57.00
17	17	161	Julian WILTON	COOPER BRISTOL MK II T23	1971	1953	Std	54.00
17	17	162	Mike WOOD	IOTA CBP	500	1950	tba	53.00

PADDOCK PLAN TO FOLLOW