

THE VINTAGE SPORTS-CAR CLUB  
**VSCC SPEED CHAMPIONSHIP**  
**ROUND 7**  
**LOTON PARK HILL CLIMB**

Saturday 8 September 2018

COMPETITORS' INSTRUCTIONS

THE VINTAGE SPORTS-CAR CLUB PRESENTS

# LOTON PARK HILL CLIMB

VSCC SPEED CHAMPIONSHIP ROUNDS 7&8



**WEEKEND 8/9 SEPT 2018**

Copyright Silver Fox Creative / Messagem Photo Denis Ralston

LOTON PARK  
ALBERBURY SY5 9AG

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



PRINCIPAL ASSOCIATES AND PARTNERS:

Bonhams Octane

HAGERTY



The Vintage Sports-Car Club is proud to be associated with our Principal Associates & Partners

Bonhams

**HAGERTY**  
CLASSIC CAR INSURANCE

  
Tom Hardman  
Fine Historic Road & Racing Automobiles

*Octane*  
MAGAZINE



THE VINTAGE SPORTS-CAR CLUB  
**VSCC SPEED CHAMPIONSHIP**  
**ROUND 7**  
**LOTON PARK HILL CLIMB**

**Saturday 8 September 2018**  
**Alberbury, nr Shrewsbury, Shropshire, SY5 9AJ**

MSA Permit Number: 104864

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 Loton Park Hill Climb, Saturday 8<sup>th</sup> September, 2 entry wristbands have been posted to you separately.

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

MSA Steward	John Spencer
Club Stewards	Peter Donnelly, John Ryder
Clerk of the Course	Colin Prest
Deputy Clerk of the Course	Simon Staveley
Deputy Clerk of the Course	Annie Goodyear
Chief Scrutineer	Stephen Walker
Chief Timekeeper	John Warren
Chief Medical Officer	Jonathan Prescott
Chief Handicapper	John Millham
Secretary of the Meeting	Rachael Watkins

GR25. The organisers reserve the right to merge classes as necessary.

#### 3. Timetable

##### Friday 7 September

Site Access from	1530
Signing on (in the VSCC marquee in Paddock area)	1600 - 1800
Scrutineering in situ (subject to Scrutineer availability)	1615 - 1800
Food will be available to purchase until 2030	
Main Site Gates Locked	2300

##### Saturday 8 September

Site Access from	0700
Signing-on opens (in the VSCC marquee in Paddock area)	0715 - 1030
Classes 1-5	0715
Classes 6-11	0745
Classes 13-16	0815
Scrutineering in Class order in situ	0730 - 1040
Practice runs commence	0830
Lunch break	1230 - 1330 approx.
Competitive Runs Commence	1330 approx
Competition Ends	1730 approx
Food will be available to purchase on site until 2030	
Main Site Gates Locked	2300

Times are subject to change

#### 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 1600hrs on Thursday 6 September 2018, please call 01608 644777 ext 5, thereafter, please call the Secretary of the Meeting, Rachael Watkins on 07823554120. Our out of hours emergency contact number is 07860 204501.

#### 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 access will be from Friday 7<sup>th</sup> September at 1530hrs. Paddock places have been allocated according to class entered; please park in the paddock areas which relate to your class. Please note that there is no fuel available at the venue. A Paddock Plan will be emailed to you prior to the event and also available within the paddock to guide you.

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

Please arrive by 0730hrs.

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. All tender vehicles and trailers must be removed from the paddock and parked in the allocated Trailer parking areas indicated on the Paddock Plan. Please do not park on the roadways, this simply causes congestion. Then take your Competition Licence to Signing on where, upon completion, you will be issued with a Scrutineering Ticket.

If you are competing in both events your car will need to be scrutineered for each event individually, which means you will need to be re-scrutineered on Sunday morning. This also applies to signing on. You will only be allowed to sign on for Sunday's event on Sunday morning. Please note that you will receive a different competition number for each day.

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; scrutineering will be in class order, see above timetable. Every car will be noise tested; the maximum noise level are 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 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.

#### 9. **Walking The Course**

If you wish to walk the course, please do so before 0800hrs, but if you have signed-on, please do not leave your car unattended until it has been scrutineered.

#### 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. **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.

#### 12. **Practice Runs**

Practice runs commence at 0830hrs, and will be conducted in batches, in class order; 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 (i.e. once the car has returned to the Paddock).

Listen carefully to the paddock announcements and be ready to move to the assembly area when your Class is called to do so. Be aware of which Class is on the Hill to ensure you are in the right place at the right time. Once in the Assembly Area do not leave your car. Follow the Marshals' instructions to the tyre warming area and then onto the start line.

On completion of your run slow down and follow the road to the top holding paddock, and wait for instructions from the Marshals to proceed, with extreme caution and at slow speed, down the hill to the paddock. Helmets and gloves must be worn and a wave to the Marshals is always appreciated. All competition cars may be subject to post run scrutineering and may be held under Parc Ferme conditions until released by the Chief Scrutineer, even if this is at their paddock location.

### 13. 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 markers (flip-flops) 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.**

### 14. Practice and Competitive Times

These will be displayed on the official notice board in the Stewards Hut; as will any changes to handicap times.

### 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.

**Competitors' will be selected at random for alcohol testing prior to the event. Those selected will be notified by a Bulletin which will be clearly displayed on the Official Notice board, in the Stewards Hut and also at Signing On. If selected, Competitors' should present themselves to the Secretary of the Meeting in the Stewards Hut near Triangle Bend prior to the commencement of their first practice.**

### 16. 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)**

### 17. 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 15 minutes after the last run of the day.**

**Also awards as detailed in SR10:**

Awards will be presented as detailed in the General Regulations and as detailed below:-

- The Fastest Time of the Day - The TT Humber Trophy – (to be held for a nominal period of one year and presented at the Annual Awards Dinner) **eligibility for this trophy requires competitors to compete in both Round 7 & 8 of the Speed Championship and it will be the times in Round 8 which will be taken into consideration.**
- Tenth slowest of the fastest, slowest times in the overall results - Tidd & Ingham Trophy (to be held for a nominal period of one year and presented at the Annual Awards Dinner) **eligibility for this trophy requires competitors to compete in both Round 7 & 8 of the Speed Championship and it will be the times in Round 8 which will be taken into consideration.**



## **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.

### **I. 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.

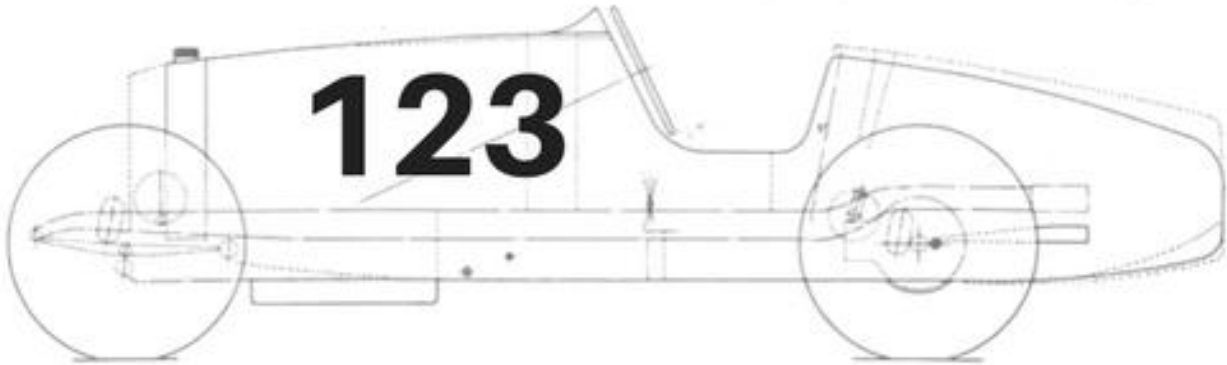
c. Must meet MSA Yearbook requirements (J4.1) in terms of size and font. They must be a minimum of 23cm in height, with a stroke width of a minimum of 3.8cm.

## 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

## ENTRY LIST SATURDAY 8<sup>TH</sup> SEPTEMBER 2018

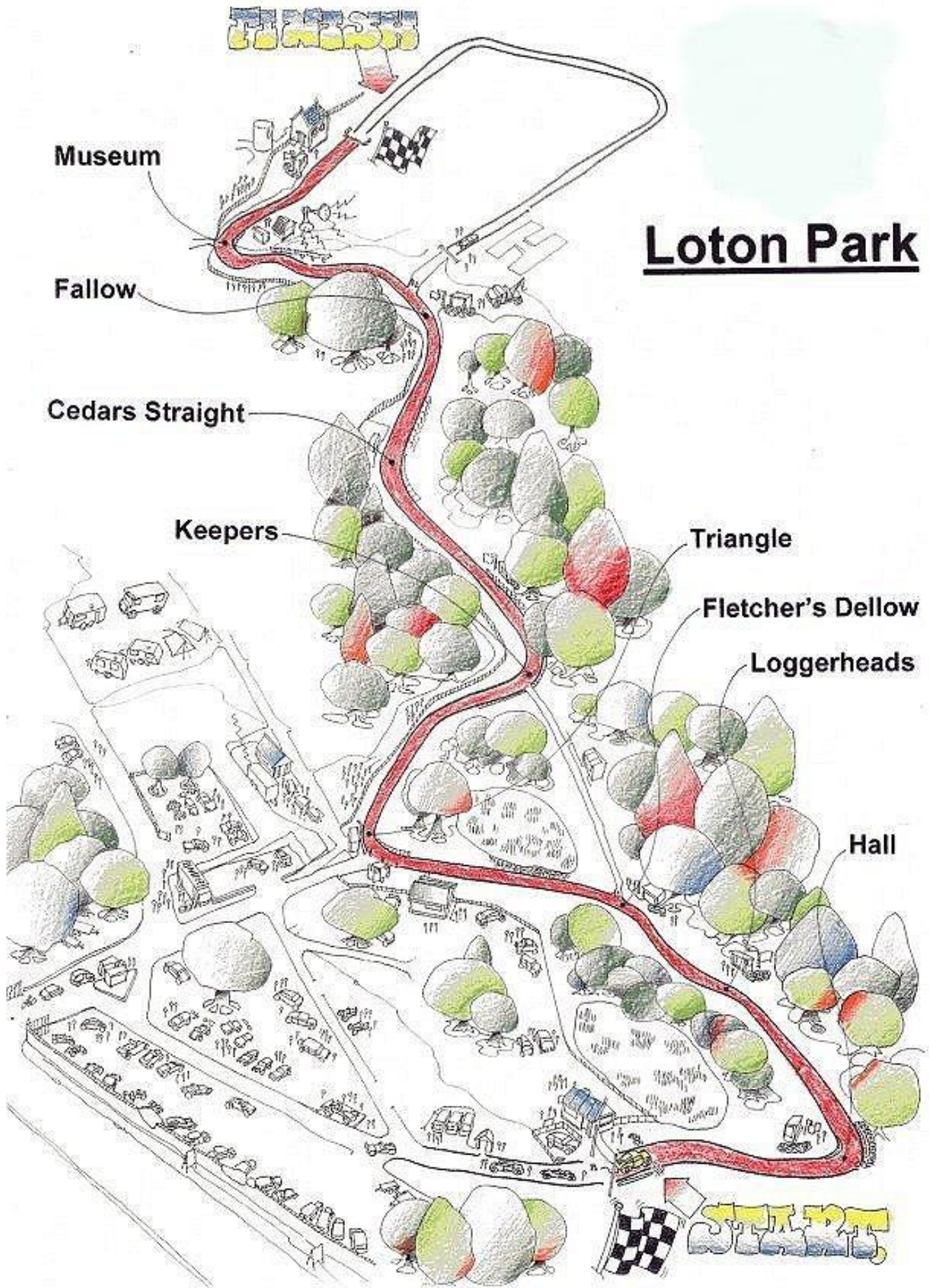
Entered Class	Event Class	CarNo	Owner(DriverName)	Car	ccS	Year	Class	Hcap
1	1	1	Mrs Sarah FOSTER	AUSTIN 7 NIPPY	747	1934	Std	94.50
1	1	2	Stephen JONES	AUSTIN ULSTER SPORTS	749	1934	Mod	93.00
1	1	3	Stuart ROSE	AUSTIN 7 ULSTER	750	1930	Mod	88.50
1	1	4	Joe TISDALL	AUSTIN 7 ULSTER	747	1930	Mod	86.00
1	1	6	Geoffrey HARRISON	AUSTIN 7 ULSTER SPORTS	747	1931	Mod	84.00
1	1	702	G.S.B.Jones(Daniel HUNTER)	AUSTIN ULSTER SPORTS	749	1934	Mod	91.50
1	1	706	G.A.Harrison( Gregory HARRISON)	AUSTIN 7 ULSTER SPORTS	747	1931	Mod	82.50
2	2	10	David RALLS	RILEY LYNX 9	1100	1933	Mod	95.00
2	2	11	Roland SCHAEUBLIN	MORGAN SUPER AERO	1096	1928	Std	93.00
2	2	12	William LOWE	VALE SPECIAL	898	1933	Mod	90.50
2	2	14	David LAMB	RILEY BROOKLANDS	1087	1929	Std	85.50
2	2	15	Roland WOODTLI	RILEY BROOKLANDS	1087	1930	Std	84.50
2	2	16	Dr Damian GARDNER-THORPE	AUSTIN 7 SUPERSPORTS	747 S	1930	Mod	84.00
2	2	17	A.A.Clear(Andrew BAKER)	RILEY BROOKLANDS	1087	1930	Mod	82.00
2	2	18	Ian STANDING	RILEY BROOKLANDS	1087	1929	Std	82.00
2	2	712	W.G.Lowe(Raymond KNIGHT)	VALE SPECIAL	898	1933	Mod	88.00
2	2	714	R.D.Lamb( Jonathan LAMB)	RILEY BROOKLANDS	1087	1929	Std	80.00
3	3	20	Chris SUTTON-SCOTT-TUCKER	ALVIS 12/50 SD	1496	1927	Std	93.00
3	3	21	Anthony COSTIGAN	FRAZER NASH TT REPLICA	1496	1935	Mod	85.50
3	3	22	R.M.Turner(Maurice GLEESON)	MG L TYPE MAGNA	1087 S	1933	Mod	85.00
3	3	23	Stewart RICH	GN ANZANI	1496	1924	Mod	84.00
3	3	24	Timothy SHARP	MG PB	939 S	1936	Mod	80.00
3	3	26	Dennis JOHNSON	FRAZER NASH COLMORE	1496	1933	Std	79.00
3	3	27	John DEVEUVE	RILEY 2 SEATER	1496	1935	Mod	77.00
3	3	28	D.Johnson(David JOHNSON)	FRAZER NASH SUPER SPORTS	1496	1929	Std	75.50
3	3	29	Adam SMITH	FRAZER NASH SUPER SPORTS	1496	1929	Mod	72.50
3	3	30	Mrs Jo BLAKENEY-EDWARDS	FRAZER NASH SUPER SPORTS	1496	1929	Mod	72.50
3	3	31	Andy BUSH	RILEY TT SPRITE REPLICA	1500	1935	Mod	72.00
3	3	726	D.Johnson(Peter JOHNSON)	FRAZER NASH COLMORE	1496	1933	Std	79.00
5	5	40	Alan CLARKE	LANCIA LAMBDA	2570	1925	Mod	98.50
5	5	41	Paul TUNNICLIFFE	BENTLEY 3 LITRE	2996	1926	Mod	95.00
5	5	42	Dick WILKINSON	ALVIS SILVER EAGLE SPORTS	2148	1929	Std	88.50
4	5	43	Roger LEAR	LEA-FRANCIS S HYPER	1496 S	1929	Mod	84.00
5	5	44	N.M.Pemberton(Mrs Marina PEMBERTON-WHITELEY)	TALBOT 95/105	2969	1935	Mod	81.00
5	5	45	Paul WIGNALL	ALVIS SILVER EAGLE	2148	1929	Mod	78.00
4	5	743	R.J.A.Lear(William LEAR)	LEA-FRANCIS S HYPER	1496 S	1929	Mod	83.50
6	6	52	Roger THORPE	VAUXHALL 30-98 TOURER	4224	1924	Mod	91.00
6	6	53	Sam PERKINS	VAUXHALL 30/98	4225	1924	Mod	91.00
6	6	54	Mrs Tanya DAWES	HOTCHKISS 2 SEATER SPORTS	3500	1934	Mod	90.50
6	6	55	J.A.Quartermaine(Miss Nicola QUARTERMAINE)	VAUXHALL 30-98 VELOX	4300	1921/24	Mod	89.50
6	6	56	John FACK	RAILTON LIGHT SPORTS	4200	1935	Std	73.50
6	6	57	John GUYATT	TALBOT LAGO T150C	4000	1939	Mod	71.00
6	6	753	S.Perkins(Miss Sophia GERTH)	VAUXHALL 30/98	4225	1924	Mod	100.00
6	6	754	Mrs T.J.Dawes(Miss Georgia BALLER)	HOTCHKISS 2 SEATER SPORTS	3500	1934	Mod	95.00
6	6	755	J.A.Quartermaine(Noel RUNNELS-MOSS)	VAUXHALL 30-98 VELOX	4300	1921/24	Mod	80.50
7	7	60	Geoffrey MOORE	ESSEX 4 CYLINDER	2931	1918	Mod	98.00
7	7	61	D.Roberts(James ROBERTS)	VAUXHALL 30-98	4500	1917	Std	97.00
7	7	62	Andy LLOYD	CHALMERS 17	5000	1913	Std	95.50
7	7	63	David JONES	TALBOT 12 HP	2414	1912	Std	95.00
7	7	64	Ian BALMFORTH	HUDSON SUPER SIX RACER	4738	1917	Mod	87.00
7	7	65	Clive PRESS	PEUGEOT 148	9934	1913	Spl	77.50
8	8	70	Stephen HUGHES	RILEY NINE	1089	1930	Spl	97.00
8	8	71	Mrs E.L.Wall(Dave WALL)	AUSTIN 7 SPECIAL	747	1934	Spl	91.00
8	8	72	William HARGREAVES	RILEY 9	1087	1933	Spl	86.00
8	8	74	Graham BECKETT	AUSTIN 7 SIMPLICITY	747	1930	Spl	79.00
8	8	75	David FURNELL	AUSTIN 7 THE TOY	750	1930	Spl	76.50
8	8	76	Kevin MORTON	RILEY 9 SPECIAL	1089	1931	Spl	76.50
8	8	770	S.C.Hughes(Scott HUGHES)	RILEY NINE	1089	1930	Spl	94.00
8	8	775	D.J.Furnell(Mrs Claire FURNELL-WILLIAMS)	AUSTIN 7 THE TOY	750	1930	Spl	82.00
9	9	80	Leonard LORD	RILEY FALCON	1496	1936	Spl	88.50
9	9	81	Simon BOWYER	LEA-FRANCIS P TYPE	1500	1928	Spl	83.52

Entered Class	Event Class	CarNo	Owner(DriverName)	Car	ccS	Year	Class	Hcap
9	9	82	Gerald PARKER	RILEY SPECIAL	1496	1935	Spl	83.00
9	9	85	Ian GODDARD	MG PA-PB	939 S	1934	Spl	80.00
9	9	87	Marcus FRIEDER	RILEY 12/4	1496	1934	Spl	77.50
9	9	88	Dennis BINGHAM	RILEY FALCON SPECIAL	1496	1935	Spl	76.50
9	9	89	Roger CORRY	RILEY SPECIAL	1496	1936	Spl	75.50
9	9	90	Alexander HEWITSON	RILEY 12/4 SPECIAL	1496	1937	Spl	74.00
9	9	91	Robin GALE	RILEY SPECIAL	1479	1934	Spl	73.00
9	9	92	Tim HOPKINSON	RILEY SPECIAL	1500	1935	Spl	71.00
9	9	93	Greg LERIGO	RILEY SPECIAL	1496	1932/35	Spl	68.50
9	9	780	L.Lord(Mrs Barbara LORD)	RILEY FALCON	1496	1936	Spl	87.00
9	9	792	M.I.T.Hopkinson(Peter HOPKINSON)	RILEY SPECIAL	1500	1935	Spl	71.00
9	9	793	G.Lerigo(Mrs Barbara LERIGO)	RILEY SPECIAL	1496	1932/35	Spl	80.50
10	10	100	M.W.Purnell(Ben PURNELL)	MORRIS COWLEY SPORTS	1998	1929	Spl	100.00
10	10	101	Mrs Jane TOMLINSON	ALVIS 12/50	1650	1928	Spl	90.00
10	10	102	Mrs Jane CORNER	TALBOT 65 SPECIAL	1665	1933/37	Spl	84.00
10	10	103	Trevor CORNER	TALBOT 105	2969	1934	Spl	80.47
10	10	104	Roy NEWTON	MG J2/RILEY SPECIAL	1496 S	1933	Spl	76.50
10	10	105	Simon SKELDING	AC 16/80 SPECIAL	1911	1936	Spl	75.50
10	10	106	S.G.White(Miss Joanne WHITE)	RILEY FALCON SPECIAL	1496	1937	Spl	75.00
10	10	107	Ian BINGHAM	FRAZER NASH GEOGHEGAN SPL	1991	1928	Spl	71.00
10	10	108	Dudley STERRY	HRS SPORTS	1496 S	1937/39	Spl	69.00
10	10	806	Steve WHITE	RILEY FALCON SPECIAL	1496	1937	Spl	75.00
11	11	110	Jamie QUARTERMAINE	VAUXHALL QUARTERMAINE SPL	4224	1924	Spl	81.00
11	11	111	Hugh MCGAREL-GROVES	DELAGE DM SPORT	3200 S	1927	Spl	80.00
11	11	112	Mrs F.A.Bennett(Jonathan BENNETT)	FRAZER NASH FORD SPECIAL	3285	1925/29	Spl	80.00
11	11	113	C.J.Batty(Peter BATTY)	FRAZER NASH SUPER SPORTS	3257	1930	Spl	74.00
13	13	120	Colin ROGERS	ADRO SPECIAL	980	1938	Spl	86.00
13	13	121	Peter LOXSTON	AUSTIN 7 ULSTER SPECIAL	747 S	1930	Spl	79.00
13	13	122	C.Hubble(David HUBBLE)	AUSTIN 7 ULSTER REPLICA	747 S	1930	Spl	79.00
13	13	123	Neil THORP	SINGER SPIKINS THE BANTAM	1074 S	1936	Spl	77.00
13	13	124	Matthew BLAKE	AMILCAR CO	1094 S	1926	Std	75.00
13	13	125	Miss Rachael WILLIAMS	HARDY SPECIAL MK III	1096	1922/38	Spl	73.00
13	13	126	Stuart ROPER-MARSHALL	AUSTIN 7 SPECIAL	747	1934	Spl	73.00
13	13	127	A.W.Purnell(Mark PURNELL)	RILEY SPECIAL	1087 S	1936	Spl	72.50
13	13	128	Gary CLARE	GRANNIE .	1100	1928	Spl	70.00
13	13	129	Winston TEAGUE	WASP SINGLE SEATER	1100	1922/30	Std	69.50
13	13	722	Chris HUBBLE	AUSTIN 7 ULSTER REPLICA	747 S	1930	Spl	79.00
14	14	130	Nicolas WILLIAMS	SALMSON SPECIAL	1480	1929/34	Spl	79.00
14	14	131	Dick SMITH	FRAZER NASH NURBURG 2STR RACING	1496 S	1932	Mod	72.00
14	14	132	Terence WATSON	RILEY ROWSON	1498 S	1933	Spl	71.00
15	15	140	Iain CHEYNE	SEMMENCE SPECIAL	1991	1937	Std	72.00
15	15	141	Dr David PRYKE	FRAZER NASH SHELSLEY	1971	1936	Spl	69.50
15	15	142	Edmund BURGESS	BUGATTI TYPE 51	2300 S	1932	Mod	66.00
15	15	143	D.G.Hawkins(James BAXTER)	RILEY ERA	2000 S	1934/35	Spl	63.00
16	16	150	Cecil SCHUMACHER	TALBOT 95/105 S/S	3377	1933/34	Spl	80.00
16	16	151	I.R.Bingham(Michael NEW)	AMILCAR G TYPE MONTLHERY	4939	1928	Spl	75.00
16	16	152	Christopher WILLIAMS	NAPIER BENTLEY	24000	1929	Spl	72.50
16	16	153	Thomas RICHARDSON	GN GIPSY	5713	1925	Spl	68.00
16	16	154	Julian GRIMWADE	FRAZER NASH SINGLE SEAT	3571	1934	Spl	64.00



# Course Plan

# Loton Park





## MEDICAL INFORMATION

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 \_\_\_\_\_