



Essentially the start is straight ahead for several hundred yards and most vehicles should be into 4<sup>th</sup> before approaching Jefferies, a fast right hand bend. This should be entered from the left hand side of the straight with a fairly late entry to leave one fairly central in the track ready for a left hander marked out with cones and straw bales. This leads into a fairly long but reasonably tight right hander, York, which has an apex later than it looks as if it should have. There is not as much track as one might expect on the outer edge of the bend. Then comes another long straight on which you should keep over to the left ready for the entrance to the first right hand chicane. These are again marked out with bales & cones and it is quite difficult to judge the entrance. It is better to take a fairly late entry into these two chicanes and to make a good fast exit from the second part of the bends.

The final bend, Horseshoe, takes place on one of the wider runways, and as the name suggests is a 180 degree bend but still a fairly fast one. The road surface is very grippy, and the entry should be made from the left hand side of the track aiming for an apex approximately 3/4 of the way round the bend then letting the car run wide as you approach the finish line.

After the finish you turn left and return back to the paddock.

In previous years there is normally a time displayed on top of one of the caravans.

The event normally runs well and it is quite possible to expect 3 competitive runs and possibly extra fun runs as well.

PC 2004