

SPECIAL AWARDS FOR THE 1979 SEASONPROVISIONAL RESULTS

[With the cancellation of the 1979 Exeter these 1980 Exeter result became the 3rd event to qualify for the 1979 season and the 1st even to qualify for the 1980 season.]

BADDELEY CHAMPIONSHIP AWARDS: [Best performance by a M.C.C. Member] MOTOR CYCLE - P.B. Antram CAR - P. Le Couteur

TEAM CHAMPIONSHIPS: MOTOR CYCLE - Cheltenham Home Guard MCC D.F.Mason; A.J.Falconer; A.M.Gaunt  
CAR - Team Beetling D.Turner; D.Greenslade; P. Mitchell

TRIPLE AWARDS: MOTOR CYCLE (2) - P.B. Antram P.Shellard CAR (9) P.E. Couteur D.P. Welch D. Greenslade P. Mitchell J.G. Wood  
E.B. Wall T.Maynard P.W. Andres K.G.Green

BRITISH MOTOR CYCLE AWARD: R. Shellard

PROVISIONAL RESULTS 1980 EXETER TRIAL 11/12 January 1980CLASS AWARDS

Class A Not Awarded Insufficient Entries  
" B No 96 J.K.Ward S/T 25.2  
" C No 113 R.Shellard S/T 19.0  
" D No 91 R.Gagg S/T 23.0  
" 1a Not Awarded Insufficient Entries  
" 1b Not Awarded Insufficient Entries  
" 2 No 282 M.Hinde S/T 21.2  
" 3 No 287 A.Bee S/T 21.2  
" 4 No 228 B.G.Wills S/T 21.4  
" 5 No 142 M.MacDonald S/T 20.2  
" 6 No. 144 P.LeCouteur S/T 18.8  
" 7 Not Awarded Insufficient Entries  
" 8 Not Awarded Insufficient Entries  
" 9 No 202 M.Searle S/T 21.5

SUMMARY OF RESULTS

| CLASS        | A | B | C  | D  | 1a | 1b | 2  | 3  | 4  | 5  | 6  | 7 | 8 | 9  | Total |
|--------------|---|---|----|----|----|----|----|----|----|----|----|---|---|----|-------|
| Class Awards | - | 1 | 1  | 1  | -  | -  | 1  | 1  | 1  | 1  | 1  | - | - | 1  | 9     |
| 1st Class    | - | - | 16 | 2  | -  | -  | 5  | 8  | 4  | 7  | 19 | 1 | 1 | 5  | 68    |
| 2nd Class    | - | - | 24 | 2  | -  | -  | 7  | 6  | 5  | 3  | 3  | - | - | 9  | 59    |
| 3rd Class    | - | 1 | 15 | 4  | -  | -  | -  | 3  | 2  | 3  | -  | - | 1 | 3  | 32    |
| No Award     | - | - | 15 | 6  | 1  | 1  | 13 | 4  | 5  | -  | 4  | - | - | 5  | 54    |
| Retired      | - | 1 | 3  | 3  | -  | -  | 3  | 1  | 2  | 1  | 5  | - | - | 1  | 20    |
| Non Starter  | - | 1 | 8  | -  | 1  | -  | -  | -  | 6  | -  | 4  | - | - | 1  | 21    |
| TOTAL        | - | 4 | 82 | 18 | 2  | 1  | 29 | 23 | 25 | 15 | 36 | 1 | 2 | 25 | 263   |

KEY

F= Penalty Foot F= Free Foot S= Stop R=Retired  
M=Missed Section or Test O.R.L.= Over Ran Line  
D.N.S.=Did Not Stop O.T.L.= Outside Time Limit L = Late  
Times in S and R, and S and G Columns = Penalty Time

NOTES ON RESULTS

CRICKET - The Section Cricket does not appear on the Result Sheet, due to the Observers Report books have gone astray in the post. They had not been delivered by Saturday's post 19.1.80. Rather than delay the results, in the hope that they may arrive, a decision was made to cancel the Section, and complete the results. BOOKS ARRIVED MONDAY 21-1-8. SEE PAGE 9.

GREEN LANE - This Section was not used in the event due to recent flood damage.

PROTESTS: Any competitor wishing to protest against the Award allocated to him or her must do so in writing within SEVEN DAYS of the post mark of the Results to G.W.Woolcott, 58 Basingstoke Rd, Reading, Berks, RG2 0EL for submission to the Stewards of the Meeting, as required by ACU & RAC Regulations, a fee of £5 (Motor Cycle Classes) & £10 (Car Classes) must accompany the protest, returnable if the protest is allowed, or if, in the opinion of the Stewards, is not of a frivolous or unreasonable nature. Cheques & P.O's payable to M.C.C. Ltd. No cash please.

The Committee extend their sincere thanks to all Members & friends who undertook duties on Observed Sections & at Controls.

20th January 1980

G.W.Woolcott

TEAM AWARDSMOTOR CYCLE Section b

Team 8 103 D.Mason 104 A.Gaunt 105 A.Falconer 26pts  
Section c

Team 1. 5. A.J.Pouncey 18 M.HUMPHREY 51 A.A.BROWN.  
16 pts

CARS Section d

Team 28 274 T.Maynard 288 A.J.Watson 187 M.Halliday  
26pts S/T 73.2

## Section e

Team 9 264 J.Tucker-Peake 125 D.Sterry 281 R.W.Andrew  
30pts

## Section f

Team 27 268 J.West 269 E.Wall 271 M.A.Heskins  
30pts S/T 71.2

11-12 JANUARY 1980

OBSERVED SECTION No →

[illegible]



O.T. 1:

## 11-12 JANUARY 1980

OBSERVED SECTION No →

⑤

| No. | NAME.              | VEHICLE  | Cls | AWARD   | S/T <sub>1</sub> | S/T <sub>2</sub> | AGG  | 1 | 2 | 3    | 4 | 5   | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |   |  |
|-----|--------------------|----------|-----|---------|------------------|------------------|------|---|---|------|---|-----|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|--|
| 27  | Clark, P.A.        | Sunbeam  | 9   | NA      | 8.6              | 11.2             |      | S | - | 7.0  | - | -   | S | - | - | - | -  | -  | S  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 28  | Halkyard, S.       | Austin 7 | 9   | 3       | 22.8             | 17.1             |      | - | - | 6.5  | - | -   | - | - | - | - | -  | -  | S  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 29  | Hirst, S.R.        | Sunbeam  | 9   | 2       | 9.4              | 13.1             |      | - | - | 7.0  | - | -   | - | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 30  | Cartwright, W.P.   | Sunbeam  | 9   | 2       | 9.2              | 11.0             |      | - | - | 6.5  | - | -   | - | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 31  | Meachem, P.T.      | MG       | 4   | R       |                  |                  |      |   |   |      |   |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |  |
| 32  | Barker, R.A.       | Hillman  | 3   | NA      | 11.6             | 14.8             |      | S | - | -    | M | M   | S | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 33  | Langton, P.V.R.    | Jaguar   | 9   | NA      | 11.4             | 12.6             |      | S | - | 10.0 | - | -   | - | - | - | S | -  | -  | -  | -  | -  | -  | S  | -  | -  | -  | -  | -  | -  | -  | -  | L |  |
| 34  | Plummer, J.R.      | VW       | 5   | 3       | 15.2             | 14.8             |      | S | - | -    | - | -   | S | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 35  | Groves, J.         | Ford     | 2   | 2       | 14.2             | 15.8             |      | S | - | -    | - | -   | - | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 36  | Batten, P.J.B.     | Talbot   | 2   | NA      | 13.4             | 12.5             |      | S | - | -    | - | -   | S | - | S | S | -  | -  | S  | -  | R  | S  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 37  | Cooke, W.A.        | Talbot   | 2   | R       | 12.2             | 13.1             |      | - | - | -    | - | -   | S | - | S | S | -  | -  | -  | S  | R  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 38  | Warrington, R.     | Talbot   | 2   | R       |                  |                  |      |   |   |      |   |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |  |
| 39  | Booth, A.C.        | Hillman  | 3   | NA      | 12.8             | 14.3             |      | S | - | -    | - | -   | - | - | - | S | -  | -  | -  | S  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | L |  |
| 40  | Knight, L.         | Ford     | 9   | 2       | 13.0             | 13.8             |      | - | - | -    | - | -   | - | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 41  | T. GOGGIN          | Ford     | 9   | NA      | 14.0             | O.R.L.           |      | - | - | 8.0  | - | 2.4 | S | - | - | S | -  | -  | S  | S  | -  | S  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 42  | MacDonald, M.      | VW       | 5   | Class 5 | 8.4              | 11.8             | 20.2 | - | - | -    | - | -   | - | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 43  | Hillier, L.G.      | VW       | 7   | 1       | 11.2             | 15.5             | 26.7 | - | - | -    | - | -   | - | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 44  | leCouteur P.       | Dellow   | 6   | Class 6 | 8.4              | 10.4             | 10.8 | - | - | -    | - | -   | - | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 45  | Welch, R.H.        | MG       | 6   | 1       | 12.0             | 13.8             | 25.8 | - | - | -    | - | -   | - | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 46  | Williams, P.F.J.   | Austin   | 1b  | NA      | 10.2             | 14.9             |      | - | - | -    | - | -   | S | - | S | S | -  | -  | S  | S  | -  | S  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 47  | Welch, D.P.        | MG       | 6   | 1       | 8.4              | 11.0             | 19.4 | - | - | -    | - | -   | - | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 48  | Skinner, J.        | Hillman  | 3   | 2       | 8.0              | 12.8             |      | - | - | -    | - | -   | - | - | - | - | -  | -  | -  | S  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 49  | Harvey, J.V.       | Dellow   | 6   | R       |                  |                  |      |   |   |      |   |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |  |
| 50  | Neal, M.J.B.       | MG       | 4   | N.S.    |                  |                  |      |   |   |      |   |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |  |
| 51  | Litton, R.H.       | Dellow   | 6   | 2       | NO TIME          | 14.8             |      | - | - | -    | - | -   | - | - | - | - | -  | -  | -  | S  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 52  | Platford, D.       | VW       | 9   | 2       | 9.6              | 12.6             | 22.2 | S | - | -    | - | -   | - | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 53  | Parry, D.J.M.      | VW       | 3   | 1       | 11.4             | 13.8             | 25.2 | - | - | -    | - | -   | - | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 54  | Mitchell, R.J.     | Ford     | 8   | 3       | 13.4             | 15.9             |      | - | - | -    | - | -   | - | - | - | - | -  | -  | -  | S  | -  | -  | S  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 55  | Weeks, R.F.        | Sunbeam  | 3   | 1       | 9.0              | 12.8             | 21.8 | - | - | -    | - | -   | - | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 56  | Owen, M.G.         | Morgan   | 5   | 2       | 11.2             | 12.1             |      | - | - | -    | - | -   | - | - | - | - | -  | -  | S  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 57  | Margetts, G.M.     | Morgan   | 4   | 2       | 11.6             | 12.9             |      | - | - | -    | - | -   | - | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 58  | Goodall, W.A.G.    | Morgan   | 5   | 2       | 10.0             | 11.6             |      | S | - | -    | - | -   | - | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 59  | Stevenson, J.A.    | Hillman  | 5   | 1       | 17.6             | 13.6             | 31.2 | - | - | -    | - | -   | - | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 60  | Sibley, H.J.       | Ford     | 2   | 1       | 16.6             | 14.3             | 30.9 | - | - | -    | - | -   | - | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 61  | Moxom, E.          | Hillman  | 3   | 3       | 17.6             | 14.3             |      | S | - | -    | - | -   | - | - | - | - | -  | -  | -  | S  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 62  | Laver, J.T.        | Triumph  | 4   | NA      | 20.2             | 18.0             |      | S | - | 8.7  | - | -   | - | - | S | S | -  | -  | S  | S  | -  | S  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 63  | Hornby-Smith, J.C. | Peugeot  | 2   | NA      | 11.2             | O.R.L.           |      | S | - | -    | - | -   | - | S | - | S | S  | -  | S  | S  | -  | S  | -  | -  | -  | -  | -  | -  | -  | -  | -  | L |  |
| 64  | Frost, H.C.        | VW       | 6   | 1       | 10.4             | 14.2             | 24.6 | - | - | -    | - | -   | - | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 65  | Rule, R.W.         | Ford     | 9   | 1       | 10.4             | 14.0             | 24.4 | - | - | -    | - | -   | - | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 66  | Taylor, R.D.       | Ford     | 2   | 2       | 12.8             | 13.5             | 26.3 | S | - | -    | - | -   | - | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 67  | Potter, S.         | DELOW    | 6   | NA      | 10.2             | 14.0             |      | - | - | 7.2  | - | -   | - | - | - | S | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |
| 68  | Lutman, J.         | Dellow   | 6   | 1       | 12.0             | 13.0             | 25.0 | - | - | -    | - | -   | - | - | - | - | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | -  | - |  |

| MCC EXETER TRIAL   |                 |          | OBSERVED SECTION No → |         |                  |                  |      | O.T.L. |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
|--------------------|-----------------|----------|-----------------------|---------|------------------|------------------|------|--------|---|-----|-----|-----|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 11-12 JANUARY 1980 |                 |          |                       |         |                  |                  |      |        |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| No.                | NAME.           | VEHICLE  | CLAS                  | AWARD   | S/T <sub>1</sub> | S/T <sub>2</sub> | AGG  | 1      | 2 | 3   | 4   | 5   | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 169                | Wilson, P.A.    | Fiat     | 3                     | NA      | 10.2             | 14.5             |      |        |   |     |     |     | S |   |   | S |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 170                | Bazeley, S.     | VW       | 6                     | 1       | 10.4             | 17.2             | 27.6 |        |   |     |     |     |   |   |   |   |    |    |    | S  |    |    |    |    |    |    |    |    |    |    |    |
| 171                | Summer, B.L.    | Morgan   | 4                     | 2       | 10.2             | 18.8             |      |        |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 172                | Foster, A.R.    | VW       | 5                     | 1       | 10.6             | 12.2             | 22.8 |        |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 173                | Minskip, D.J.   | Suzuki   | 9                     | NA      | 10.2             | 12.0             |      |        |   |     |     |     | S |   |   | S |    |    |    | S  |    |    |    |    |    |    |    |    |    |    |    |
| 174                | Meek, P.        | Suzuki   | 9                     | 1       | 13.2             | 15.5             | 28.7 |        |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 175                | Battersby, R.   | Suzuki   | 9                     | 3       | 11.4             | 13.0             |      |        |   |     | 7.2 |     | S |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 176                | French, L.M.    | MG       | 4                     | 3       | 11.4             | 14.9             |      |        |   |     |     |     | S |   |   |   |    |    | S  |    |    |    |    |    |    |    |    |    |    |    |    |
| 177                | Bowles, D.J.C.  | Ford     | 6                     | R.      |                  |                  |      |        |   | 8.0 |     | 8.5 |   |   | S | R |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 178                | Normanton, P.M. | Ford     | 2                     | NA      | 9.6              | 14.5             |      |        |   |     |     |     | S |   |   |   |    |    | S  |    |    |    |    |    |    |    |    |    |    |    |    |
| 179                | Threlfall, T.J. | Ford     | 2                     | NA      | 23.4             | 19.8             |      |        |   |     |     |     | S |   |   |   |    |    |    | S  |    |    |    |    |    |    |    |    |    |    |    |
| 180                | Clarke, B.      | Austin   | 9                     | R       |                  |                  |      |        |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 181                | Elson, M.R.     | Frazer N | 4                     | N.S.    |                  |                  |      |        |   |     |     |     |   |   |   |   |    |    | S  | S  |    |    |    |    |    |    |    |    |    |    |    |
| 182                | Jones, A.D.     | Vauxhall | 2                     | NA      | 14.4             | 13.9             |      |        |   |     |     |     | S |   |   | S |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 183                | Webb, A.B.      | Hillman  | 3                     | 1       | 12.6             | 13.0             | 25.6 |        |   |     |     |     |   |   |   |   |    |    |    | S  |    |    |    |    |    |    |    |    |    |    |    |
| 184                | Child, D.R.     | Ford     | 2                     | 2       | 11.8             | 16.8             |      |        |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 185                | Ellison, D.     | Riley    | 4                     | R       |                  |                  |      |        |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 186                | Turner, K.O.    | VW       | 5                     | 3       | 13.8             | 12.0             |      | S      |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 187                | Halliday, M.S.  | Sprite   | 4                     | 1       | 12.4             | 12.8             | 25.2 |        |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 188                | Davison, I.     | MG       | 9                     | 2       | 25.0             | 16.0             |      |        |   |     |     |     | S |   |   | S |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 189                | Turner, A.      | Ford     | 2                     | NA      | 11.2             | 16.0             |      |        |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 190                | Malin, B.C.     | Buckler  | 6                     | 1       | 11.8             | 11.3             | 23.1 |        |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 191                | White, S.G.     | Buckler  | 6                     | NA      | 9.8              | 11.5             |      |        |   |     |     |     | S |   |   | S |    |    |    | S  |    |    |    |    |    |    |    |    |    |    |    |
| 192                | Hibberd, S.     | Buckler  | 6                     | 2       | 18.4             | 15.0             |      |        |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 193                | White, G.D.     | Ford     | 6                     | 1       | 10.4             | 12.2             | 22.6 |        |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 194                | Harding, W.P.   | Opel     | 2                     | NA      | 13.0             | 16.2             |      |        |   |     |     |     | S |   |   | S |    |    |    | S  |    |    |    |    |    |    |    |    |    |    |    |
| 195                | Briggs, S.W.    | VW       | 2                     | NA      | 11.2             | 22.4             |      |        |   |     |     |     |   |   |   |   |    |    | S  | S  |    |    |    |    |    |    |    |    |    |    |    |
| 196                | Smyth, P.J.R.   | Ford     | 9                     | NA      | 10.2             | 13.2             |      |        |   |     |     |     | S |   | S | S |    |    |    | S  |    |    |    |    |    |    |    |    |    |    |    |
| 197                | Baird, J.G.     | Morgan   | 6                     | NA      | 10.0             | 13.9             |      |        |   |     |     |     | S |   | S | S |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 198                | Edney, G.       | MG TC    | 4                     | 2       | 10.2             | 14.1             |      |        |   |     |     |     | S |   |   | S |    |    |    | S  |    |    |    |    |    |    |    |    |    |    |    |
| 199                | Coppock, D.     | MG TC    | 4                     | NS      | 13.2             | 12.8             |      |        |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 200                | Clewley, D.     | MG TC    | 4                     | N.S.    |                  |                  |      |        |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 201                | Charlesworth, C | Imp      | 5                     | 3       | 13.6             | 14.0             |      |        |   |     |     |     | S |   |   |   |    |    |    | S  |    |    |    |    |    |    |    |    |    |    |    |
| 202                | Searle, M.      | VW       | 9                     | Class 9 | 10.4             | 11.1             | 21.5 |        |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 203                | Curtis, A.T.    | Morgan   | 4                     | NA      | 18.8             | 15.6             |      |        |   |     |     |     | S |   |   | S |    |    |    | S  |    |    |    |    |    |    |    |    |    |    |    |
| 204                | Turner, D.      | VW       | 3                     | 1       | 11.0             | 12.9             | 23.9 |        |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 205                | Greenslade, D.  | VW       | 3                     | 1       | 9.8              | 11.7             | 21.5 |        |   |     |     |     | S |   |   | S |    |    |    | S  |    |    |    |    |    |    |    |    |    |    |    |
| 206                | ROLFE, D.R.     | MG.      | 4                     | NA      | 11.2             | 13.5             |      |        |   |     |     |     |   |   |   |   |    |    | S  | S  |    |    |    |    |    |    |    |    |    |    |    |
| 207                |                 |          |                       |         |                  |                  |      |        |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 208                |                 |          |                       |         |                  |                  |      |        |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 209                |                 |          |                       |         |                  |                  |      |        |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 210                |                 |          |                       |         |                  |                  |      |        |   |     |     |     |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |

DID NOT SIGN ON

## 11-12 JANUARY 1980

OBSERVED SECTION No →

BUCKET. -  
STAFFORD 2  
S and G.  
PARKER 2  
S and G.  
TILBERT 7  
FINGLE 6  
FINGLE 6  
SIMMS 7  
KLEENHANG  
S and G.  
Bayer 9  
CUNEO 10  
- 1 -  
WATERLOO 12

9.11

7.

| No. | NAME.              | VEHICLE  | CLASS | AWARD   | S/T <sub>1</sub> | S/T <sub>2</sub> | AGG  | 1 | 2 | 3    | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|-----|--------------------|----------|-------|---------|------------------|------------------|------|---|---|------|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 211 |                    |          |       |         |                  |                  |      |   |   |      |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 212 |                    |          |       |         |                  |                  |      |   |   |      |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 213 |                    |          |       |         |                  |                  |      |   |   |      |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 214 |                    |          |       |         |                  |                  |      |   |   |      |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 215 | Mitchell, P.       | VW       | 6     | 1       | 14.4             | 12.2             | 26.6 | — | — | —    | — | — | — | — | — | — | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 216 | Hilliard, D.G.H.   | Ford     | 9     | 1       | 11.0             | 14.6             | 25.6 | — | — | —    | — | — | — | — | — | — | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 217 | Palmer, N.R.       | Daihatsu | 9     | 1       | 13.8             | 12.0             | 25.8 | — | — | —    | — | — | — | — | — | — | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 218 | Robinson, J.N.     | Dellow   | 6     | R       | 12.0             | 10.3             |      | — | — | 7.0  | — | — | — | — | — | — | —  | —  | R  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 219 | Play, T.G.E.       | Ford     | 2     | NA      | 11.6             | 14.3             |      | — | — | 14.5 | — | — | S | — | — | S | —  | —  | S  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 220 | Steward, W.A.C.    | Ford     | 2     | 2       | 15.8             | 15.2             |      | — | — | —    | — | — | S | — | — | S | —  | —  | S  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 221 | Sweetland, G.J.    | Ford     | 2     | NA      | 16.0             | 15.5             |      | — | — | —    | — | — | S | — | — | S | —  | —  | S  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 222 | Crossley-Meates, G | BMW      | 9     | N.S.    |                  |                  |      | — | — | —    | — | — | — | — | — | — | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 223 | Wood, J.G.         | Dellow   | 6     | 1       | 10.2             | 12.6             | 22.8 | — | — | —    | — | — | — | — | — | — | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 224 | Davis, A.G.        | MG TC    | 4     | 1       | 16.0             | 13.0             | 29.0 | — | — | —    | — | — | — | — | — | — | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 225 | Moore, P.          | MG J2    | 6     | N.S.    |                  |                  |      | — | — | —    | — | — | — | — | — | — | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 226 | Bird, C.R.         | MG J2    | 6     | 1       | 12.8             | 11.0             | 23.8 | — | — | —    | — | — | — | — | — | — | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 227 | Smith, B.J.        | MG PB    | 9     | 2       | 12.2             | 15.8             |      | — | — | —    | — | — | — | — | — | — | —  | —  | S  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 228 | Wills, B.G.        | MGB      | 4     | CLASS 4 | 10.0             | 11.4             | 21.4 | — | — | —    | — | — | — | — | — | — | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 229 | McKee, N.W.        | MG       | 4     | 1       | 11.8             | 12.0             | 23.8 | — | — | —    | — | — | — | — | — | — | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 230 | Barnacott, J.      | MG       | 4     | 2       | 10.6             | 10.8             |      | — | — | —    | — | — | — | — | — | — | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 231 | Martyr, F.R.G.     | Riley    | 6     | NA      | 16.0             | ORL              |      | — | — | —    | — | — | — | — | — | — | —  | —  | S  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 232 | Brokenshire, V.M.  | Ford     | 2     | 1       | 11.8             | 14.1             | 25.9 | — | — | —    | — | — | S | — | — | S | —  | —  | S  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 233 | Vowden, A.H.       | MG       | 4     | NA      | 11.4             | 12.0             |      | — | — | —    | — | — | S | — | — | S | —  | —  | S  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 234 | Grose, D.J.        | Ford     | 9     | 2       | 20.2             | 16.2             |      | — | — | —    | — | — | S | — | — | — | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 235 | Kempthorne, G.     | MG       | 8     | 1       | 9.8              | 11.5             | 21.3 | — | — | —    | — | — | — | — | — | — | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 236 | Cookman, T.J.      | VW       | 5     | R       | 9.2              |                  |      | — | — | —    | — | — | — | — | — | — | —  | —  | R  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 237 | Richards, R.K.     | VW       | 9     | 2       | 12.2             | 12.2             |      | — | — | —    | — | — | — | — | — | — | —  | —  | S  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 238 | Beckly, F.W.       | Hillman  | 2     | 1       | 11.4             | 16.0             | 27.4 | — | — | —    | — | — | — | — | — | — | —  | —  | S  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 239 | Goodman, R.C.      | VW       | 3     | 3       | 10.2             | 13.8             |      | — | — | —    | — | — | — | — | — | — | —  | —  | S  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 240 | Bennetts, R.P.     | Mini     | 1a    | NA      | 9.0              | 11.8             |      | — | — | —    | — | — | S | — | — | S | —  | —  | S  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 241 | Moys, E.           | Ford     | 2     | NA      | 22.2             | 13.0             |      | — | — | —    | — | — | S | — | — | S | —  | —  | S  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 242 | Thomas, G.G.       | Sprite   | 6     | 2       |                  |                  |      | — | — | —    | — | — | — | — | R | — | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 243 | Heath, N.S.        | Daihatsu | 9     | 3       | 11.8             | 14.1             |      | S | — | —    | — | — | — | — | — | — | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 244 | Perry, V.          | Imp      | 3     | 1       | 13.0             | 14.3             | 23.3 | — | — | —    | — | — | — | — | — | — | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 245 | Hore, R.           | Ford     | 2     | R       |                  |                  |      | — | — | —    | — | — | — | — | R | — | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 246 | Coles, R.          | Vauxhall | 2     | NA      | 9.8              | 13.0             |      | — | — | —    | — | — | S | — | — | S | —  | —  | S  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 247 | Durling, W.S.      | Dellow   | 6     | N.S.    |                  |                  |      | — | — | —    | — | — | — | — | — | — | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |
| 248 | Morshead, B.       | Ford     | 2     | 1       | 9.8              | 13.8             | 23.6 | — | — | —    | — | — | — | — | — | — | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 249 | White, J.A.        | HRG      | 4     | N.S.    |                  |                  |      | — | — | —    | — | — | — | — | — | — | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |
| 250 | Hutchings, W.J.    | Imp      | 3     | 2       | 13.0             | 15.0             |      | — | — | —    | — | — | — | — | — | S | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |
| 251 | Granger, B.W.      | NSU      | 3     | 2       | 11.2             | 12.4             |      | — | — | —    | — | — | — | — | — | S | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  | —  |    |

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11-12 JANUARY 1980

OBSERVED SECTION No →

| No. | NAME.            | VEHICLE | CLAS | AWARD   | S/T <sub>1</sub> | S/T <sub>2</sub> | AGG  | 1 | 2 | 3   | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|-----|------------------|---------|------|---------|------------------|------------------|------|---|---|-----|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 252 | Granger, H.W.    | Imp     | 5    | 2       | 12.4             | 10.8             |      | S |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 253 | Heggadon, M.     | Simca   | 3    | 2       | 11.8             | 13.0             |      |   |   |     |   |   |   |   |   |   |    |    |    |    |    | S  |    |    |    |    |    |    |    |    |    |
| 254 | Grimwood, R.     | Ford    | 2    | 1       | 11.8             | 11.9             | 23.7 |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 255 | Briant, E.H.W.   | Triumph | 2    | 1       | 9.0              | 11.0             | 20.0 |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 256 |                  |         |      |         |                  |                  |      |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 257 |                  |         |      |         |                  |                  |      |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 258 |                  |         |      |         |                  |                  |      |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 259 |                  |         |      |         |                  |                  |      |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 260 |                  |         |      |         |                  |                  |      |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 261 |                  |         |      |         |                  |                  |      |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 262 |                  |         |      |         |                  |                  |      |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 263 |                  |         |      |         |                  |                  |      |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 264 | Tucker-Peake, J. | Ford    | 6    | 1       | 9.6              | 11.4             | 21.0 |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 265 | Ellis, C.R.      | Imp     | 3    | R       | 10.4             |                  |      | S |   |     |   |   | S |   |   |   |    |    |    | R  |    |    |    |    |    |    |    |    |    |    |    |
| 266 | Cooper, R.       | Imp     | 3    | NA      | 10.2             | 36.0             |      |   |   | 8.5 |   |   | S |   |   |   |    |    | S  | S  |    | S  |    |    |    |    |    |    |    |    |    |
| 267 | Moss, N.         | Imp     | 3    | 2       | 14.4             | 14.2             |      |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 268 | West, J.         | Oliver  | 6    | 1       | 9.4              | 12.5             | 21.9 |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 269 | Wall, E.B.       | Canhi   | 6    | 1       | 13.6             | 12.5             | 26.1 |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 270 | Roseblade, F.J.  | Ford    | 2    | 2       | 15.4             | 14.2             |      | S |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 271 | Heskins, M.A.    | MG      | 4    | 1       | 10.8             | 12.4             | 23.2 |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 272 | Sysum, R.        | Imp     | 3    | 2       | 15.0             | 14.0             |      |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 273 | Telling, B.L.    | Ford    | 2    | 2       | 15.4             | 14.6             |      | S |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 274 | Maynard, T.      | VW      | 5    | 1       | 10.4             | 12.3             | 22.7 |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 275 | Hayes, J.        | Ford    | 9    | 2       | 13.4             | 15.8             |      |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 276 | Partridge, B.J.  | Dellow  | 6    | R       | 8.6              |                  |      |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 277 | Fairbanks, P.R.  | VW      | 6    | 1       | 12.4             | 13.0             | 25.4 |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 278 | Smith, R.H.      | Dellow  | 6    | NS      |                  | 10.3             |      |   |   |     |   |   |   |   |   |   |    |    |    | S  |    |    |    |    |    |    |    |    |    |    |    |
| 279 | Batty, P.J.      | Sunbeam | 5    | 1       | 14.0             | 13.9             | 27.9 |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 280 | Thompson, C.W.   | VW      | 9    | 1       | 13.0             | 11.8             | 26.8 |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 281 | Andrews, R.W.    | Dellow  | 6    | 1       | 10.4             | 12.6             | 23.0 |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 282 | Hinde, M.        | TALBOT  | 2    | class 2 | 10.0             | 11.2             | 21.2 |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 283 | Grinnell, T.B.   | Mini    | 1a   | N.S.    |                  |                  |      |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 284 | Cope, C.B.       | Dellow  | 6    | 1       | 12.0             | 14.5             | 26.5 |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 285 | Webb, M.S.       | Dellow  | 6    | 1       | 20.4             | 14.1             | 24.5 |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 286 | Gilmour, R.N.    | VW      | 6    | 2       | 11.2             | 13.0             | 24.2 | S |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 287 | Bee, A.          | Sunbeam | 3    | class 3 | 10.2             | 11.0             | 21.2 |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 288 | Watson, A.J.     | Ford    | 2    | 2       | 11.2             | 14.1             |      |   |   |     |   |   | S |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 289 | Woodall, S.P.    | VW      | 6    | 1       | 11.2             | 12.0             | 22.2 |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 290 | Woodall, H.B.    | VW      | 5    | 1       | 11.4             | 12.0             | 23.4 |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 291 | Grassam, A.W.    | MG      | 4    | 1YA     | 13.0             | 16.8             |      |   |   |     |   |   | S |   |   |   |    |    | S  | S  |    |    |    |    |    |    |    |    |    |    |    |
| 292 | Green, K.J.      | FIAT    | 3    | 1       | 17.2             | 16.5             | 33.7 |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 293 | Bradbeer, B.C.   | VW      | 5    | 1       | 9.6              | 11.9             | 21.5 |   |   |     |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |

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DID NOT SIGN ON

11-12 JANUARY 1980

OBSERVED SECTION No →

| CRICKET. |          | O.T.L.   |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|----------|----------|----------|------------|----------|------------|------------|------------|-------|------------|----------|-------|---------|----------|----------|----|----|----|----|----|----|----|----|----|--|--|
| 1        | 2        | 3        | 4          | 5        | 6          | 7          | 8          | 9     | 10         | 11       | 12    | 13      | 14       | 15       | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
| CRICKET. | STAFFORD | S AND G. | GREENLIMCH | S AND R. | TILBERTSON | FRIGLE BE. | FRIGLE BE. | SIMMS | GREEN HALL | S AND R. | BOREY | CLINTON | GATCOMBE | WATERLOO |    |    |    |    |    |    |    |    |    |  |  |
| 1        | 2        | 3        | 4          | 5        | 6          | 7          | 8          | 9     | 10         | 11       | 12    | 13      | 14       | 15       | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |
|          |          |          |            |          |            |            |            |       |            |          |       |         |          |          |    |    |    |    |    |    |    |    |    |  |  |

| Team No | Team Name             | No  | Name            | Class | Team Cat | Mark | Total | Team No | Team Name             | No  | Name           | Class | Team Cat | Mark | Total |
|---------|-----------------------|-----|-----------------|-------|----------|------|-------|---------|-----------------------|-----|----------------|-------|----------|------|-------|
| 23      | Tamar Trio            | 224 | Davis, A.G.     | 4     |          | 10   |       | 24      | Erme Trio             | 227 | Smith, B.J.    | 9     |          | 6    |       |
|         |                       | 225 | Moore, P.       | 9     | f        | NS   |       |         |                       | 229 | McKee, N.W.    | 4     | f        | 10   | 22    |
|         |                       | 226 | Bird, C.R.      | 9     |          | 10   |       |         |                       | 230 | Barnacott, J.  | 4     |          | 6    |       |
| 25      | Sprite Trialling Team | 235 | Kempthorne, G.  | 8     |          | 10   |       | 26      | Ebworth Triallers MK1 | 267 | Moss, N.       | 3     |          | 6    |       |
|         |                       | 236 | Cookman, T.     | 5     | f        | R    |       |         |                       | 270 | ROSEBLADE F.J. | 2     | d        | 5    | 18    |
|         |                       | 237 | Richards, R.K.  | 9     |          | 6    |       |         |                       | 273 | Telling, B.    | 2     |          | 5    |       |
| 27      | Cotswold Cloudsmen    | 268 | West, J.        | 6     |          | 10   |       | 28      |                       | 274 | Maynard, T.    | 5     |          | 10   |       |
|         |                       | 269 | Wall, E.        | 6     | f        | 10   | 30    |         |                       | 288 | Watson, A.J.   | 2     | d        | 6    | 26    |
|         |                       | 271 | HESKINS, M.A.   | 4     |          | 10   |       |         |                       | 187 | Halliday, M.   | 4     |          | 10   |       |
| 29      | Crafty Buggies        | 277 | Fairbanks, P.R. | 6     |          | 10   |       | 30      | The Midland Muppets   | 298 | Burrows, F.G.  | 3     |          | 4    |       |
|         |                       | 289 | Woodall, S.     | 6     | f        | 10   | 30    |         |                       | 299 | Vipond, K.     | 9     | f        | 10   | 24    |
|         |                       | 292 | Green, K.J.     | 3     |          | 10   |       |         |                       | 300 | Sargeant, J.F. | 9     |          | 10   |       |

CRICKET.

FOLLOWING THE DECISION TO PROCEED WITH THE RESULTS AS REPORTED ON PAGE 1. THE CLERK OF THE COURSE REQUESTED THAT I WAIT AS LONG AS POSSIBLE BEFORE GOING TO PRINT, IN ORDER TO INCLUDE THIS SECTION. THE BOOKS ARRIVED ON MONDAY 21.1.80 AND THE SECTION HAS NOW BEEN INCLUDED, CAUSING ONLY A SLIGHT DELAY IN COMPLETING THE RESULTS.

J.W.W. 22/1/80

TEAMS NO 1 - 22 OVER PAGE. →

| Team No | Team Name                          | No  | Name             | Class | Team Cat | Mark | Total | Team No | Team Name                    | No  | Name             | Class | Team Cat | Marks | Total |
|---------|------------------------------------|-----|------------------|-------|----------|------|-------|---------|------------------------------|-----|------------------|-------|----------|-------|-------|
| 1       | Dodees                             | 5   | Pouch, A.J.      | D     |          | 2    |       | 2       | Allmads                      | 10  | Low, P.A.        | D     |          | 6     |       |
|         |                                    | 18  | Humphrey, M.     | C     | c        | 10   | 16    |         |                              | 9   | Worsfold, P.F.   | C     | c        | 4     | 14    |
|         |                                    | 51  | Browne, A.A.     | D     |          | 4    |       |         |                              | 11  | Gardner, J.      | C     |          | 4     |       |
| 3       | Mowbaws                            | 14  | Mowbray, D.      | C     |          | 6    |       | 4       | C.G.T.R.A.1                  | 30  | Goodey, M.G.     | C     |          | 6     |       |
|         |                                    | 15  | Bowler, L.W.N.   | D     | c        | 2    | 10    |         |                              | 31  | Goodey, G.       | C     | b        | 6     | 18    |
|         |                                    | 16  | Mowbray, M.A.    | C     |          | 2    |       |         |                              | 33  | French, A.C.     | C     |          | 6     |       |
| 5       | Snarlies                           | 48  | Osborne, S.W.    | C     |          | 4    |       | 6       | Llawnroc Trio                | 62  | Craddock, K.H.   | C     |          | 10    |       |
|         |                                    | 49  | Smart, A.D.      | C     | c        | 4    | 14    |         |                              | 63  | Borlase, A.F.    | C     | b        | 4     | 20    |
|         |                                    | 50  | Browne, N.E.     | C     |          | 6    |       |         |                              | 57  | MISSEN, C.A.     | C     |          | 6     |       |
| 7       | Bristol Booters                    | 80  | Ladd, K.M.       | C     |          | 10   |       | 8       | Cheltenham Home Guard M.C.C. | 103 | Mason, D.        | C     |          | 10    |       |
|         |                                    | 81  | Jones, .I.Y.     | C     | b        | 6    | 20    |         |                              | 104 | Gaunt, A.        | C     | b        | 10    | 26    |
|         |                                    | 82  | Leighon, C.J.    | C     |          | 4    |       |         |                              | 105 | Falconer, A.     | C     |          | 6     |       |
| 9       | The Specialists                    | 264 | Tucker-Peake, J. | 8     |          | 10   |       | 10      | Wotinthat                    | 129 | Hirst, S.R.      | 9     |          | 6     |       |
|         |                                    | 125 | Sterry, D.       | 6     | e        | 10   | 30    |         |                              | 130 | Cartwright, W.P. | 9     | e        | 6     | 14    |
|         |                                    | 281 | Andrews, R.W.    | 6     |          | 10   |       |         |                              | 127 | Clark, P.A.      | 9     |          | 2     |       |
| 11      | Coventry and Warwickshire Regulars | 136 | Batten, P.J.B.   | 2     |          | 2    |       | 12      | VWOC Herts Centre            | 142 | MacDonald, M.    | 5     |          | 10    |       |
|         |                                    | 137 | Cooke, W.A.      | 2     | d        | R    |       |         |                              | 152 | Platford, D.     | 9     | f        | 6     | 20    |
|         |                                    | 138 | Warrington, R.   | 2     |          | R    |       |         |                              | 186 | Turner, K.O.     | 5     |          | 4     |       |
| 13      | M'GICIANS                          | 145 | Welch, R.H.      | 6     |          | 10   |       | 14      | Southdown Slitherers         | 150 | Neal, M.J.B.     | 4     |          | NS    |       |
|         |                                    | 146 | Williams, P.F.J. | 4     | f        | 2    | 22    |         |                              | 151 | Litton, R.H.     | 6     | f        | 6     |       |
|         |                                    | 147 | Welch, D.P.      | 6     |          | 10   |       |         |                              | 131 | Meacham, P.T.    | 4     |          | R     |       |
| 15      | Morgan                             | 156 | Owen, M.G.       | 5     |          | 6    |       | 16      | Acne Boy Racers              | 167 | Potter, S.       | 9     |          | 2     |       |
|         |                                    | 157 | Margetts, G.M.   | 4     | d        | 6    | 18    |         |                              | 168 | Lutman, J.       | 6     | e        | 10    | 22    |
|         |                                    | 158 | Goodall, W.A.G.  | 5     |          | 6    |       |         |                              | 170 | Bazeley, S.      | 6     |          | 10    |       |
| 17      | Team Heron Suzuki                  | 173 | Minskup, D.J.    | 9     |          | 2    |       | 18      |                              | 177 | Bowles, D.J.C.   | 4     |          | R     |       |
|         |                                    | 174 | Meek, P.         | 9     | e        | 10   | 16    |         |                              | 178 | Normanton, M.    | 2     | d        | 2     |       |
|         |                                    | 175 | Battersby, R.    | 9     |          | 4    |       |         |                              | 185 | Ellison, D.      | 4     |          | R     |       |
| 19      | Autogerontocrats                   | 179 | Threlfall, T.J.  | 2     |          | 2    |       | 20      | Team Buckler Register        | 190 | Malin, B.C.      | 4     |          | 10    |       |
|         |                                    | 180 | Clarke, B.M.     | 9     | f        | R    |       |         |                              | 191 | White, S.G.      | 4     | d        | 2     |       |
|         |                                    | 182 | JONES, A.D.      | 2     |          | 2    |       |         |                              | 192 | Hibberd, S.      | 4     |          | 6     |       |
| 21      | T-type Express                     | 198 | Edney, G.        | 4     |          | 6    |       | 22      | Team Beetling                | 204 | Turner, D.       | 3     |          | 10    |       |
|         |                                    | 199 | Coppock, D.      | 4     | d        | NS   |       |         |                              | 205 | Greenslade, D.   | 3     | f        | 10    | 30    |
|         |                                    | 200 | Clewley, D.      | 4     |          | NS   |       |         |                              | 215 | Mitchell, P.     | 7     |          | 10    |       |

# M.C.C. 52nd EXETER TRIAL ROUTE CARD—11-12 JANUARY, 1980

Abbreviations: d.p. — Direction Post. S.O. — Straight On. R — Turn Right. L — Turn Left.

**MOTORWAYS.** Should the fog warning lights be in operation on any part of the motorway route, it is not obligatory for the competitor to use that part of the motorway.

**ROUTE MARKING** will be at a minimum: plain cards. White—straight on. Blue—Turn Left. Red—Turn Right.  
At night with certain road lighting, Lettered Cards will be used, L or R.

**SCHEDULES AND INSTRUCTIONS.** Undisclosed checks may be used to check maintenance of speed schedule, noise and bad road manners. Competitors found not to have followed the official M.O.T. authorised route may be excluded.

**AREAS MARKED Q ARE SCHEDULED AS CARE AND QUIET ZONES,** and must be observed.

**STANDARD TIME** controls the timing of the event. Competitors can find their own due time by adding their programme number in minutes to Standard Time.

**ALL COMPETITORS PLEASE NOTE.** Time lost through official delays may only be made up to Standard Time. A distance travelled on the public road in LESS THAN ¼ OF THE TIME SPECIFIED will be penalised under "B" of the M.C.C. S.S.R.s (penalty = 1 failure). Any or All Observed Sections may be used as Time Checks. From Mercury Motel to the Finish, ALL "Give Way" signs must be observed as "Halt" signs.

**OBSERVED SECTIONS WILL NOT OPEN EARLIER THAN 15 MINUTES BEFORE STANDARD TIME.**

## ROUTE STARTING FROM READING Q

STANDARD TIME 20.30 hrs.

Start from Reading Garages, Penta House, Basingstoke Road, Reading. 1½ miles off M4, junction No. 11. Take on petrol first, sign on and report to scrutineer. Refreshments available. The official route is via M4 at junction 11, westwards leaving M4 at junction No. 14, to Hungerford Q A338, to Tidworth, continue to join A303. Continue westwards on A303, via Sparkford and the Ilchester By-pass to junction with A356 at Seavington St. Michael, where L onto A356, d.p. Crewkerne, to join common route. Mileage from start: 110 miles.

## ROUTE STARTING FROM CALLINGTON Q

STANDARD TIME 20.40 hrs.

First Sign On at The Tollgate Restaurant, 150 yards south of the traffic lights in Callington on A388, d.p. Plymouth. Light Meals and refreshments available at licenced bar. On leaving proceed to the traffic lights where R onto A390, d.p. Tavistock. In 50 yards, R into Callington Motors, first taking on petrol, then proceed to scrutineer, and park as directed. Start at Schedule Time. The official route is via A390, to Tavistock, A386 to join A30 near Sourton, continue on A30, via Okehampton, Exeter, (use part of M5, to by-pass town) Honiton, and A303, through Ilminster to Seavington St. Michael where R onto A356, d.p. Crewkerne, to join common route. Mileage from start: 92 miles.

## ROUTE STARTING FROM CIRENCESTER Q

STANDARD TIME 21.00 hrs.

Start from Old Quarry Motors, Chesterton Lane, Cirencester. Petrol and Refreshments available. Sign On and report to Scrutineer. The Official Route is via A429, through Malmesbury and Chippenham, A350 via Westbury and Warmminster to join A303, continue westwards on A303, through Sparkford and the Ilchester By-pass to junction with A356 at Seavington St. Michael, where L onto A356, d.p. Crewkerne to join common route. Mileage from start: 87 miles.

| Standard Time | Competitor's Time | Place                                      | Mileage | Total Mileage | Route and Instructions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|---------------|-------------------|--------------------------------------------|---------|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|               |                   | SEAVINGTON<br>ST. MICHAEL Q                |         |               | COMMON ROUTE FOR ALL COMPETITORS.<br>Leave by A356, d.p. Crewkerne to                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|               |                   | CREWKERNE Q                                | 4       | 4             | R into town onto A30, d.p. Chard. QUIET. Continue on A30 for about 4 miles to Esso Petrol Station at Windwhistle, where supplies are available. Just past station, L at Lodge into private grounds S.O. past farm, continue along concrete track, VERY QUIET, for about 1 mile, and L just past cattle grid, and proceed as directed by arrows to Car Park.                                                                                                                                                                                                                                                                                                                                                                                                                               |
|               |                   |                                            | 4       | 8             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 01.30         | 5-58              | CRICKET ST. THOMAS<br>Wild life Park       | —       | —             | Park as directed. Sign On. No Timing on Arrival. Refreshments available.<br>NO WORK MAY BE CARRIED OUT AT THIS CONTROL.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 01.40         | 6-08              | Time Control Depart.                       |         |               | DEPART AT SCHEDULE TIME. Follow arrows to                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|               |                   | CRICKET                                    | ½       | ½             | OBSERVED SECTION No. 1. At summit, continue by coach road to join major road, A30, where L, CARE. Continue on A30 via Chard to                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|               |                   | HONITON Q                                  | 13½     | 14            | At start of by-pass, fork L, leaving by-pass, d.p. Honiton. KEEP IN RIGHT HAND LANE, (d.p. Town Centre), and R at T, d.p. Luppitt and Dunkseswell. S.O. over bridge and L, d.p. Luppitt. S.O. to Limers Cross where S.O. (L fork), d.p. Dunkseswell, Hemyock and Sheldon. In 1 mile L at X road, d.p. Broadhembury and Sheldon. In 1 mile S.O. at X road down steep twisting hill and L at obscure turn just past Bungalow, QUIET, and along track to                                                                                                                                                                                                                                                                                                                                     |
| 02.40         | 7-08              | STAFFORD                                   | 6       | 20            | OBSERVED SECTION No. 2, and STOP AND GO TEST. At summit R at tarred road and in 1 mile, R onto major road, CARE, A373, d.p. Culloompton. In 7 miles S.O. crossing bridge over M5 to                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|               |                   | CULLOMPTON Q<br>Extreme Care<br>Quiet Zone | 7       | 27            | L at main street, d.p. Broadclyst, B3181. Continue past Bell Inn and Inglenook Restaurant, and in 200 yards fork R, d.p. Bradninch. In 1 ¼ miles fork R, d.p. Trinity. S.O. at X road and S.O. at slight major road (GIVE WAY, CARE), d.p. Silverton, 3. Continue downhill to T, where R, (CARE). In ½ mile, S.O. past R turn, and in 200 yards keep R, (CARE). Shortly L, CARE. COMPETITORS FROM RIGHT. Past farm and turn R and in ¼ mile R by farm to                                                                                                                                                                                                                                                                                                                                  |
| 03.35         | 8-03              | GREENSLINCH                                | 6       | 33            | OBSERVED SECTION No. 3, and STOP AND RESTART TEST. At summit, sharp R onto tarred road, (CARE). In ¼ mile take 1st turning R, down steep hill to T, where R, (CARE, COMPETITORS FROM LEFT). In ¼ mile keep R, d.p. M.C.C. MERCURY MOTEL and S.O. to X road where L onto B3185, (CARE). Follow B3185 for 2 miles and over M5 to T, where R, d.p. Broadclyst and Exeter, B3181. (old A38). In 2 miles S.O. at Broadclyst Q and shortly fork L, d.p. Whimple. In 300 yards L at T, opposite house. Shortly keep R and in 1 mile over fords (ramps), over railway bridge and down to major road, A30, where R, CARE. In 2 miles fork L onto M5, dual carriageway, d.p. Plymouth and Okehampton. Continue on M5 and A38, (dual carriageway) for 6 miles. Then L into "SERVICES" at KENNFORD to |
| 04.30         | 8-58              | MERCURY MOTEL<br>Kennford                  | 15      | 48            | Sign sheet on arrival. Petrol and Service available at entrance to Motel. Park as directed. BREAKFAST AT CAFETERIA at further end of Car Park. No timing on arrival. NO WORK MAY BE CARRIED OUT AT THIS CONTROL.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

| Standard Time | Competitor's Time | Place                                 | Mileage | Total Mileage | Route and Instructions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------|-------------------|---------------------------------------|---------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 05.30         | 9-58              | MERCURY MOTEL<br>Time Control Depart. |         |               | RESTART AT SCHEDULE TIME. (All Competitors).<br>On leaving, L onto slip road at Shell Station. At top of rise, R over bridge, crossing dual carriageway, d.p. Exeter and Splatford. At end of bridge, R onto slip road leading back to Exeter, d.p. Exeter and M5. Join triple carriageway and in 2 miles fork L, d.p. Okehampton, A30. Shortly join A30, dual carriageway, and keep S.O. for 11 miles where L, d.p. Drewsteignton, Crockerwell and Cheriton Bishop. In ¼ mile                                                                                                                                                                                                 |
|               |                   | CHERITON BISHOP Q                     | 13      | 13            | Just past Old Thatch Inn, and immediately before Gulf Filling Station and Shop, R, d.p. Yeoford, 4. In ½ mile S.O. at X, continue over dual carriage-way, CARE, and along narrow road. In ½ mile fork R just past red postbox. In 1 ½ miles R at bottom of hill, S.O. through ford and fork L to                                                                                                                                                                                                                                                                                                                                                                               |
| 06.15         | 10-43             | TILLERTON                             | 3       | 16            | OBSERVED SECTION No. 4 and G RESTART.<br>At summit, S.O. past farm buildings, and in 200 yards R at Xroad. In 1 mile R at old A30, d.p. Okehampton, S.O. to dual carriageway, CARE, cross first carriageway and turn R, d.p. Okehampton Cheriton Bishop, Dunsford, Crockerwell. In 100 yards, bear L off dual carriageway, d.p. Cheriton Bishop, etc. continue and shortly L at Old Thatch Inn in Cheriton Bishop.                                                                                                                                                                                                                                                             |
|               |                   | CHERITON BISHOP Q                     | 2       | 18            | Leave Cheriton Bishop, d.p. Dunsford, and in 1 mile fork L. Continue for ½ mile to Xroad by White House, where R, d.p. Clifford Bridge, and Moreton-hampstead. Continue down hill and S.O. at X road, CARE, to                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|               |                   | CLIFFORD BRIDGE                       | 3       | 21            | S.O. over narrow bridge, and S.O. up steep hill. In ¾ mile R at junction and immediately R into Forestry Area, (PRIVATE) entering by gate No. RV 8. Follow markings down forest tracks, (SLOW) to Route Check. DO NOT CROSS BRIDGE WITH VEHICLES. (Please drive slowly in Forestry Area).                                                                                                                                                                                                                                                                                                                                                                                      |
| 07.00         | 11-28             | FINGLE BRIDGE                         | 4       | 25            | OBSERVED SECTIONS No's 5 and 6.<br>At summit, continue along track to tarred road where L. In ½ mile keep R, d.p. Moretonhampstead and Hennock, over hill and down to T junction where L. In ¼ mile R at T, d.p. Moretonhampstead and Hennock over cattle grid and in ¼ mile take 2nd turning L just before cattle grid, d.p. Hennock and Exeter. In ¼ mile over another cattle grid. In 600 yards R at small X road and down hill to major road where R, CARE, onto B3212. Down winding hill and in 1 mile up hill to junction, where L d.p. Bovey Tracey and Newton Abbot. In 200 yards L at major road and Saw Mills by White House onto A382. Continue S.O. for 6 miles to |
|               |                   | MORETONHAMPSTEAD (outskirts) Q        |         |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|               |                   | BOVEY TRACEY Q                        | 10      | 35            | Shortly after entering town, at bottom of descent, sharp R, d.p. Newton Abbot A362 and Exeter, A38. Immediately R again opposite The Fruit Shop, CARE. S.O. through town and continue on A382 for 2 miles along straight road to                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|               |                   | DRUMBRIDGES ROUNDABOUT                | 2       | 37            | At roundabout take 4th exit, d.p. Liverton, Ilsington and Bickington. Continue along old A38 for about 3 miles to                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|               |                   | BICKINGTON Q                          | 3       | 40            | Continue through village, down hill passing garage, and just before bottom of hill R by White House, under bridge (under new A38) and immediately R, up hill and in 2 miles S.O. at staggered X road, d.p. Ilsington and Haytor. In ¼ mile fork R, d.p. Ilsington, S.O. at bottom of hill around sharp R hand corner, CARE, and S.O. to Ilsington Village. On entering village, sharp R and past cottages down lane, "Unsuitable for Motors" to                                                                                                                                                                                                                                |
|               |                   | ILSINGTON Q                           | 2       | 42            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

| Standard Time | Competitor's Time | Place                  | Mileage | Total Mileage | Route and Instructions                                                                                                                                                                                                                                                                                                                                                                                                                   |
|---------------|-------------------|------------------------|---------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 08.05         | 12-33             | SIMMS                  | ½       | 42½           | OBSERVED SECTION No. 7. G. RESTART.<br>At summit, L at staggered X road, down narrow track and steep rough hill, CARE, to                                                                                                                                                                                                                                                                                                                |
| 08.10         | 12-38             | OLD TOWN WOOD          | ½       | 43            | SPECIAL TEST No. 1. After test, continue along track to major road, where R, CARE. <i>Almost immediately fork L down lane to</i>                                                                                                                                                                                                                                                                                                         |
| 08.15         | 12-43             | GREEN LANE             | 1       | 44            | <i>In ¼ m. S.O. into LIVERTON</i><br>OBSERVED SECTION No. 8. STOP AND RESTART TEST. After test, S.O. past church, L at 1/4 mile R at tarrad road to Liverton Village, where L at X road. SLOW.                                                                                                                                                                                                                                           |
| 08.20         |                   | LIVERTON Q             | 1       | 45            | <i>90F</i><br>In ¼ mile S.O. at X road by <del>Shel</del> Garage. In 1 mile L onto old A38, d.p. Newton Abbot, A382, and at Drumbidges Roundabout take 2nd exit L, d.p. Exeter, A38, onto dual carriageway. (Note. CAUTION. Later competitors will be traversing roundabout en-route to Simms).                                                                                                                                          |
| 08.25         |                   | DRUMBRIDGES ROUNDABOUT | 1       | 46            | Continue on A38, dual carriageway, d.p. Exeter for about 11 miles to join M5 shortly after The Mercury Motel.                                                                                                                                                                                                                                                                                                                            |
| 08.45         |                   | M5 Motorway            | 12      | 58            | Continue on M5, to junction No. 30, where leave the Motor Way, d.p. Exeter, A379. At roundabout, keep R around and leave by A3052, d.p. Sidmouth. S.O. at next roundabout and continue on A3052, to                                                                                                                                                                                                                                      |
| 08.54         |                   | JUNCTION 30            | 5       | 63            |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 08.59         |                   | NEWTON POPPLEFORD Q    | 7       | 70            | S.O. through town, CARE AND QUIET, continue S.O. to                                                                                                                                                                                                                                                                                                                                                                                      |
| 09.20         |                   | SIDFORD Q              | 5       | 75            | S.O. through town, QUIET, continue on A3052, for 4 miles, passing Three Horseshoes Inn on L. In 1 mile, L, d.p. Southleigh, down hill around hairpin bend, and in ¼ mile, R into Forestry Sections as marked. Keep L down slope to                                                                                                                                                                                                       |
| 09.35         | 14-03             | BOVEY                  | 5       | 80            | OBSERVED SECTION No. 9. (L at bottom if unsuccessful). L at summit if successful, and continue along tracks to                                                                                                                                                                                                                                                                                                                           |
|               |                   | BOVEY DOWN             |         |               | SPECIAL TEST No. 2. On completion S.O. to                                                                                                                                                                                                                                                                                                                                                                                                |
| 09.45         | 14-13             | CLINTON                |         |               | OBSERVED SECTION No. 10. G RESTART.<br>R at summit and along track to major road on corner, where L, CARE, (NOTE. Those competitors who fail the section return to Forestry entrance where L and up hill to major road where L, d.p. Colyford, Lyme Regis and Axminster.) In ½ mile S.O. at X road, and in a further ½ mile, R at X road, SIGNPOST "NO THROUGH ROAD". In ¼ mile fork R by farm entrance to                               |
| 10.00         | 14-28             | GATCOMBE               | 2       | 82            | OBSERVED SECTION No. 11. G RESTART.<br>S.O. at summit and along track to major road on corner, where CARE, sharp R at X road, d.p. Exeter and Sidmouth. In 1½ miles at major road at "HANGMANS STONE", L and immediately L, leaving major road and along lane to X road where L. In 400 yards Stop at Holding Control, at Woodhead Cross. R down narrow hill to junction where sharp R, passing Gays Farm. VERY SLOW AND QUIET PLEASE to |
| 10.20         | 14-48             | WATERLOO               | 3       | 85            | OBSERVED SECTION No. 12. Keep R at summit and S.O. to major road A3052, where L, CARE. S.O. for 4 miles to                                                                                                                                                                                                                                                                                                                               |

| Standard Time | Competitor's Time | Place                               | Mileage | Total Mileage | Route and Instructions                                                                                                                                                                                        |
|---------------|-------------------|-------------------------------------|---------|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 40.40         |                   | SIDFORD Q                           | 5       | 90            | Turn L at traffic lights, QUIET, onto B3175, d.p. Sidmouth. S.O. to Seafront in 2 miles, L along Seafront to end where L into Sidmouth Urban District Council, Eastern Town Car Park.                         |
| 11.00         | 15-28             | SIDMOUTH Q<br>Eastern Town Car Park | 3       | 93            | FINAL TIME CHECK on entering CAR PARK. OFFICIAL TO ENTER TIME AND SIGN CARD, Park as directed and remove numbers. Proceed to RIVERIA HOTEL on foot, TAKING NUMBERS AND TIME CARD. (300 yards along seafront). |
|               |                   | RIVIERA HOTEL                       |         |               | HAND IN TIME CARD AND NUMBERS AND SIGN FINISHERS SHEET.                                                                                                                                                       |

## DETAILS OF TESTS

For the purposes of the tests, and Observed Section Restart Lines, competitors are divided into 2 categories:-

CAT. "A" includes classes A, B, D, 1, 2, 3, 4, 5, 7 and 8.

CAT. "B" includes classes C, 6, 9 (Solo motor cycles and cars with letter G cards).

### STOP AND GO TEST. STAFFORD.

From Section Begins NONSTOP to LINE "A", astride which vehicle MUST STOP. AT FLAG SIGNAL, restart and CLEAR LINE "B" with REAR WHEEL(S) in:-

8 seconds for CAT. "A" vehicles.

6 seconds for CAT. "B" vehicles. AND CONTINUE NONSTOP TO SECTION ENDS.

### STOP AND RESTART TEST. GREENSLINCH AND GREEN LANE.

From Section Begins, NONSTOP to LINE "A" astride which vehicle MUST STOP. AT FLAG SIGNAL, restart and CLEAR LINE "A" with REAR WHEEL(S) in:-

NOT MORE THAN 3 seconds for CAT. "A" vehicles.

NOT MORE THAN 2 seconds for CAT. "B" vehicles. AND CONTINUE NONSTOP TO SECTION ENDS.

NOTE. Solo Motor Cyclists may foot while astride lines and for 3 yards beyond. The position of the lines may be moved by the officials from time to time if it is considered advisable to do so. When a competitor is approaching line "A" the timekeeper will hold out his flag, horizontally, to indicate his position. NO WARNING will be given for the RESTART, and competitors must be prepared for the restart signal by drop of a flag in about 2 seconds after they have stopped astride Line "A". (LINES "A" and "B" WILL BE MARKED WITH NOTICES AND WHITE LINES.)

FAILURE OF THESE TESTS WILL BE INCURRED BY:-

1. Not clearing Lines A or B in respective time.
2. Stopping between Line A or B respectively.
3. Not stopping correctly astride Line A, (e.g. over-running with rear wheel(s), or running back over line with front wheel(s)).

The observed section and test will rank as one failure, and will appear thus in the result sheet.

### SPECIAL TEST No. 1. OLD TOWN WOOD.

From a standing start with FRONT WHEEL(S) ON LINE A, START ON SIGNAL BY FLAG, proceed downhill to STOP WITH ALL WHEELS OVER LINE B, completing stop WITHOUT ANY WHEEL CROSSING OR COMING IN CONTACT WITH LINE C. TIMED FROM FLAG SIGNAL TO FRONT WHEEL(S) CROSSING LINE B.

FAILURE OF TEST WILL BE INCURRED BY:-

1. Starting before flag signal.
2. Not crossing LINE B with ALL WHEELS.
3. Crossing LINE C with ANY WHEEL, or CONTACTING LINE C with ANY WHEEL.

### SPECIAL TEST No. 2. BOVEY DOWN. (After completion of Section No. 9, Bovey).

From a standing start with FRONT WHEEL(S) ON LINE A, START ON SIGNAL BY FLAG, drive forward and STOP ASTRIDE LINE B, reverse or roll back until FRONT WHEEL(S) ARE BEHIND LINE B, then drive forward and STOP ASTRIDE LINE C. TIMED FROM FLAG SIGNAL TO FRONT WHEEL(S) crossing LINE "C".

Restart when signalled from Line C, and proceed NONSTOP TO SUMMIT.

FAILURE OF TEST WILL BE INCURRED BY:-

1. Not stopping correctly astride LINES B or C.
2. Overshooting Lines B or C with REAR WHEEL(S) before stopping.
3. Failing to reverse or roll back to CLEAR LINE B with FRONT WHEEL(S).
4. Footing or stopping when moving in a forward direction between:- Line A and Line B, or Line B to Line C. Motor Cyclists may foot for a distance of 3 yards after Line A and 3 yards on either side of Line B, and whilst astride Line C, and for 3 yards after starting from Line C.
5. Failing to make an unaided restart from Line C.

IN THE EVENT OF A TIE FOR CLASS AWARDS, FASTEST TEST No. 1 TIME WILL DECIDE.

### RESTART FOR CAT. B VEHICLES — Tillerton, Simms, Clinton, Gatcombe.

During the event they will be required to Stop and Restart during the ascent of the above sections. STOP WITH ALL WHEELS IN BOX FORMED BY LARGE "G" BOARDS, RESTART AT FLAG SIGNAL. (NOT TIMED), and continue NONSTOP TO SECTION ENDS.

CATEGORY "B" cars will be issued with a "G" card which should be fixed in an upright position on the NEAR SIDE FRONT of the vehicle. (the Competition Number MUST be on the OFF-SIDE FRONT) to aid identification at sections.