

ORGANISED BY



THE M.C.C.

THE THIRTY-FOURTH EXETER TRIAL

January 9th and 10th, 1959

Starting from:

**LONGFORD, Middx.
LAUNCESTON
KENILWORTH**

Finishing at:

WEYMOUTH
(via EXETER)

OFFICIAL PROGRAMME 1/-



First for the facts

Wednesdays 1/-

The journal
with all the
news and
pictures

MOTOR CYCLING

Thursdays 9d

The Exeter Trial

FORTY-EIGHT years ago—on Boxing Day 1910—the M.C.C. launched the first Exeter Trial, and apart from the war and petrol rationing periods it has been the classic annual winter motor trial ever since.

Despite the fact that this 1910 event was an Hounslow to Exeter and back run of 322 miles, no less than 96 stalwarts entered for what proved to be a strenuous 24 hours.

Nowadays, although the mileage is roughly the same, half of this is absorbed by the trials route west of Exeter and the return via the Devon and Dorset coast. For many years the trial finished at Bournemouth, but last year, in order to give time for evening festivities at the finish, a move was made to Weymouth.

The kindness and co-operation which we experienced from the Council and everyone else concerned has resulted in our repeating these arrangements this time.

Many of the "Observed Sections" still included have been used for many years. For instance:

Meerhay was first used in 1929, Fingle Bridge in 1932 and Simms Hill in 1933. The two latter, although of very different types, are generally considered to be amongst the finest and fairest trials hills in the country. All three are again included this year as well as five other observed sections.

In 1935—the 25th Anniversary—a Veteran Class was included for those who had competed in the first event in 1910. Amongst the select group who entered for this class in 1935 were such well-known motoring personalities as H. F. S. Morgan (Morgan Motor Co.), Rex Mundy (K.L.G.), B. Alan Hill (Standard Motor Co.), George Brough, W. Cooper and George Griffiths—all still going strong.

The "Three Starting Points" idea came into force in 1936 and has proved a popular move with competitors, as well as saving congestion at the Start.

In 1939 the War Office became interested in M.C.C. events for their training value for Army Motorcyclists and now most of the M.C.C. fixtures are open by invitation to members of the Army Motor Cycling Association. This year 12 Army teams are competing.

To our many new members (very many of whom have joined the M.C.C. since the last Exeter) the Committee extend a hearty welcome and a similar greeting is accorded to the not-so-new members and also those of pre-war standing who have competed so regularly and still do so.

And to the officials, members and friends of well-known Motor Clubs who rally to the call and spend many (and often uncomfortable) hours all through the night and day ensuring the success of the event the Committee extend their grateful thanks.

Best wishes for a jolly good "Exeter" to everyone concerned.

WHERE TO SEE THE EXETER TRIAL

Spectators who intend to visit any of the undermentioned observed sections are earnestly asked to co-operate by not parking vehicles in the narrow lanes approaching or leaving the observed sections, unless they can park entirely clear of the roadway. "No parking beyond this point" notices will be shewn where necessary and it is hoped that spectators will strictly observe this information.

The first competitor is due one minute after the time shown, the remainder being due at one minute intervals. The last competitor is due about 4½ hours after times shown.

					☆ ☆ ☆		
Section					Standard time Jan. 10th, a.m.		
PIN HILL (Near Honiton)	...	...	...	...	...	3.40	
TILLERTON (Tedburn St. Mary)	...	...	...	...	...	6.40	
FINGLE BRIDGE (Drewsteignton)	...	...	...	...	...	7.00	
SIMMS (Ilsington)	...	...	...	...	...	7.50	
STRETES (Ottery St. Mary)	...	...	...	...	...	9.20	
HARCOMBE	...	...	...	...	...	9.40	
WATERLOO (Colyford)	...	...	...	...	...	9.50	
MEERHAY (Beaminster)	...	...	...	...	...	11.10	
KNOWLE LANE (Bridport)	...	...	...	...	...	11.40	
					p.m.		
FINISH (Weymouth)	...	...	...	...	...	12.30	

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R. A. HANNAM.

SECRETARY OF THE TRIAL

J. A. MASTERS, 76 KINNERTON STREET, LONDON, S.W.1.
(Sloane 9087).

Members' News Page (No. 6)

M.C.C. Vehicle Classification & Tyre Regulations for Trials

AS was hoped, comments from members who have competed in the Club's trials since the revised regulations were put into operation have been numerous and constructive.

Most of the observations have naturally come from car members as they were the ones principally affected by the revisions; the solos were not affected because analysis of the awards lists in past events showed that no particular type of machine was winning a disproportionate share of the solo awards, but in the case of the cars the "Specials" were consistently doing very much better than the normal sports cars and the saloons. Competitors on Army solos may not entirely agree that they are as well equipped to gain awards as are the other solos, but it should be borne in mind that the Army now have their own "Best Individual Performance" Award, as well as their own Team Award.

The revised regulations now having had a fair trial, the Committee have reviewed the position and have decided that a modification is needed with regard to Class 5—that is, broadly speaking, the Production Sports Cars. The regulations as they now stand give drivers of this type of car the option of using either standard or grip tyres; if using "standards" they are in Class 5, but if on "grips" they go with the "Specials" in Class 3. It is now clear that an ordinary sports car using grip tyres does not normally stand as good a chance of making a clean climb of a typical M.C.C. Trials hill as does a "Special" on standard tyres (particularly where the Class 3 Re-start is in operation), and it has therefore been decided that, commencing with the 1959 Land's End, production sports car drivers will all be in Class 5, irrespective of whether they are on standard or grip tyres. Actually, it has been observed that grips are worn by the majority of the sports cars in M.C.C. events, in most cases being in use for ordinary motoring as well as competitions.

A word to three-wheeler members—the M.C.C. has recently approached the A.-C.U. regarding some clarification of tyre regulations for these vehicles and it seems likely that, in the case of a three-wheeler fitted with car type tyres as standard equipment, "grips" will be allowed in the Club's trials, commencing with the 1959 Land's End. The Committee are considering this amendment to the existing regulations and it is anticipated that no objection will be raised by the A.-C.U. if it is incorporated in the next Land's End regulations.

Sidecar Combinations will, of course, be subject to the present tyre regulations, that is to say, they must conform to the A.-C.U. approved tyre list.

No alteration will be made regarding the size of tyres allowed on three-wheelers and sidecar combinations; they must not exceed 4" diameter unless the standard size fitted by the vehicle manufacturer is greater than 4", but in any such cases the standard equipment size must not be exceeded.

To sum up, the Committee do feel that the revised regulations are achieving their object, which is to level up all competitors' chances of winning awards whatever type of vehicle they run. The above proposed amendments will tie up what loose ends become apparent and if any member has further ideas for consideration, they will be welcomed by the Committee.

INVITATION TO M.C.C. MEMBERS

PETERBOROUGH M.C.—
SPORTING TRIAL, 25th JANUARY, 1959.

Details from:

W. J. Wardle, 34A Priestgate, Peterborough.

Qualifying event for R.A.C. Trials Championship and B.T.R.D.A. Gold Star.

LIST OF ENTRIES

SOLOS—107; SIDECARS and THREE WHEELERS—19; CARS—102;

TOTAL—228.

Starting time	No.	Name	Vehicle	Cubic cap. c.c.
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CLASS I — SOLO MOTORCYCLES

STARTING FROM LONDON (60)

p.m.					
9th Jan.					
10.01	1	Woolcott, G. W.	- Matchless	498	
10.02	2	Goring, D. L.	- James	197	
10.03	3	Shackles, D. N.	- Velocette	192	
10.04	4	Smetham, M. J.	- Francis-Barnett	197	
10.05	5	Bates, K. A.	- James	197	
10.06	6	Herridge, W. G.	- James	197	
10.07	7	Duchemin, C. H.	- James	197	
10.08	8	Weyman, C.	- Triumph	650	
10.09	9	Pierce, D. S.	- D.M.W.	197	
10.10	10	Rotgans, D. P. J.	- B.S.A.	348	
10.11	11	Johns, Sgt. A.	- Matchless	347	
10.12	12	Barnett, Sgt. R.	- Matchless	347	
10.13	13	Day, W.O.2 J. D.	- Matchless	347	
10.14	14	Doswell, V. S.	- B.M.W.	490	
10.15	15	Burbidge, J. R.	- Triumph T.20 C	199	
10.16	16	Jones, E. L.	- Triumph	649	
10.17	17	Simmons, D. D.	- Triumph TR.6	650	
10.18	18	Mooney, T.	- Greeves	197	
10.19	19	Davis, M. J.	- Royal Enfield	346	
10.20	20	West, A. H.	- Matchless	348	
10.21	21	Lee Smith, D. I.	- D.O.T.	197	
10.22	22	Stanford, P. R.	- Matchless	350	
10.23	23	Culver, J.	- A.J.S.	500	
10.24	24	O'Neil, Sgn. N.	- Matchless	350	
10.25	25	Oates, Sgt. F.	- Matchless	350	
10.26	26	Fox, Cpl. D.	- Matchless	350	
10.27	27	Metson, L/Cpl. R.	- B.S.A.	500	

Starting time	No.	Name	Vehicle	Cubic cap. c.c.
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CLASS I — SOLO MOTORCYCLES (Continued)

p.m. 9th Jan.				
10.28	28	Riley, Sgt. S.	- Matchless	350
10.29	29	Riley, Cfm. B. G. H.	- Matchless	350
10.30	30	Mullen, Gnr. J. R.	- Matchless	350
10.31	31	Jackson, Gnr. D.	- Matchless	350
10.32	32	Martin, Sgt. S.	- Matchless	350
10.33	33	Kiddell, L/Cpl. B.	- Matchless	350
10.34	34	Hoodless, Gdm. D. J.	- Matchless	350
10.35	35	Derber, L/Cpl. K. W.	- Matchless	350
10.36	36	Buckingham, L/Cpl. P. W.	- Matchless	350
10.37	37	Powell, L/Cpl. D. T.	- Matchless	350
10.38	38	Morris, C/Sgt. A. C.	- Matchless	350
10.39	39	Laing, Pte. R.	- Matchless	350
10.40	40	Kimber, A. M.	- Lambretta	150
10.41	41	Sutton, A. D.	- Lambretta	175
10.42	42	Gibbs, B. J.	- Lambretta	150
10.43	43	Longley, Bill	- Lambretta	125
10.44	44	Yates, A. N.	- Lambretta	150
10.45	45	Hornsby, Jack	- Lambretta	150
10.46	46	Bennett, J.	- Lambretta	150
10.47	47	Nuttall, B.	- Triumph	500
10.48	48	Peradon, I. F. F.	- B.S.A.	498
10.49	49	Iles, L. J.	- Tri'ph Thunderbird	649
10.50	50	Tullett, G. W.	- Francis-Barnett	197
10.51	51	Rogers, J.	- Matchless	498
10.52	52	Whittington, G.	- Triumph TR.6	650
10.53	53	Hawkins, F.	- Triumph TR.6	650
10.54	54	Berrill, M.	- Lambretta	150
10.55	55	Williams, Cpl. J.	- Matchless	350
10.56	56	Walker, L/Cpl. L.	- Matchless	350
10.57	57	Jenkins, L/Cpl. R. C.	- Matchless	350

Starting time	No.	Name	Vehicle	Cubic cap. c.c.	Class
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CLASS II — SIDECARS AND THREE WHEELERS

STARTING FROM LONDON (14)

p.m. 9th Jan.					
10.58	58	Llewellyn, R. D.	- Ariel	497	
10.59	59	Butcher, R.	- Ariel/Canterbury	497	
11.00	60	Badman, R. S.	- Triumph	650	
11.01	61	Horton, R. I.	- Ariel	650	
11.02	62	Squires, W. A.	- Matchless	498	
11.03	63	Tingley, C. W. A.	- Triumph	650	
11.04	64	Nicholls, C. J.	- B.S.A. A.7	500	
11.05	65	Trotter, R. V.	- A.J.S./Garrard	600	
11.06	66	Rose, W. E.	- Norton	490	
11.07	67	Glover, J.	- Dayton/Watsonian	249	
11.08	68	Marchi, A. J.	- A.J.S.	592	
11.09	69	Borst, F. C.	- Messerschmitt	191	
11.10	70	Rayfield, L. S.	- B.S.A. T/Wheeler	962	
11.11	71	Austin, L. W.	- Triumph	498	
11.12	72	Tridgell, Capt. F. P.	- Matchless	350	I
11.13	73	Thorndyke, Sgt. J.	- Matchless	350	I
11.14	74	Hardiman, Sgn. B.	- Matchless	350	I

CLASS I — SOLO MOTORCYCLES

STARTING FROM LAUNCESTON (18)

11.15	75	Wills, S. T.	- Triumph	199
11.16	76	Rowe, J. C.	- Greeves	197
11.17	77	Sobey, T. J.	- Ariel	497
11.18	78	Takle, G. T.	- Enfield Meteor	692
11.19	79	Ross, L. W.	- Maicoletta	247
11.20	80	Clare, C. J.	- Matchless	348
11.21	81	Wickett, D.	- James	197
11.22	82	Salter, Lt. R.	- Matchless	350
11.23	83	Piller, A.S.M. P.	- Matchless	350
11.24	84	Morrice, Cpl. W.	- Matchless	350
11.25	85	White, Sgt. G.	- Matchless	350
11.26	86	Mitchard, Cpl. B.	- Matchless	350
11.27	87	Slater, Cpl. R. M.	- Matchless	350
11.28	88	Davies, W. H.	- Triumph TR.5	498
11.29	89	Hansford, R. L.	- Panther	249
11.30	90	Jones, D. J.	- James	197
11.31	91	Whiting, I.	- James	197
11.32	92	Smeeth, A. J.	- Greeves	197

Starting time	No.	Name	Vehicle	Cubic cap. c.c.	Class
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CLASS II — SIDECARS AND THREE WHEELERS

STARTING FROM LAUNCESTON (3)

p.m.
9th Jan.

11.33	93	Browne, A. A.	- Triumph	498	
11.34	94	Eddy, T. H.	- A.J.S.	498	
11.35	95	Hayter, T. E. J.	- Morgan T/Wheeler	933	
11.36	96				
11.37	97				
11.38	98				

CLASS I — SOLO MOTORCYCLES

STARTING FROM KENILWORTH (29)

10.59	99	Caldicott, R.	- Greeves	197	
11.00	100	Stuart, W. G.	- A.J.S.	347	
11.01	101	Taylor, A. G.	- Triumph	197	
11.02	102	Heath, F. P.	- Excelsior	328	
11.03	103	Harris, J. M. T.	- Norton	490	
11.04	104	Collins, M. J.	- Triumph Trophy	500	
11.05	105	Loasby, H. E.	- Matchless	350	
11.06	106	Pryce, E. S. T.	- Greeves	197	
11.07	107	Marshall, R. M. J.	- B.S.A.	348	
11.08	108	Thomas, D. G.	- B.S.A.	348	
11.09	109	Fitz-Hugh, F. E.	- A.J.S.	347	
11.10	110	Dunncliff, E. A. D.	- Matchless	498	
11.11	111	Newbould, A.	- Triumph Tiger Cub	199	
11.12	112	Hancock, C. J.	- Velocette Valiant	192	
11.13	113	Simon, A. R. J.	- Triumph Trophy	500	
11.14	114	Gardiner, L. W. R.	- Norton "88"	497	
11.15	115	Smeeth, G. S.	- Greeves	197	
11.16	116	Watson, Major P. A.	- Matchless	349	
11.17	117	Christian, CQMS W. E.	- Matchless	349	
11.18	118	Speak, Sgt. W. H.	- Matchless	349	
11.19	119	DuKamp, B. S. M.	- Matchless	350	
11.20	120	Shambrook, L/Cpl.	- Matchless	350	
11.21	121	Thomas, L/Bdr.	- Matchless	350	
11.22	122	Farmer, Sgt.	- Matchless	350	
11.23	123	Honor, L/Bdr.	- Matchless	350	
11.24	124	Whittaker, Lt. W. J.	- Matchless	347	
11.25	125	Stephen, Cpl. G. P.	- Matchless	347	
11.26	126	Hoole, Sgt. S. J.	- Matchless	347	

CLASS II — SIDECARS AND THREE WHEELERS

STARTING FROM KENILWORTH (2)

11.27	127	Haswell, C. E.	- Ariel	500	
11.28	128	Jones, A. Lewis	- Reliant	750	
11.29	129	Swallow, Tom	- Norman	197	
11.30	130				

Starting time	No.	Name	Vehicle	Cubic cap. c.c.	Class
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CLASSES III, IV and V — CARS

STARTING FROM LONDON (55)

a.m.

10th Jan.

12.11	131	Shaw, K. B.	- Dellow	1172	III
12.12	132	Barker, M. J.	- Wombat	1200	III
12.13	133	Barker, F. P.	- Dellow	1172	III
12.14	134	Brearley, L. H.	- Ford Martin	1172	III
12.15	135	Morley, R. J. P.	- Fiat 600	633	IV
12.16	136	Pearce, M. S.	- Dellow	1172	III
12.17	137	Le Couteur, P.	- Dellow	1172	III
12.18	138	Westropp, F. G. M.	- Ford Minor	1172	IV
12.19	139	Lee, H. S.	- Lee Special	1250	III
12.20	140	Collingwood, P. A.	- Ford	1172	V
12.21	141	Huxham, E. P.	- Morgan	1991	V
12.22	142	Goodall, W. A. G.	- Morgan	1991	III
12.23	143	Morgan, P. H. G.	- Morgan	1991	III
12.24	144	Roberts, H. C.	- Land Rover Diesel	2052	III
12.25	145	Warren, R. E.	- Dellow	1172	III
12.26	146	Fleming, D. G.	- Primrose	1172	III
12.27	147	Tucker-Peake, H. W.	- Tucker M.G.	1466	III
12.28	148	Walsh, E. G.	- Volkswagen	1192	IV
12.29	149	Peters, B.	- Hillman Husky	1390	IV
12.30	150	Caldwell, W. B.	- Triumph TR.2	1991	III
12.31	151	Cooper, A. G.	- Riley "1.5"	1489	IV
12.32	152	Wonnacott, W. E.	- L.R.G.	1172	III
12.33	153	Gregson, J.	- Standard Pennant	948	IV
12.34	154	Hay, A. E.	- Lotus VI	1172	III
12.35	155	Warner, D. J.	- Austin-Ford Spl.	1172	III
12.36	156	Denyer, A. L. S.	- Lea Francis	1496	III
12.37	157	Parsons, D. J.	- Frazer Nash	1496	V
12.38	158	Scott, P.	- Frazer Nash	1496	V
12.39	159	Cleghorn, A. E.	- Dellow	1172	III
12.40	160	Robins, G. A.	- Zephyr	2553	IV
12.41	161	Gosnell, A. S.	- Goggomobil TS.300	293	V
12.42	162	Dudley, R. J.	- Austin Riley	2200	III
12.43	163	Norris, H. J.	- Morris	913	III
12.44	164	Davis, J. P.	- Volkswagen	1192	IV
12.45	165	Wilson, I. C.	- Ford Wilson Banger	1172	III
12.46	166	Daniels, M. J.	- Volkswagen	1192	IV
12.47	167	Coakley, A. F.	- Austin A.105	2639	IV
12.48	168	Richard-Aley, J.	- Volkswagen	1192	IV
12.49	169	Tingey, D. J.	- Goggomobil	400	IV

Starting time	No.	Name	Vehicle	Cubic cap. c.c.	Class
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CLASSES III, IV and V (continued)

STARTING FROM LONDON

a.m.					
10th Jan.					
12.50	170	Denison, F.	- Peugeot	1468	IV
12.51	171	Lovett, V.	- HB/Ford	933	IV
12.52	172	Cummings, I. L.	- Riley Gamecock	1087	V
12.53	173	Robbins, A. F.	- Aus. Healey "Sprite"	948	V
12.54	174	Apps, A. J.	- Cannon	1172	III
12.55	175	Easter, J. W.	- Ford Zephyr	2553	IV
12.56	176	Brunton, T. W.	- Volkswagen	1192	IV
12.57	177	Brown, A. J. D.	- Volkswagen	1192	IV
12.58	178	Marsh, F. W.	- Ausford	1172	III
12.59	179	Ricketts, D. G.	- Watling Special	1172	III
1.00	180	Palmer, Major R. C. C.	- Riley "1.5"	1489	IV
1.01	181	Bowles, D. J. C.	- Dellow	1172	III
1.02	182	Lowe, W. H. D.	- Renault	1196	IV
1.03	183	Powell-Richards, D. W.	- M.G.A.	1498	V
1.04	184	Nevin, P. G.	- Ford	1172	IV
1.05	185	Piper, K.	- Messerschmitt	490	V
1.06	186				
1.07	187				

CLASSES III, IV and V — CARS

STARTING FROM LAUNCESTON (36)

1.08	188	Goodwright, A. J.	- Wolseley	1500	IV
1.09	189	Bricknell, N. C.	- N.H.C. Ford Spec.	1172	III
1.10	190	Hilliard, D. G. H.	- Ford	1172	IV
1.11	191	Russell, C. P. V.	- Singer Ford	1172	V
1.12	192	Heard, F. J.	- Ford Grasshopper	1172	III
1.13	193	Harrison, W.	- V'xhall "Hot Rod"	1400	III
1.14	194	Davey, S. G.	- Zephyr	2553	IV
1.15	195	Westlake, W. J.	- M.G.A.	1489	V
1.16	196	Ivey-Mollard, W.	- Simca	1290	IV
1.17	197	Dennis, E. H.	- Renault Dauphine	845	IV
1.18	198	Parsons, C. J.	- Renault Dauphine	845	IV
1.19	199	Edwards, E. S.	- Dellow	1172	III
1.20	200	Penhale, W. G. A.	- Ford Special	1172	III
1.21	201	Moore, R. H. T.	- Wolseley Hornet		V
			Special	1271	V
1.22	202	Snell, A. J.	- Singer Le Mans	1172	IV
1.23	203	Minter, K. F.	- Morris Minor	1172	IV
1.24	204	Stevens, J. M.	- Frazer-N. B.M.W.	1911	IV

Starting time	No.	Name	Vehicle	Cubic cap. c.c.	Class
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CLASSES III, IV and V — (continued)

STARTING FROM LAUNCESTON

a.m.					
10th Jan.					
1.25	205	Crossley Meates, G.	- Frazer-N. B.M.W.	1911	IV
1.26	206	Hocking, H. S.	- Austin	2199	IV
1.27	207	Hocking, Miss V. S. M.	- Dellow	1172	III
1.28	208	Bennett, C. M. S.	- Dellow	1172	III
1.29	209	Symons, L. C.	- Standard Vanguard	2088	IV
1.30	210	Lang, F. J.	- Ford Special	1172	V
1.31	211	Kemphorne-Ley, T. A.	- Dellow	1500	III
1.32	212	Kemphorne-Ley, D. A.	- M.G./Ford	1172	V
1.33	213	Bulpin, A. C. I.	- Aus. Healey "Sprite"	948	III
1.34	214	Trump, W. F.	- "Daisy" A.C. Spec.	1960	III
1.35	215	Hosken, A. W.	- Dellow	1172	III
1.36	216	Rogers, E. M.	- Morgan Plus Four	1991	V
1.37	217	Skinner, J. T.	- Dellow	1466	III
1.38	218	Bacon, J. S.	- Ford Popular	1172	IV
1.39	219	Cock, C. G.	- Ford	933	IV
1.40	220	Tonkin, J. C.	- Volkswagen	1192	IV
1.41	221	Cross, I. P.	- M.G. 18/80	2500	IV
1.42	222	Willcocks, E. A. T.	- Triumph TR.2	1991	V
1.43	223	Elliott, W. J.	- Ford Special	1172	III
1.44	224				

CLASSES III, IV and V — CARS

STARTING FROM KENILWORTH (11)

1.05	225	Fleetwood, Tom	- Austin Sports	1489	IV
1.06	226	Jordan, J. W. E.	- Volkswagen	1192	IV
1.07	227	Thompson, Miss P. A.	- Hillman	1494	IV
1.08	228	Woodall, H. B.	- Ford Popular	1172	IV
1.09	229	Grant, R.	- Triumph	1991	III
1.10	230	Tyrer, C.	- M.G.A.	1486	III
1.11	231	Pow, N. R.	- Dellow	1172	III
1.12	232	Warfield, C. E.	- Volkswagen	1192	IV
1.13	233	Delingpole, M. H.	- B.S.T. II	1172	III
1.14	234	Dunkley, D.	- Dellow	1172	III
1.15	235	Hinde, M.	- Ford	1172	IV
1.16	236				
1.17	237				

PATRICK, G. ... OFFICIAL CAR (FORD)
will follow the Competitors