

TO those who have not visited us we extend a hearty welcome, and hope that those who have departed from our Twin Villages with happy memories will visit us again.

LYNTON and LYNMOUTH

ENDOWED by nature with a variety of charms of which few holiday resorts can boast, Lynton and Lynmouth, in the "Lorna Doone" Country, offer irresistible attractions to the holiday maker.

RECREATIONAL FACILITIES

*Bathing Tennis Bowls Putting Green
Fishing Hunting Boating
Steamer Trips*

Entertainments Dancing

LYNTON URBAN DISTRICT COUNCIL
PUBLICITY COMMITTEE

Walker & Co. (Printers) Ltd., 6 Heath Road and 162 Colne Road, Twickenham.

ORGANISED BY



THE TWENTY-NINTH

Land's End Trial

Starting and finishing at
LYNTON, N. DEVON
APRIL 16TH 1949
FROM 9 A.M. TO 5 P.M.

PROGRAMME ONE SHILLING

EXPERT EYES GIVE YOU

THE MOTOR CYCLE's expert eyes always provide the finest descriptions and most thrilling photographs. The best information on every aspect of the sport is invariably in its pages, plus superb constructional drawings, impartial reviews of the world's machines, hints and tips, touring news and many other features.

THE
MOTOR CYCLE

THURSDAYS · FOURPENCE

ALL THE BEST VIEWS

THE AUTOCAR always supplies the information you need. Sporting events are covered by its incomparable team of artists and cameramen, new cars are examined by the critical eyes of its experts, whilst its touring news and maintenance hints have been famous for over 50 years.

The
Autocar

FRIDAYS · SIXPENCE

Supplies are restricted so please share your copies

ILIFFE & SONS LTD., DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

When you require

**PRINTING
STATIONERY
BOOKBINDING
ACCOUNT BOOKS**

Come to . . .

WALKER & Co. (PRINTERS) Ltd.
6 Heath Road, Twickenham

Telephone: POPESGROVE 3626/7

London Office:
47 MUSEUM STREET,
BLOOMSBURY, W.C.

Works:
162 COLNE ROAD,
TWICKENHAM

SPENCER & CO.

19, 20 & 21 GREAT QUEEN STREET, LONDON, W.C.2

ESTABLISHED 1801

Medals of every description for

**SPORTS, SOCIETIES, ASSOCIATIONS and LEAGUES
CHALLENGE SHIELDS, TROPHIES, SPORTS SPOONS
MOTOR CLUB BADGES and RADIATOR BADGES**

Official Contractors for Prize Awards to "THE MOTOR CYCLING CLUB" and many other of the foremost MOTOR CLUBS and Associations of the Country.

Telephone: HOLBORN 3224

Telegrams: Ashlar Westcent LONDON

TELEPHONE:
LYNTON 3138



APPOINTED
GARAGE

AUSTIN & MORRIS
DEALERS



J.H. PRIDEAUX.

PROPRIETOR.

LEE ROAD, LYNTON

N. DEVON

TELEGRAMS:
PRIDEAUX
GARAGE LYNTON



ALL REPAIRS

THE M.C.C.

A Brief Record of its Activities.

Founded in 1901, the Motor Cycling Club is now in its forty-eighth season of Club life. It is the oldest extant organisation devoted to the furtherance of the sport and pastime of motoring, and as a pioneer body, it still maintains its foremost position. Although originally founded as a Club for motorcyclists, present day tendencies have resulted in over 75% of the membership now being car drivers.

Its road competitions have for many years been recognised as classic events, and, although mostly confined to members of the Club, have attracted year after year more support than many Open Competitions.

Detail changes are made in the events from time to time with a view to maintaining interest and ensuring that conditions are neither too easy or too difficult. It is the Club's policy to avoid anything of a freakish nature, or to include any sections likely to cause damage to vehicles. On the other hand, conditions are imposed to make the trials a real test of a vehicle's capability and a driver's skill.

The 'classic' trials which the Club organise and the dates when first held are:—

The 'Land's End' Trial at Easter. (1908)

The 'Edinburgh' Trial at Whitsun. (1904)

The Inter-Club Team Trial in July. (1904)

(Motorcycles only).

The Sporting Trial in October. (1920)

The 'Exeter' Trial just after Christmas. (1910)

For 1949 an additional event will be

The Minehead Trial and Rally on 10th September.

All these events (with the exception of the Inter-Club Team Trial) are open to both motorcycle and car owners of either sex.

Since the war, petrol restrictions have prevented the resumption of the trials on the pre-war scale covering several hundred miles, and, for the time being, they are being organised in a modified form with a small mileage so that those members who can spare the petrol can at least participate to a limited extent in their favourite sport.

THE PETROL PUMPS NEVER SHUT

at

THE PEAMORE GARAGES LTD.

(MAIN EXETER/PLYMOUTH/TORQUAY BY-PASS) EXETER

Directors: J. H. P. Spurway. A. F. A. Millett.

Phones: Kennford 381/2 and 372

MANUFACTURERS of "PEAMORE" Tailor-made Bodies, Competition, Sports, Utilities, Vans, Trucks, &c., made to Customers' specifications, using seasoned woods and honest workmanship. Distributors of the Morgan 4/4 and 3 Wheeler Cars (Send for details of our unique Morgan 4/4 Utility) Singer, Standard and Triumph Agents. Used Cars Bought, Sold and Exchanged. Always a good selection.

The PEAMORE LICENSED RESTUARANT is at your service next door. Any number catered for.

Phone: Kennford 384.

THE M.C.C.

(Britain's oldest Sporting Motor Club)

Established 1901.

LIST OF FIXTURES, 1949.

The following dates have been entered on the calendar and the events will be held subject to petrol restrictions permitting.

Land's End Trial	...	...	...	April 16th.
Edinburgh Trial	...	...	...	June 4th.
Inter-Club Team Trial	...	...	...	July 2nd.
(Motorcycles only)				
Minehead Trial and Rally	...	...	...	September 10th.
Sporting Trial	...	...	...	October 22nd.
Exeter Trial	...	...	...	December 30th, 31st.

R.A.C. Associate Membership.

Those wishing to obtain the many benefits of Associate Membership of the R.A.C. (either car or motorcycle) can do so through the M.C.C. at a reduced fee and will not then pay any further fees for R.A.C. membership if joining other Associate R.A.C. Clubs. Join the R.A.C. through the M.C.C.

Full information regarding the Club can be obtained from the General Secretary:

J. A. MASTERS, 26 Bloomsbury Way, London, W.C.1.

THE LAND'S END TRIAL



When the late Lt.-Col. Charles Jarrott, that famous 'pioneer' of the sport, was elected President of the M.C.C. in January, 1908, he at once offered a Silver Cup for a new long distance road event. As a result, in August, 1908, the Club organised the first London to Land's End event and included the return journey as well, making some 600 miles in all. This was the start of what has become probably the most famous long distance road trial in motoring history. It has been held annually since 1908 with the exception of the 1914-1918 and 1940-1946 war periods when M.C.C. members were otherwise engaged. In later years the return journey was dropped and now the present petrol restrictions have made it necessary to considerably modify the nature of the trial for the time being. Instead of the 300 miles night and day journey of pre-war years, the present event has had to be compressed into a run of some 60 miles in the Lynton area.

The Lynton area was always one of the high spots of the trial owing to the number of 'Observed Sections' within easy reach and many thousands of spectators journeyed down to watch competitors attacking the acclivities of Doverhay, Porlock, Beggar's Roost, Station Hill and Barton Steep. It is for this reason that Lynton has this year been made the centre of activities.

Why do we do it? Well, frankly, I suppose for the same reason that other people climb mountains on foot, go shooting big game, spend hours walking a few miles which we cover in a few minutes, or add to the pleasure of the walk by knocking a little ball along. In other words, because we enjoy it: and there is nothing more enjoyable to the motoring enthusiast than the feel of a well-tuned engine, responsive to every call made upon it, triumphing over difficulties that the non-sporting motorist would hardly contemplate or think possible to overcome.

Additionally, there is the satisfaction of knowing that an expert trials driver is the most-competent motorist on the road. The road sense which he acquires and the ability to deal promptly with awkward situations gives him a control of his vehicle which can only come through experience gained under exacting conditions.

Speed, as such, does not enter into these trials. Regularity of running, ability to climb the various hills and to carry out any special tests included are the deciding factors in winning awards.

The schedule speed on difficult sections is frequently as low as 12 m.p.h. and even on main road stretches does not exceed 30 m.p.h.

In the old days, manufacturers gained considerable knowledge from the performance of their vehicles in these long distance trials, and this still holds good today although in a rather lesser degree.

It is more usual today to carry out tests in private over similar routes before a new model is marketed.

As motor vehicle design and performance has improved, so have the Land's End routes become more difficult, although they are always planned so that an ordinary production model well-tuned and well driven can obtain a first class award.

Until 1910, the main road route via Salisbury, Exeter, Launceston and Bodmin was used, to be followed in 1911 by the more difficult road over Dartmoor. On this course in 1912 such terrible weather was experienced that out of 86 entries only 44 survived the double journey.

So far, the event had not been deemed suitable for cars, but in 1914, cars were admitted and have become a major portion of the entry. The next Land's End was after the first war in 1920 when, for the first time, the route went through North Devon, and non-stop ascents of Porlock and Lynton hills were included. In those days these two hills were either inches deep in dust or stones or covered with red and grey Devon mud according to the weather, and a non-stop climb was something to be proud of. In 1922, the famous Beggar's Roost was included for the first time, and has figured in the route ever since.

In that year, there were 322 entries and in 1926, 1927 and 1928 the entry list reached the enormous numbers of 530, 526 and 553 respectively.

In 1926, competitors were started from three points :—Virginia Water, Stratford-on-Avon and Penzance, converging on Taunton, after a night run, for breakfast, and then continuing via the North Devon route.

This arrangement was continued in all M.C.C. trials up to 1939 and will, no doubt, be resumed when full scale trials are in operation again.

In 1947, the petrol position made it possible to run the trial from Taunton to Perranporth (nearly 200 miles) and just on 300 competitors entered for the first post-war Land's End. Terrible weather conditions prevailed but 55 gained first class awards.

The absence of the basic petrol ration during the first five months of 1948 left the Club no option but to cancel both the 'Land's End' and the 'Edinburgh' Trials.

This year, unfortunately, competitors will not be able to tackle the many interesting hills in the Cornish area such as Darracott, Crackington, New Mill and the famous Bluehills Mine, but it is hoped by next year that petrol restrictions will have been eased sufficiently to enable a full scale 'Land's End' to be organised.

To the younger generation who have not had an opportunity of entering a long distance night and day event, I can confidently recommend it as a very enjoyable and worth while experience, either on a car or motorcycle.

J. A. M.

1949
7

WHERE TO SEE THE LAND'S END TRIAL

(Spectators are earnestly asked to co-operate with the Club by parking vehicles as directed at the various sections they visit.)

ROUTE AND STANDARD TIMES

The first competitor is due at the places named below one minute after time shewn, and the last competitor 2 hr. 40 min. later.

Some of the hills and approaches are narrow and there is little accommodation for spectators.

The best places for spectators to get a good view of the Trial are :—

Beggar's Roost and Station Lane (near Lynton); Doverhay (near Porlock); Stoney Street (near Luccombe).

<i>a.m.</i>		<i>Total Mileage.</i>
9.00	LYNTON (Start). (Southern National Omnibus Car Park).	
9.08	BEGGAR'S ROOST	2
9.14	BARTON STEEP	3½
9.28	SOUTHERNWOOD	7
9.38	HOOKWAY	9½
10.00	DOVERHAY	15
10.24	STONEY STREET	21
11.10	ASHWELL (Cars only)	26
10.48	KERSHAM (M'cycles only)	27
11.06	WIDLAKES (M'cycles only)	32
12.08	DOWNSCOMBE (do.)	40
12.25	YEALSCOMBE (Cars only)	33
12.50	SOUTHERNWOOD	43½
<i>p.m.</i>		
1.12	LYN HILL	58
1.16	BEGGAR'S ROOST	59
1.24	STATION LANE FINISH.	61

The Motorcycle route is 61 miles and the car route 52 miles.

Except where indicated both Motorcycles and Cars climb the hills mentioned.

OFFICIALS.

(M.C.C. Committee officials marked * will wear distinctive armlets. Will new members please make themselves known to those they may meet.)

STEWARDS—

F. A. APPLEBEE, D. H. NOBLE, G. GEOFFREY SMITH, M.B.E.

START—

In general charge : *Major R. I. MARIANS.
Scrutineer : *L. A. BADDELEY.
Starter and Timekeeper : A. J. M. IVISON.
Marshals : R. A. HANNAM, ROY CLARKSON.
Signatures : Mrs. R. I. MARIANS.

BARBROOK MILL—

In general charge : T. R. MULCASTER.
Marshals : E. COLE, L. H. CODD, Mr. and Mrs. E. DICKEN, H. LUKE-DUNN.

BEGGAR'S ROOST—

In general charge : *R. C. PORTER.
Marshals and Observers : Mrs. R. C. PORTER, Mr. and Mrs. J. C. VANDERVEN,
 Mr. and Mrs. S. H. HILLYER.

BARTON STEEP—

In general charge : *A. C. COOKSON.
Marshals and Observers : J. SHEWELL COOPER, S. J. ANDERSON, Capt. L. H. OSBORNE, Capt. C. THRUPP.

SOUTHERNWOOD—

In general charge : *F. W. J. BOLTON.
Marshals and Observers : L. R. F. BISSETT, Mrs. F. W. J. BOLTON, Mr. and Mrs. L. G. ECKETT, S. G. E. TETT.

HOOKWAY—

In general charge : *K. M. ROBERTS.
Timekeeper : *J. F. WHITFIELD.
Marshals and Observers : L. LOCKYER, W. GARRARD, Mrs. R. E. WRIGHT,
 Miss U. MAYCOCK.

DOVERHAY—

In general charge : *E. C. LUNNISS.
Chief Marshal : C. J. PERRYMAN.
Marshals and Observers : F. PULLEN, W. F. HOOD, F. FAULKNER, C. GILLET,
 A. PILNE, G. WOOD, H. EMERY, G. HUCKLE, J. BARTLETT, Mrs. J. BARTLETT,
 C. HITCHENS, A. HITCHENS, Mrs. E. HITCHENS, C. BEAUMONT, Miss G. SEARLES, H. ELDERTON, A. RICHARDS, Miss J. MIDDLEMAS, S. ROGERS,
 Mrs. K. ROGERS, G. BRYANT, Mrs. L. BRYANT, Miss N. FISHER, G. TREADWAY,
 E. REDFORD, R. STAPLETON, J. SMITH, J. MARTIN, Miss G. HORNING,
 T. SANTOS, Mrs. SANTOS.

STONEY STREET—

In general charge : R. LINCK.
Marshals and Observers : W. B. KILLE, W. D. COLLINS, M. FENWICK, D. W. GOODING, G. E. SPAIN, P. JENNINGS, C. C. HEARD, W. WILLOUGHBY.

ASHWELL—

In general charge : R. KINGSLEY-TAYLOR.
Marshals and Observers : A. F. BRYANT, G. UNDERWOOD, G. NETHERCOTT,
 Miss J. PONTER, Mrs. TAKLE.

KERSHAM—

In general charge : E. C. W. BAGLEY.
Marshals and Observers : J. A. BURLEY, J. S. BURLEY, Miss J. BURLEY, S. B. JONES, Miss P. JONES; also S. WHITE and other members of the Streatham and District M.C.C.

WIDLAKE—

In general charge : E. W. BEACH.
Marshals and Observers : L. KYNASTON, R. LEIGHTON-BOYCE, H. FRONICKE.

EXFORD CONTROL—

In general charge : Dr. G. H. S. LETCHWORTH.

DOWNSCOMBE—

In general charge : A. J. DOLPHIN.
Marshals and Observers : J. DALBY, R. COWTAN, C. W. SMITH, B. PRICE,
 D. McLACHLAN.

YEALSCOMBE—

In general charge : H. SNELL.
Marshals and Observers : W. J. VINCENT, Mrs. G. KEMP, Miss E. WILSON,
 N. F. E. BROWNING, D. PARSONS, D. P. COOPER, N. PHELPS.

SPECIAL TEST—

In general charge : J. H. KEMSLEY
Timekeeper : *J. C. LOWE.
Marshals and Observers : Mrs. J. C. LOWE, H. S. SHEARS, P. J. BERNTSEN.

LYN—

In general charge : C. G. SHEPHERD.
Marshals and Observers : G. L. HAWKINS, Mrs. C. G. SHEPHERD, Mr. and Mrs. P. W. E. PRANCE.

STATION HILL—

In general charge : ROY CLARKSON.
Marshals and Observers : Mr. and Mrs. H. W. J. BEARE, Mr. and Mrs. A. L. CHARD, W. C. MARETT.

FINISH—*In general charge:* R. A. HANNAM.*Marshals:* M.C.C. MEMBERS.*Signatures:* MRS. J. A. MASTERS.**SPECIAL OBSERVERS—**A. B. BOURNE, MRS. V. L. FREEMAN, J. R. RICHARDS-LLOYD, E. MANSFIELD,
CMDR. R. A. MACDERMID, R.N.**ASSISTANT CLERKS OF THE COURSE—**

*V. L. FREEMAN.

C. H. KEMP.

CLERK OF THE COURSE AND SECRETARY OF THE TRIAL—

J. A. MASTERS, 26 Bloomsbury Way, London, W.C.1. (Hol. 4761)

PHOTOGRAPHER EN ROUTE—

W. J. BRUNELL, 6 Berry Drive, Paignton, S. Devon.

FILM PRODUCTION—

J. P. LOWE.

The Committee cordially acknowledge the great assistance given by the R.A.C., the A.A., Police, Local Authorities, Landowners and Officials of the Exmoor Motor Club in the organisation of the Trial. They also wish to thank the members of other Motor Clubs who are acting as Officials on the route, including Edgware, Mill Hill and District M.C., Harrow Car Club, North Cornwall M.C., Plymouth M.C., Streatham and District M.C.C., West Cornwall M.C., and West of England M.C., and the Southern National Omnibus Company Ltd. for putting their Lynton Car Park at the Club's disposal.

AWARDS.**Land's End Trial.**

A First Class Award will be given to every competitor who complies with regulations and fulfils the following requirements:—

- (1) Not more than 5 minutes early or 5 minutes late at any check, unless otherwise stated on the route card.
- (2) Non-stop performances in sections scheduled on the route card as "non-stop."
- (3) Compliance with requirements of any tests scheduled on the route card.

A Second Class Award will be given to every competitor who complies with regulations and fulfils the following requirements:—

- (1) Not more than 5 minutes early or 15 minutes late at any announced check, unless otherwise stated on the route card.
- (2) All but one of the requirements under (2) and (3) for First Class Award.

A Third Class Award will be given to every competitor who complies with regulations and is:—

- (1) Not more than 5 minutes early or 30 minutes late at any announced check, unless otherwise stated on the route card.
- (2) All but three of the requirements under (2) and (3) for First Class Award.

TEAM AWARDS.—Three team awards of equal merit, one in each Section, will be given for:—

- "Mixed" motorcycle teams (Classes I, II, III).
- "One make" car teams (Class IV).
- "Mixed" do. do.

Special Award.—An additional Special Award is offered for the best performance by a Vintage Car (manufactured between January 1st, 1915, and December 31st 1930). Ties will be decided by a special test.

LIST OF ENTRIES

SOLOS, 58; SIDECARS, 14; THREE-WHEELED CYCLECARS, 2; CARS, 85.

TOTAL, 159.

*Indicates Travelling Marshal.

STANDARD STARTING TIME, 9 a.m., 16th APRIL, 1949

Starting Time.	No.	Name.	R.A.C. Lic. No.	Vehicle.	Cubic cap. c.c.
----------------	-----	-------	-----------------	----------	-----------------

CLASS I.—SOLO MOTORCYCLES (58).

a.m.

9.01	1	*Patrick, G. ...		Royal Enfield ...	125
9.02	2	Thompson, E. E. ...		Royal Enfield ...	125
9.03	3	Peacock, R. W. ...		A.J.S. ...	347
9.04	4	Jimmy Green ...		Ariel ...	497
9.05	5	Anning, Mrs. M. L. ...		James ...	197
9.06	6	Jose, O. S. ...		A.J.S. ...	498
9.07	7	Michell, C. J. ...		A.J.S. ...	498
9.08	8	Brittain, Capt. A. W. ...		B.S.A. ...	350
9.09	9	Jones, D. Witney ...		B.S.A. ...	348
9.10	10	Jones, R. H. B. ...		Norton ...	348
9.11	11	Knox, R. W. ...		Douglas... ..	584
9.12	12	Goddard, S. H. ...		Ambassador ...	197
9.13	13	Robinson, A. T. ...		Triumph ...	349
9.14	14	Case, W. M. ...		Matchless ...	347
9.15	15	Adcock, K. G. ...		Royal Enfield ...	350
9.16	16	Border, C. L. ...		A.J.S. ...	498
9.17	17	Fletcher, A. A. ...		A.J.S. ...	348
9.18	18	Rothwell, C. H. ...		B.S.A. ...	348
9.19	19	Tait, V. C. ...		Martinside ...	678
9.20	20	Taylor, K. D. ...		Ariel ...	250
9.21	21	Hain, E. J. ...		A.J.S. ...	350
9.22	22	Hawtin, A. R. ...		Ariel ...	497
9.23	23	Clark, A. T. ...		Rudge ...	250
9.24	24	*Sugden, A. G. D'A. ...		Sunbeam ...	493
9.25	25	Burnell, G. H. ...		B.S.A. ...	348
9.26	26	Washington, C. J. ...		B.S.A. ...	495
9.27	27	Booth, C. ...		A.J.S. ...	500
9.28	28	Elliott, T. H. ...		Ariel ...	997

By Every Trial
or Test—
FIRST
in their
own fields



"THE MOTOR"
The International Motoring
Journal, recording the latest
developments in the motor
industry, and in the sport and
pastime of motoring. Published
Wednesdays, priced 6d.



"MOTOR CYCLING"
The Original Motorcycling
Journal. The essential publica-
tion appealing to all motorcyclists
from tourists to race riders.
Published Thursdays, priced 4d.

"The LIGHT CAR"
A publication of Popular
Motoring. A pocket-sized
magazine devoted to the special
interests of the family motorist.
Published monthly, priced 1/-



Starting Time.	No.	Name.	R.A.C. Lic. No.	Vehicle.	Cubic cap. c.c.
----------------	-----	-------	-----------------	----------	-----------------

CLASS I.—SOLOS—(continued).

9.29	29	Miller, P. A. ...	B.S.A. ...	348
9.30	30	Mason, Capt. W. J. ...	Matchless ...	500
9.31	31	Langford, BSM. A. ...	B.S.A. ...	500
9.32	32	Scully, R. H. ...	Vincent H.R.D. ...	498
9.33	33	Harding, H. S. ...	Ariel ...	350
9.34	34	Hampton, D. K. ...	Norton ...	350
9.35	35	Peach, W. M. ...	Velocette ...	349
9.36	36	Peake, W. J. ...	B.S.A. ...	349
9.37	37	Hosking, F. T. ...	Scott ...	493
9.38	38	White, W. A. ...	Matchless ...	498
9.39	39	Hosking, A. C. ...	Triumph ...	498
9.40	40	Kennedy, R. M. ...	Scott ...	596
9.41	41	Terry, P. S. ...	B.S.A. ...	249
9.42	42	Bowden, A. W. ...	Royal Enfield ...	125
9.43	43	Gowlett, W. F. ...	B.S.A. ...	249
9.44	44	*Bray, W. ...	Royal Enfield Bullet ...	346
9.45	45	Cross, E. ...	B.S.A. ...	348
9.46	46	Willson, R. ...	B.S.A. ...	498
9.47	47	Williams, G. ...	B.S.A. ...	500
9.48	48	May, D. W. ...	Panther ...	348
9.49	49	Springett, J. G. ...	Norton ...	350
9.50	50	Sinnett, M. J. ...	Royal Enfield ...	350
9.51	51	Lennon, J. H. ...	Rudge ...	499
9.52	52	Nichol, A. J. ...	Triumph ...	349
9.53	53	Martin, W. F. ...	B.S.A. ...	350
9.54	54	Cornell, A. E. ...	Martin ...	350
9.55	55	Caldwell, W. B. ...	Norton ...	490
9.56	56	Stephens, F. H. ...	Norton ...	348
9.57	57	Ham, D. S. ...	Norton ...	490
9.58	58	Nash, B. A. ...	A.J.S. ...	500

CLASS II.—SIDECARS (14).

9.59	59	Bray, H. H. ...	Triumph ...	498
10.00	60	*Praill, R. W. ...	Harley-Davidson ...	1208
10.01	61	Travers, E. ...	Rudge ...	495
10.02	62	Smith, J. W. ...	Norton ...	490
10.03	63	Mander, W. H. ...	Ariel ...	997
10.04	64	Hawtin, J. A. ...	Scott ...	596
10.05	65	Goddard, W. A. C. ...	Triumph ...	498
10.06	66	Peacock, W. H. J. ...	Matchless ...	498

LYNTON and LYNMOUTH

(Extract by kind permission from the Official Guide)



Lynton-Lynmouth is no new discovery by the pioneer seeking nature at her loveliest and best. It is unique, at any rate so far as the British Isles are concerned. Other areas have their "beauty spots," but these for the most part are limited to restricted spaces, while the northern part of "Glorious Devon" from Porlock to Hartland Point is one long dream of natural beauty unspoilt and unrestricted. To paint its varied charms in cold prose is to attempt the impossible. Nothing less than a vast gallery of the works of inspired landscape painters could do the most simple justice to the marvellous panorama unfolded mile by mile along this ever-changing coast. And in its entire length Lynton-Lynmouth takes pride of place. Even this, though Clovelly is within easy motoring distance of the twin villages.

There are several ways of reaching this most favoured district and each has its distinctive feature.

By Rail—PADDINGTON TO MINEHEAD. This entails a motor omnibus drive of some twenty miles through Porlock and down Countisbury, with the majestic head of Lynton in the distance, a fitting terminus to miles of glorious cliff scenery.

WATERLOO TO BARNSTAPLE and thence by a convenient service of comfortable motor omnibuses along a good road over typical Exmoor country.

By Road. The direct route to Lynton and Lynmouth is via Taunton, Minehead and Porlock, along the coast. Other routes are via Taunton, Dunster, Dulverton, Simonsbath and Brendon Two-Gates, through the heart of Exmoor, avoiding the steeper hills, or one may take the inland route via South Molton and Blackmoor Gate.

During the season there is a motor omnibus service daily between Lynton and Ilfracombe.

Starting Time.	No.	Name.	R.A.C. Lic. No.	Vehicle.	Cubic cap. c.c.
----------------	-----	-------	-----------------	----------	-----------------

CLASS II.—SIDECARS—(continued).

10.07	67	Takle, G. T. ...		Vincent, H. R. D. ...	998
10.08	68	Lamble, H. W. ...		B.S.A. ...	500
10.09	69	Osborne, F. W....		Levis ...	592
10.10	70	Ray, C. M. ...		Ariel Square 4 ...	1000
10.11	71	Harris, R. J. ...		Ariel ...	500
10.12	72	Bullen, S. A. C....		H.R.D. ...	998

CLASS III.—THREE-WHEELED CYCLECARS (2).

10.13	73	Burnett, J. W. W. ...		Morgan ...	1096
10.14	74	Wonnacott, W. E. ...		Morgan ...	990

CLASS IV—CARS (85).

(Cars marked V are competing for the Special Vintage Car award)

10.15	75	*Haward, W. J. ...	836	Baylis-Thomas (1928) V	1496
10.16	76	Wright, R. E. ...	W314	Frazer-Nash (1924) V....	1496
10.17	77	Christmas, R. W. ...	562	M.G. S/C. ...	939
10.18	78	Black, S. ...		M.G. ...	1250
10.19	79	Day, A. E. A. ...	345	H.R.G. ...	1496
10.20	80	Barslay, S. Y. ...	48	Ausford ...	1172
10.21	81	Guerrier, H. P. ...	867	M.G. ...	1292
10.22	82	Davis, C. M. ...	813	M.G. ...	1708
10.23	83	Allott, F. ...	843	M.G. ...	1250
10.24	84	Frost, S. M. ...	312	Austin Special ...	1172
10.25	85	Brayshaw, H. F. ...	311	Brayshaw Special S/C...	1185
10.26	86	Bullivant, J. E. N. ...		Riley (1929) V. ...	1098
10.27	87	Molyneux, R. E. ...	1100	M.G. ...	847
10.28	88	Wilcock, F. M. ...		Talbot '90' ...	2276
10.29	89	Kay, E. B. ...	758	Riley Sprite ...	1496
10.30	90	Morley, R. J. P. ...	850	A.C. ...	1991
10.31	91	Whiddington, A. S. ...	258	Frazer Nash B.M.W. ...	1971
10.32	92	Gosnell, A. O. ...	894	H.R.G. ...	1498
10.33	93	Thomson, J. A. ...	104	Morgan Special S/C. ...	1098
10.34	94	Morrish, F. ...	416	Frazer-Nash (1928) V....	1498
10.35	95	Alderton, H. H. ...	935	M.G.Magnette ...	1287
10.36	96	*Burman, H. W. ...	997	Lea-Francis ...	1760
10.37	97	Ginn, B. D. S. ...	707	Ford V.8 ...	3622
10.38	98	Clarke, S. C. ...	200	H.R.G. ...	1074
10.39	99	Fowler, J. W. ...	341	H.R.G. ...	1496

Lynton and Lynmouth (*continued*)

Porlock and Lynton hills have been re-made and are all in perfect condition. Beggar's Roost is merely a by-road and used for motor trials only.

Off Lynmouth excellent sea-fishing may be had, and during the summer months pollock, rock whiting and occasionally mackerel are taken in large numbers whilst skate, conger and tope give good sport to those who prefer heavier game. These latter fish are, however, more numerous in the Autumn and early Winter months, when catches are often reckoned by the hundredweight. For those who prefer to fish from the shore, bass mullet and pollock can be taken from the Quay, May Bridge and Esplanade.

Motor boats and tackle can be hired from the local boatmen at moderate rates, and apart from the fishing a trip along the glorious coastline is well worth while.

Salmon fishing also can be had providing there is heavy enough water for them to negotiate the many falls to the large pools, and they will readily take a worm or minnow under suitable conditions.

There are five miles of fishing from Lynmouth to Rockford, and tickets at most reasonable rates can be obtained from—*Lynmouth*: Mr. Chapman, 17 Lynmouth Street; Mr. Tom F. Bevan, Lyndale Hotel, and from Watersmeet House, Watersmeet.

Motoring has done much to popularise the desire of the public to seek fresh woods and pastures new, and get away from the old routine of holiday resorts which depend entirely upon the lures which spell for the most part noise and dust and the giddy round that makes a holiday not a time of rest, but one procession of crowded amusements. Hence the fact that secluded areas like Lynton-Lynmouth tend to grow in lure, bringing the motorist from all parts of the British Isles. He is carefully catered for here by the many fully equipped garage and repair shops, so that he need have no fear of finding himself stranded at some important moment. A minor point this, but one that should not be overlooked. And much the same remark applies to the hunting fraternity who, in the use of the car, make light of "meets" at a distance that would have been well-nigh impossible a few years ago.

Starting Time.	No.	Name.	R.A.C. Lic. No.	Vehicle.	Cubic cap. c.c.
----------------	-----	-------	-----------------	----------	-----------------

CLASS IV.—CARS—(*continued*).

10.40	100	Brown, J. V. S....	304	H.R.G. ...	1496
10.41	101	Parsons, D. J. ...		M.G. 14/40 (1928) V.	1802
10.42	102	Barrow, J. H. H. ...	920	M.K.P.3 S/C. ...	1781
10.43	103	Brown, Ben H. ...	326	Ford V.8 Special	3622
10.44	104	Crossby, C. F. ...	727	Vauxhall Special S/C.	1203
10.45	105	Morrish, A. W. ...	2	M.G. S/C. ...	939
10.46	106	Hancock, G. L....	822	Allard ...	3622
10.47	107	Finden, H. J. ...	1061	Lagonda Rapier	1103
10.48	108	Grindrod, E. ...	181	Riley Sprite	1496
10.49	109	Hellyar, R. A. ...		Singer ...	1493
10.50	110	Biggs, V. S. A. ...	322	Ford ...	1172
10.51	111	Beardshaw, A. M. ...	805	A.M.B. Special	1172
10.52	112	Fitzwater, B. ...	233	M.G. ...	847
10.53	113	Whitefield, J. ...	962	Ford ...	1172
10.54	114	Gear, L. R. ...		M.G. T.G. ...	1250
10.55	115	Smith, E. G. ...	412	A.R.M. Special	1203
10.56	116	Clayton, H. ...	845	Clayton Special	1172
10.57	117	Spence, E. G. ...	566	F.M.W. Special	1172
10.58	118	Richmond, J. M. ...	513	H.R.G. ...	1496
10.59	119	Gott, J. A. H. ...	265	H.R.G. Aerodynamic	1496
11.00	120	Woodall, H. B. ...	890	Wolseley-Ford	1172
11.01	121	Nicholl, C. R. L. ...	142	Ford V.8	3622
11.02	122	*Radbourne, J. H. ...	869	H.R.G. ...	1496
11.03	123	Scobey, E. D. ...	759	H.R.G. ...	1496
11.04	124	Ugnow, W. P. ...	393	H.R.G. ...	1496
11.05	125	Dennis, E. H. ...		Jowett Bradford	1005
11.06	126	Hill, F. C. ...	872	M.G. J.3 S/C. ...	746
11.07	127	Jarvis, K. C. ...	988	Ulster Austin (1930) S/C.	747
11.08	128	Mead, W. F. ...	569	Allard ...	3917
11.09	129	Pool, J. H. ...	887	Ford Special	3283
11.10	130	Morgan, P. H. G. ...	998	Morgan ...	1122
11.11	131	Goodall, W. A. G. ...	1000	Morgan ...	1267
11.12	132	McCann, C. J. ...	999	Morgan ...	1267
11.13	133	Symons, G. M. ...		Morgan S/C.	1098
11.14	134	Hellier, R. ...		Morgan ...	1267
11.15	135	Napper, A. B. ...		Morgan ...	1098
11.16	136	Moore, L. A. ...		Ford V.8	3622
11.17	137	Higgins, N. P. ...	898	M.G. Magnette	1087
11.18	138	Pocock, A. E. ...	1096	M.G. Midget	847
11.19	139	Warren, A. P. ...		Riley ...	
11.20	140	*Burgess, K. E. O. ...	99	Allard S/C.	3917
11.21	141	Appleton, J. H. ...	89	Allard ...	3622
11.22	142	Roberts, H. C. ...	124	Allard ...	3917

Starting Time.	No.	Name.	R.A.C. Lic. No.	Vehicle.	Cubic cap. c.c.
----------------	-----	-------	-----------------	----------	-----------------

CLASS IV—CARS—(continued).

11.23	143	Faulkner, R. W.	188	Mercury	3917
11.24	144	Griffith, P. W. C.	548	M.G. P.B.	939
11.25	145	Bishop, D. C.	184	M.G. S/C.	847
11.26	146	Mores, C. J.	189	M.G. 2-litre	2322
11.27	147	Darley, L.		Ford V.8	3600
11.28	148	Husham, E. P.	1133	Morgan	1098
11.29	149	Spare, J. T.		Vauxhall	1442
11.30	150	Abernethy, W. J.		Austin Antique	1535
11.31	151	Wharton, Ken	1	Wharton	1190
11.32	152	Richards, A. W.	308	Austin	1172
11.33	153	Paxton, E. A.	1066	Terraplane	3455
11.34	154	Higham, J. A.		Chummyford	1172
11.35	155	Spiridion, Dr. J.		Riley	1496
11.36	156	Goodenough, E. H.	408	Horstman, V.	1496
11.37	157	*Widman, C. F.		A.C.	1991
11.38	158	Cramp, K. G.	1321	Triumph	1800
11.39	159	*Denyer, A. L. S.	492	Lea-Francis	1496

Team No.	Comp. No.	Name.	Vehicle.	Cubic cap. c.c.
----------	-----------	-------	----------	-----------------

TEAMS (13).

MOTORCYCLE TEAMS (5).

1	4	Jimmy Green	Ariel	497
	5	Anning, Mrs. M. L.	B.S.A.	197
	6	Jose, O. S.	A.J.S.	498
2	27	Booth, C.	A.J.S.	500
	28	Elliott, T. H.	Ariel	997
	29	Miller, P. A.	B.S.A.	348
3	33	Harding, H. S.	Ariel	350
	34	Hampton, D. K.	Norton	350
	35	Peach, W. M.	Velocette	347
4	37	Hosking, F. T.	Scott	493
	38	White, W. A.	Matchless	498
	39	Hosking, A. C.	Triumph	498
5	70	Ray, C. M.	Ariel Square 4 S/car	1000
	71	Harris, R. J.	Ariel S/car	500
	48	May, D. W.	Panther	350

Team No.	Comp. No.	Name.	Vehicle.	Cubic cap. c.c.
----------	-----------	-------	----------	-----------------

CAR TEAMS (8).

6	98	Clarke, S. C.	H.R.G.	1074
	99	Fowler, J. W.	H.R.G.	1496
	100	Brown, J. V. S.	H.R.G.	1496
7	103	Brown, Ben H.	Ford V.8 Special	3622
	104	Crossby, C. F.	Vauxhall Special S/c.	1203
	105	Morrish, A. W.	M.G. S/c.	939
8	112	Fitzwater, B.	M.G.	847
	113	Whitefield, J.	Ford	1172
	114	Gear, L. R.	M.G.	1250
9	115	Smith, E. G.	A.R.M. Special	1203
	116	Clayton, H.	Clayton Special	1172
	117	Spence, E. G.	F. M. W. Special	1172
10	122	Radbourne, J. H.	H.R.G.	1496
	123	Scobey, E. D.	H.R.G.	1496
	124	Uglow, W. P.	H.R.G.	1496
11	130	Morgan, P. H. G.	Morgan	1122
	131	Goodall, W. A. G.	Morgan	1267
	132	McCann, C. J.	Morgan	1267
12	133	Symons, G. M.	Morgan S/C.	1098
	134	Hellier, R.	Morgan	1267
	135	Napper, A. B.	Morgan	1098
13	140	Burgess, K. E. O.	Allard S/c.	3917
	141	Appleton, J. H.	Allard	3622
	142	Roberts, H. C.	Allard	3917