

M.C.C. EXETER TRIAL—3rd & 4th January, 1958

1

SCHEDULE TIMES — IMPORTANT NOTICE :

Competitors find their own time at any place where a time is given in the following manner—

From the Starting Point to Honiton: Competitors add their programme number in minutes to the Standard Time shewn.

From Honiton onwards: Competitors add their programme number in minutes to the Standard Time shewn as far as Exeter arrival.

From, and including, the re-start from Exeter:

Competitors number 1 to 50 inclusive add their programme number in minutes to the Standard Time shewn.

Competitors number 51 to 100 inclusive add 15 minutes to their re-starting and all subsequent times.

Competitors number 101 to 150 inclusive add 30 minutes to their re-starting and all subsequent times and

Competitors number 151 inclusive and onwards add 45 minutes to their re-starting and all subsequent times.

Example: No. 150, Schedule re-starting time from Exeter as per Route Card will be $6.00 + 150 \text{ minutes} = 8.30 + 30 \text{ minutes} = 9.00$.

Standard times shewn at Controls and Observed Sections are **departure** times, unless definitely stated to be arrival times.

At Controls where refreshments and supplies are available the departure timing point will be placed just beyond the Control so that competitors can obtain these facilities before passing the timing point.

At Exeter and the Finish, arrival times will be subject to Regulation 7.

If held up at Observed Sections competitors should endeavour to regain Schedule Time where safe and practicable to do so. The total amount of 'official delay' allowed at the Final Time Control will be calculated after reviewing the Observers' reports from each section and will not necessarily be cumulative.

Observations will not start at Observed Sections more than 30 minutes before Standard Time shewn.

ROUTE, STARTING from LAUNCESTON

Standard Time	Competitor's own Time	Place	Inter-mediate	Total	Route and Instructions
6th Jan. p.m. 10.00		LAUNCESTON	—	—	Start from GUILDHALL CAR PARK, behind Town Hall (TIME CONTROL). The route will not be marked from the Start to Honiton and provided that competitors check in at the Intermediate Checks at Dunster and Bridgwater they may choose their own route to Honiton. A recommended route is Okehampton, Crediton, Tiverton, Dunster, Cannington, Bridgwater, Taunton, Honiton.
7th Jan. a.m. 1.00		DUNSTER	76	76	TIME CONTROL. Sign sheet on arrival only at Louis Bowden's Garage. Supplies and refreshments available. Time schedule allows for interval here. TIME CONTROL just beyond Garage.
2.00		BRIDGWATER	25	101	Route Check only. No timing. Sign sheet at Henry's Service Station 1 mile out on A38, Bridgwater—Taunton road.
3.20		HONITON	32	133	No Check. See route for all competitors.

M.C.C. EXETER TRIAL—3rd and 4th January, 1958

2

ROUTE, STARTING from KENILWORTH

Standard time	Competitor's own time	Place	Mileage		Route and Instructions
			Inter-mediate	Total	
3rd Jan. p.m. 9.20		KENILWORTH	—	—	Start from QUEEN & CASTLE HOTEL, CASTLE GREEN. Sign sheet at start. (TIME CONTROL). The route will not be marked from Kenilworth to Honiton, and provided that competitors check in at the intermediate check they may choose their own route to Honiton. A recommended route is Cheltenham, Gloucester, Bristol, Bridgwater, Taunton, Honiton.
4th Jan. a.m. 12.20		RAILWAY HOTEL PATCHWAY (5 miles before reaching Bristol)	80 (at check)	80	(TIME CONTROL) just beyond Hotel. The Railway Hotel, Patchway is on Gloucester-Bristol road about 1½ miles before reaching FILTON and about 5 miles from Bristol. Sign sheet on arrival only. Supplies and refreshments available. Time schedule allows for interval here. Take Bridgwater road out of Bristol. Both Bristol by-pass (Southmead, Henleaze and Clifton) and direct route through city (A.38) are fully sign-posted.
3.20		HONITON	70	150	No check. See route for all competitors.

ROUTE, STARTING from PEGGY BEDFORD HOTEL, LONGFORD, MDSX.

Standard Time	Competitor's own Time	Place	Mileage		Route and Instructions
			Inter-mediate	Total	
3rd Jan. p.m. 10.00		PEGGY BEDFORD HOTEL LONGFORD, MIDDLESEX	—	—	Start from PEGGY BEDFORD HOTEL just beyond main entrance to London Airport. (TIME CONTROL). Refreshments and supplies at Hotel and Garage adjoining on the London — Maidenhead Road.
4th Jan. a.m. 2.00		CAMEL CROSS	105	105	The route will not be marked from the start to Honiton and provided that competitors check in at the intermediate check they may choose their own route to Honiton. A recommended route is Maidenhead, Newbury where L for Andover, Amesbury, Mere, Wincanton, Camel Cross, Ilchester, Honiton.
3.20		HONITON	32	137	TIME CONTROL just beyond Garage. Sign sheet on arrival only at Camel Cross Motors Ltd. This is about 5 miles beyond Sparkford on Ilchester Road. Time schedule allows for interval here. Refreshments at café. No check. See route for all competitors.

M.C.C. EXETER TRIAL—3rd and 4th January, 1958

3

All competitors join same route from here onwards.

Standard Time	Competitor's own Time	Place	Mileage		Route and Instructions
			Inter-mediate	Total	
4th Jan. a.m. 3.20		HONITON	—	—	Keep SO through town (A30) L at top of small rise (d.p. Sidmouth, A375). Keep SO halfway up long hill (still on AJ75). SO at Hare and Hounds X roads (between Hare & Hounds crossroads and top of Pin Hill competitors will be travelling in both directions as the route forms a loop here). In 2 miles hairpin R into narrow lane. Continue along lane for approx 1½ miles to
3.40		PIN HILL	6½	6½	OBSERVED SECTION No. 1. SO at top of hill. L at T (between T junction and Hare & Hounds crossroads competitors will be travelling in both directions). L at Hare & Hounds crossroads along B3174 for ¼ mile—R at fork and descend Westgate Hill—CARE.
4.20		EXETER (TIME CONTROL)	12	18½	Keep L at fork and SO on rejoining A30 (by railway bridge) to (TIME CONTROL) ¼ mile after CLYST HONITON (3¼ miles to Hughes of Exeter Garage).
4.30		EXETER Arrive	3½	22	SO towards city centre. Fork R approx 1 mile inside 30 m.p.h. limit along Heavitree Road. In ½ mile L by Swimming Baths, shortly R into Barnsfield Road, R again up Southern Hay West for 200 yards then L to Hughes of Exeter Garage in Princess Hay—Sign sheet at garage on arrival only. Petrol and oil at Garage. Park as directed. Breakfast at Dellers Café — See Final Instructions.
6.00		EXETER Depart (TIME CONTROL)	—	—	Restart from garage at schedule time. SO at X roads (d.p. Crediton A 377) along New North Road. Fork R at statue and R at next fork. At Cowley Bridge, Fork L on A377 through Newton St. Cyres. 1½ miles beyond village obscure L (no d.p.) SO at X roads, bear R in ¼ mile and at next fork L (d.p. Posbury and Tedburn). In ½ mile R and shortly L at T. R at next T (d.p. Yeoford and Crediton) and ¼ mile further on L at X roads (d.p. Cheriton Bishop—unfit for cars) L at fork (no d.p.) and SO for 1¼ miles to Medland Cross where L through ford to
6.40		TILLERTON	13	35	OBSERVED SECTION No. 2 SO at summit, R at X roads (no d.p.) and in 1 mile R (CAUTION) along A.30 to Crockernwell where L at Royal Hotel. In ½ mile L at X roads, in ¼ mile sharp R and R at T following d.p.'s Fingle Bridge to
7.00		FINGLE BRIDGE ...	6	42½	OBSERVED SECTION No. 3. R at first junction (AA Sign "Impassable for Motors" on left). In ¼ mile L. L (dp Moreton) then R (dp Moretonhampstead). L on joining main road to Moretonhampstead. In village L and keep R following white line round bend. A382. Follow A382 to Bovey Tracey

M.C.C. EXETER TRIAL—3rd and 4th January, 1958

4

Standard Time	Competitor's own Time	Place	Mileage		Route and Instructions
			Inter-mediate	Total	
4th Jan.	a.m.				
7.30		BOVEY TRACEY ...	9	51	On entering Bovey Tracey R down narrow road signed "unsuitable road"—Keep L and then R at main Road (CARE) A382. Keep L at Dartmoor Hotel (still on A382) and R next fork (Stone dp Ashburton). Shortly fork R again and SO for 1½ miles. R at T road (CARE) into Ilsington village. R at church—L at junction round church. SO at next junction down narrow lane (thatched cottage on left) to
7.50		SIMMS	6	57	OBSERVED SECTION No. 4. SO at X roads and L at road junction down steep hill. R on rejoining tarred road into Liverton—keep SO (avoiding very sharp L turn to Bovey Tracey) for 1½ miles to main road—A38—where L for Exeter—Keep to A38 through Chudleigh Knighton, and Chudleigh to Exeter Bypass—SO along bypass. After second roundabout R (dp Honiton) R along A30 towards Honiton/London for approx 8 miles. Fork R along B3174 (dp Ottery St. Mary). Cross over level crossing and keep R into square—R almost immediately (dp Sidmouth) along B3176 for approx 1 mile. Fork L (dp Knightstone). Keep SO to
9.20		STRETES	30	87	SPECIAL TEST No. 1 and then to OBSERVED SECTION No. 5 STOP AND RESTART TEST. R on regaining hard road and in 1 mile L at White Cross. R at fork and R at main road into Sidford. L at A35 and in 1½ miles R (d.p. Branscombe). Follow Branscombe road for 3 miles, in village fork L (avoiding Beer road) and in ¼ mile L (Gay's Farm) to
9.50		WATERLOO	9	96	OBSERVED SECTION No. 6. Beyond summit R at hard road and R at main road (A35) to Colyford S.O. through village. At A.A. box S.O. up hill (A35) and in 2½ miles L (d.p. Axminster & Bridport) S.O. for 3½ miles where R at main road and in 200 yards (Hunters Lodge) L along B3165—through Marchwood to Birdsmoor Gate where sharp R along B3164 to Broadwindsor. R and shortly L along B3163 to Beaminster. L in market square by White Hart Hotel and in 1 mile fork R to
11.00		MEERHAY	26	122	OBSERVED SECTION No. 7. R on rejoining hard road and in ¼ mile sharp R for Beaminster. L in market Square, R along A3066 to Bridport where L on to A35. In 4 miles L (d.p. Askerswell), R at fork by church and shortly R again to

M.C.C. EXETER TRIAL—3rd and 4th January, 1958

5

Standard Time	Competitor's own Time	Place	Mileage		Route and Instructions
			Inter-mediate	Total	
a.m.					
11.40		ASKERS	12	134	SPECIAL TEST No. 2 and then to OBSERVED SECTION No. 8. STOP AND RESTART TEST. L at summit onto A35 to Winterbourne Abbas where R (d.p. Weymouth) and immediately R again (d.p. Hardy's Monument, etc.). SO at junction to Portesham where L at King's Head onto B3157. In 2 miles L (d.p. Buckland Ripers) and in 2½ miles L (d.p. Weymouth and Dorchester). R at main road (care) and in 1½ miles R at Spa Hotel. At third turning L along Radipole Park Drive to
p.m.					
12.30		WEYMOUTH (Swannery Car Park) (ARRIVE)	18	152	FINAL TIME CONTROL. Follow marked route to FINISH. (L at Quay, in 200 yards L again).
		WEYMOUTH (Gloucester Hotel)			Park as directed on Esplanade outside Hotel. Remove and hand in number plates and sign finisher's claim sheet. Meals and accommodation at Gloucester Hotel.

DETAILS OF OBSERVED SECTIONS AND SPECIAL TESTS

(SEE ALSO FINAL INSTRUCTIONS)

Observed Sections.

1. Pin Hill.
2. Tillerton.
3. Fingle Bridge.
4. Simms.

Observed Sections.

5. Strete's SPECIAL TEST No. 1 and Stop and Restart test.
6. Waterloo.
7. Meerhay.
8. Askers SPECIAL TEST No. 2 and Stop and Restart test.

Non-Stop from start to finish for all sections except Strete's and Askers.

Standing start for all observed sections.

Starting and finishing lines of observed sections will be indicated by appropriate notices.

SPECIAL TESTS — STRETES AND ASKERS (for all competitors).

The following instructions will apply to both Stretes and Askers:

From a standing start with front wheel(s) on line at A, (flag signal) drive forward and Stop Astride line B. Competitors will be timed from start at A to front wheel(s) crossing line B.

Failure of test:

Over-running line B with back wheel(s).

Running back over line B with front wheel(s).

Stopping vehicle or engine between A and B involves no penalty other than loss of time.

If necessary, these tests will be used in connection with the Individual and Team Championships.

STOP AND RESTART TESTS. STRETES AND ASKERS. (for all competitors).

From a standing start, non-stop to a line **astride** which the vehicle must stop.

Restart at a flag signal and clear the line with back wheel(s) within 3 seconds (continue non-stop to the finish of the observed section).

Failure of Test will be involved by:—

- (a) Not clearing line with back wheel(s) within 3 seconds.
- (b) Stopping between the standing start and the line.
- (c) Not stopping correctly astride the line, i.e., Over-running the line with back wheel(s) or Running back over line with front wheel(s).

Stopping engine during Test involves no penalty other than loss of time.

Solo motor cyclists will not be penalised for footing whilst astride the line, nor for 3 yards beyond the standing start or the restart line.

NOTE.—The test and the observed section following will **each** rank for a failure.