

NIGHT TRIAL

Our annual midsummer night trial was held on 25/6 June, the first competitor setting out from the Ancient Shepherd at 10.30 p.m. (well topped up with oil no doubt).

The trial was of the regularity/navigational type in which competitors had to average the same speed through four sections which comprised the course, which lay over tracks and roads in the Suffolk area, a venue well known to most 50 Club rally boys.

Competitors found (or navigators sometimes found) that section A was reasonably easy and maintained the required minimum average, but Section B proved a little more difficult. One anonymous competitor experimented in completing the section backwards, achieving an average of 160 m.p.h. - an astonishing feat!

Hot? soup was available at 3 a.m. for all entrants on the completion of section B. Rumour has it that this was flavoured with ingredients not normally associated with culinary preparations but such deviationist propaganda should be ignored.

The end of section C found the cars chasing a non-existent marshal and harsh words rent the night. Through section D the average was progressively increased until competitors finished for breakfast at 5.30 near Newmarket.

The weather throughout was perfect and it is said that the drive was enjoyed by all and sundry! Incidentally over 100 calculations were made to ascertain the final placings.

PROVISIONAL RESULTS

|    |              |                   |              |
|----|--------------|-------------------|--------------|
| 1. | D.G. Jackson | - Standard 10 Sln | 38 pts lost  |
| 2. | Barry Pedley | - Triumph TR2     | 41 pts lost  |
| 3. | Harry Norman | - Sunbeam/Talbot  | 60 pts lost  |
| 4. | B. Sayers    | - Sunbeam/Talbot  | 339 pts lost |

DRIVING TESTS

The annual driving tests held at Witchford Airfield on July 10th unfortunately received far less support than the very interesting gyrations deserved. However it's an ill wind - and the net result was a busier afternoon for those entrants who did turn up and were able to complete two runs on each of the prescribed tests.

The final test, which involved some high speed rotations around a lonely drum situated in the centre of three distant garages, rather put one in mind of a "bent sprint" but provided both drivers and passengers with quite a lively run. At the other extreme was a coasting test requiring a rolling halt between two lines. Gerry Turner was heard to say this was impossible before distinguishing himself by bringing the TR2 to a perfect halt dead between the lines (the only entrant to do so)!

The unchallenged winner, who finished 19 points ahead of his nearest rival was Jack Starsmore who brought his 1172 engined Morris Minor over from Peterborough. Fast but neat execution of all tests secured a worthy first place.

Owing to the small number of entries the two classes were amalgated and a 1st and 2nd award will be made to the entry as a whole. Winner of the second position was John Sheldrick in his Volks who had several needle matches with Jack.

First four placings were:

| <u>Entry No:</u> | <u>Name</u>    | <u>Vehicle</u> | <u>Pts lost</u> |
|------------------|----------------|----------------|-----------------|
| 4.               | Jack Starsmore | Morris/Ford    | 8½              |
| 3.               | John Sheldrick | Volkswagen     | 25½             |
| 1.               | Gerry Turner   | Triumph TR2    | 27½             |
| 6.               | L. Sennit      | Morris Ser: E  | 34½             |