



Bob Cribb corrects a slide on the loose surface in his Y type fourer.



Bob Hardy and his TC negotiating the loose gravel section.

Sporting Car Club of S.A. (Inc.)

# NIGHT TRIAL

February 14

This annual trial was a very different type of event from its counterpart of 1952, which included mud, mist and mountains. This year's was the first of the trials to be organised under the new policy of less rough stuff and longer distances, by which system it is hoped that the number of entries will increase and newcomers will not be frightened away and say "never again!"

There were twenty-two entries, of which four were non-starters—a much higher percentage than usual. The first car left the clubrooms at 7.30 p.m. and the rest followed at two-minute intervals.

The course followed the Old Norton Summit Road to its destination whereat was the first secret control, and then crossed the main road to cut across country to meet the Marble Hill Road near the Razorback. This latter road

was then taken until the turn-off down the Corkscrew, which is usually taken in the reverse direction in trials, so it was a nice change.

After meeting the Gorge Road this was followed to the Prairie Bridge (which several cars missed) and so up the very steep hill beyond and on to the first control after passing through another secret check.

A surprising number of navigators went very much astray on this first section and no doubt thoughts of justifiable homicide went through some drivers' minds. Only five cars were on time at this control, while for some obscure reason three were early.

Section two was a mixture of good roads, narrow tracks and some mildly rough sections through Chain of Ponds and Kersbrook to the vicinity of Kersbrook Forest

where the second control was situated. The performances were much improved on this section, there being ten on time and two early. Another general mixture which did not cause much trouble to drivers or navigators led to the third control at Mount Pleasant, where there was a break of ten minutes. Six were still on time and once again two early.

After leaving this point the main road to Angaston was followed for about four miles, after which the by-roads came into the picture again and the itinerary warned against rocks, although these were not serious obstacles.

Several sections of surveyed but unmade roads were easy in the dry weather, but would have been difficult in the wet and have caused a suggestion to be put forward that the same course should be used in the winter. At the fourth control six were again on time and the number of early arrivals had increased to three again.

The instructions for the final section were simply to turn right on to the main road and take the shortest route to the clubrooms at an average speed of 33 m.p.h. This proved the undoing of most of those who were leading the field up to that stage, because, although there were several sign posts on

the return route which clearly stated the shortest way, these were apparently ignored or remained unseen. Some of those who followed the correct route via Anstey's Hill went astray almost within sight of the finish by failing to follow Payneham Road which is slightly shorter than any other way.

Altogether this was a most enjoyable trial, although it is a pity that, if the road sections are comparatively easy, it is necessary to include either sub-events or secret controls in order to find a winner. In this case it was the latter—no less than four of them in fact—the organisers obviously meaning to catch someone. They did!

Results:—

	Pts. lost
1. K. R. Walker (M.G. TD) .. .. .	10
2. K. N. Brooks (Straker Squire) ..	16
3. R. M. Cribb (M.G. Y) .. .. .	25
4. R. D. Sparks (M.G. TC) .. .. .	28
5. B. M. Roberts (Austin A40) .. ..	31
6. L. V. March (M.G. TD) .. .. .	38
7. L. J. Slade (Standard) .. .. .	39
8. R. McG. McEwin (Morris Minor)	45
9. J. Cook (M.G. TD) .. .. .	46
10. A. P. Baldwin (Morris Minor) ..	68
11. D. Richards (M.G. TD) .. .. .	80
12. R. Hardy (M.G. TC) .. .. .	83
13. D. Addison (Renault 750) .. ..	98
14. E. S. Wells (Jaguar XK-120) ..	99
15. K. Ruff (Singer) .. .. .	200
16. A. Innocenzi (M.G. TC) .. .. .	243
17. I. C. Phillips (M.G. 1½) .. .. .	244
18. J. M. Scott (Morris 8) .. .. .	248
Non-starters: N. E. Scott (Singer), J. Smith (Ford V8), D. S. Reimann (Singer), J. Johnson (M.G. TC).	