

Eighth Annual Chiltern Hills Trophy Trial - Sunday, 7th December, 1952.

Final Instructions - Marking - Special Tests.

OBSERVED SECTIONS. Starting. On each hill & section cars will start with front wheels on the "Start" line. There will be a small starting area indicated by two stakes about 10/12-ft. behind the start line. Once the front wheels have passed over the start line competitors are required to continue 'non-stop' to the end of the section. Any competitor rolling back out of the starting area will be deemed to have failed.

Section Marking. Some hills, sections or tests may be marked out with stakes, markers or tapes. Competitors will not be penalised for touching tapes but touching or running over stakes or markers or passing wrong side of such will count as a failure at that point.

Grading. Some or all hills may be graded into 2 or 5 sub-sections at the discretion of the organisers. Competitors will be deemed to have cleared any section or sub-section if both front wheels have crossed the line indicating the end of that section.

Marking. Competitors will lose a maximum of 10 marks for failing on each hill - on hills graded into sub-sections marks will be lost on a 'pro-rata' basis up to a maximum of 10 marks for a complete failure.

Tyre Pressures. Competitors must, at all times when running on metalled roads between sections, have all road wheel tyres inflated to at least 10 lbs per sq. inch. Secret checks on this may be carried out during the route and any competitor found to be contravening this ruling may be excluded from any awards.

Moto-cross. Section 4 will be in the form of a short moto-cross. Competitors will start with front wheels on line A - A and at a given signal will be required to proceed round pylon B and stop astride line A - A. (Reversing is allowed). Competitors are free to choose any course to round pylon and in either direction. They are reminded that no outside assistance is permitted and that driver and passenger must remain within the bodywork of the car. Marking. This section is NOT a special test and the results will count as a normal section. Standard time will be F.T.D. and will incur no loss of marks. Others will lose marks at the rate of one-fifth mark to one-fifth per second slower than the above time up to a maximum of 50. Penalty: Any competitor failing to carry out this section correctly will take the time of the slowest competitor who completed the section correctly plus 1 second. (Maximum loss - 50 marks).

SPECIAL TESTS.

There will be two special tests as indicated on the route card. The results of these will be used to decide ties only but all competitors must attempt these tests to be eligible for an award. Any ties will, in the first instance be settled by the results of Special Test No. 1, if any ties then remain reference will be made to results of the Second Special Test.

Details of Special Test No. 1.

Start with front wheels on line 'A' and at given signal proceed round test as indicated by arrows and tapes stopping astride line 'A'. Timed from drop of flag to astride line 'A'. Penalty Marks will be lost at the rate of five marks per marker knocked over or passing wrong side of same.

Special Test No. 2.

Start with front wheels on line 'A' and at given signal proceed forward to stop astride line 'B'. Reverse to stop astride line 'A'. Timed from fall of flag to stop astride line 'A'. Competitors failing to carry out the above tests correctly will take the time of the slowest competitor who completed test correctly plus 1 second, except that any competitor taking more than 2 minutes over either test will be deemed to have failed and will be marked as above accordingly.

LUNCH CHECK. "Chequers Inn" Fingest. A number of hot meals will be available for those competitors requiring same - application should be made to the proprietor or to the Marshall I/C the Lunch Check.

LIST OF ENTRIES.

1.	A.C.Wood.	Dellow.	1172cc.
2.	B.W.J.Hines.	Dellow.	1498cc.
3.	C.F.Crossby.	Vauxhall.	1500cc.
4.	J.R.Bradford.	Dellow.	1172cc.
5.	R.E.C.Brooks.	E.R.P.	1172cc.
6.	C.O.Gregory.	Gregory.	1172cc.
7.	A.G.Curwen.	Austin.	747 cc.
8.	C.Pettitt.	Ford.	1172cc.
9.	D.D.Render.	P.B.S.	1172cc.
10.	N.H.Overton.	Overton Spl.	939 cc.
11.	P.F.Holt.	Lagonda.	1994cc.
12.	C.J.Bussell.	M.G.	1499cc.
14.	H.H.Alderton.	P.S.M.	1172cc.
15.	G.T.Newman.	Newford.	933 cc.
16.	C.W.Johns.	Dellow.	1172cc.
17.	B.H.Dees.	Deeford.	1282cc.
18.	D.W.Price.	Price Spl. II.	1080cc.
19.	D.Hore.	Price Spl. I.	1172cc.
20.	H.Bone.	Ford.	1172cc.
21.	L.F.Notley.	Cox Spl. II.	1172cc.
22.	W.G.Nicholls.	M.G.	847 cc.
23.	K.H.Dhonau.	Kendon.	1172cc.
24.	P.G.Cooper.	Ford.	1172cc.
25.	A.E.Rumfitt.	Cotton Spl. II.	1172cc.
26.	M.J.Hughes.	Dellow.	1172cc.
27.	P.A.Barden.	Cotton Spl. IV.	1172cc.
28.	S.T.Rees.	Dellow.	1172cc.
29.	S.Pipe.	Ford.	1172cc.
30.	R.W.Brown.	M.G.	1442cc.
31.	D.M.Davies.	Invicta.	1496cc.
32.	J.C.Smith.	J.C.S.	1172cc.
33.	R.Barlow.	Crep.	1172cc.
34.	B.H.Cox.	Dellow.	1172cc.
35.	H.R.Smart.	B.S.T.	1172cc.
36.	R.E.Lang.	Austin.	747 cc.
37.	E.J.Chandler.	Chandler.	1172cc.
38.	M.Ness.	Ford.	1172cc.
39.	J.J.Walker.	Ford.	1172cc.