

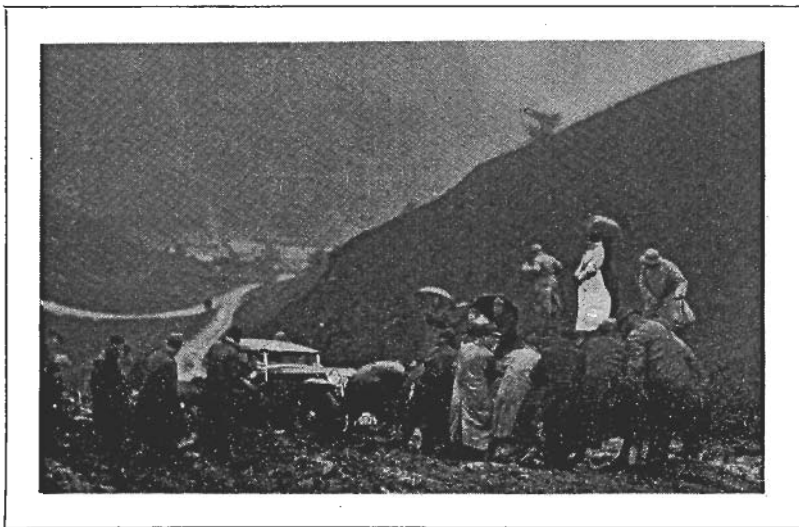
# THE MANCHESTER & DISTRICT CENTRE STAGES ITS MOST AMBITIOUS EFFORT— THE COCKSHOOT TRIAL—WITH ENORMOUS SUCCESS

**T**HE Cockshoot Trial, held by the Manchester & District Centre, started from Buxton on 2nd December, with a field of 60 out of an entry of 65.

Heavy rain marred what was otherwise a most successful event.

The first hill, Taddington Moor, came as a surprise to most, for although only of moderate gradient, it claimed a large number of victims owing to its slippery surface. This was followed by Litton Slack, which played havoc with the entry, as only four cars made clean climbs, these being Laird (McEvoy Special), Taylor (J2), Summerfield (supercharged Midget) and Bennett (Ford V8).

The marshals working well got the cars away with the minimum



*Spectator's-eye view of Litton Slack.*



*W. S. Underwood (P Midget) at the start of the Timed Climb of Eyam Bank.*

delay, and many thrills were experienced.

Then came the "Stop and Restart Test" on Putwell Hill, which proved too much for many as only 16 got through without loss of marks.

Eyam Bank timed climb showed some good performances, Laird making a marvellous time of 46 secs., Oddy (J2) followed with 51.1 secs., while Scott ("N" Magnette) and Tweedale (Frazer-Nash) clocked 52.2 secs. each, Stothert (Fiat-Balilla) 53 secs. and Worthington (J2) 53.2 secs. At the other extreme there were two competitors who took 125 secs. and 137 secs. respectively!

Competitors then had to cover an unknown distance at 18 m.p.h. handing their times taken for this to a marshal at the end of the section. It was rather interesting

that some times were only 3 or 4 seconds out.

The Lunch Stop at Hathersage was a welcomed halt, and so as to be home before dark most of the cars were away for the afternoon section well within their allotted time, although some actually left late, so throwing themselves too late for an award.

Winnats Pass fell an easy victim to all except R. J. Presland, who wrapped his exhaust pipe round the back axle of his J2 but managed to free it and finished the course without one.

A main road run brought competitors to the famous Jenkin's Chapel, which accounted for 18 failures, while fine ascents were made by Laird (McEvoy Special), Taylor, Worthington, Scott and Miss Taylor in "M.G.s" and Stothert with a Fiat-Balilla.