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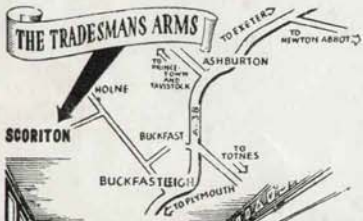
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TEN TORS 1964



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TEN TORS

Introduction by
Lieutenant Colonel A. HOLIFIELD, MC
Royal Signals

THE last proud, triumphant, exhausted team has barely passed the finish at Willsworthy Camp as I sit down to write these notes on Ten Tors 1964. Once again we have been very lucky with the weather and clear, sunny days have blessed us over the whole Whitsun weekend. Once again I have been able to discard the bad weather plans for Ten Tors, and the problem of control has been ten times easier than might have been the case.

Have any of you, as you pass through the first check-point or plod your way from Tor to Tor, ever pondered on the work that goes on behind the scenes in Ten Tors? The Expedition is the culmination of many months of planning, and with all arrangements having to be completed on time according to a predetermined schedule.

The first step is to produce the annual Ten Tors booklet, which has to be passed over to the printers at least six months before the Expedition. Next comes the selection of routes, all of which have to be worked out and checked on the ground before any detailed organisational planning can be undertaken. A major task at this stage is obtaining the clearance of the routes with all the landowners and other authorities concerned. Once the routes and check-points are fixed, the control, reporting and casualty plot is worked out and communication network is fitted into the overall plan.

In 1964 no less than 46 field radio sets were deployed to control the Expedition and approximately 4,500 messages were passed between the Control Headquarters at Willsworthy Camp and the check-points between the opening and closing down of communications. Requirements for stores, tentage, transport, rations, etc., for the control organisation has to be drawn up several months before the Expedition and the items required have to be brought to Denbury and held ready for issue on the day. Printing of route-cards, preparation of check-point rubber stamps, ordering of Ten Tors medals

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and certificates also has to be undertaken well in advance, and in each case accurate forecasts of the requirement have to be made to ensure that stocks are adequate but that the slender Ten Tors funds are not over-spent.

Nearer the day, firm bids for hired coaches have to be made to local bus firms, and for reasons of economy these must be to a minimum. Hired transport constitutes the biggest expense in the Ten Tors account and in 1964 the coaches used to convey marchers to the start and to bring them back from the finish cost a total of £369.

Plans for manning the Reception Centre, the Expedition Communications, the Check Points, the Information Room, the Control Headquarters and the Casualty Evacuation Group have to be worked out in detail and when all these duties have been allocated and parties have been earmarked for tent erection, camp administration etc., every member of the staff at Denbury and every boy, less those fortunate enough to be included in the unit teams, has a full-time job.

UNDER WAY

Once the Expedition is under way, and provided the weather is good, no further orders or instructions need to be issued by the Controller. On Sunday evening, however, whilst the marchers are finding reserves of untapped energy to join in the fun of the Jamboree at Denbury Camp, two groups are working through the night at Willsworthy Camp, with one group checking the safe departure from Dartmoor of every individual marcher and the other group checking through the patrol cards of each team and preparing certificates and medals for the Monday morning presentation. In 1964 both these tasks were completed in record time. All marchers were accounted for by 10 p.m. and all results were checked and certificates prepared by 2 a.m.

What were the achievements of the 1964 Expedition and how do these figures compare with previous years? The results for the 1964 Expedition are:

Teams entered—335 (2,010 individuals)
Teams started—314 (1,884 individuals)
Teams finished—158
Individuals finished—1,084

BETTER TRAINED

I would say that the 1964 marchers were better trained and fitter than in former years. Despite the heat, many less marchers than last year fell out on the first day. There was a big improvement in the general performance of the girls' teams and those of the boys under 16. The youths, as ever, coped well with their 50-mile course, and only a very small number of teams in this class failed to get at least a proportion of their starters to the finish. The 60-mile courses set for the young men of 18-20 years of age proved, as ever, a gruelling test of fitness and endurance. Many teams kept marching until the end of the Expedition and were defeated only by lack of time. There is no doubt that the 60-mile course is very tough and any complete team which covers the distance in the time has done very well indeed.

I am very proud that despite the difficulties of this course and the very high failure rate, there is no shortage of stout-hearted young men who are prepared, each year, to accept the challenge, and to those who have won through I say "Well done indeed."

Each year the number of marchers has increased and in 1964, for the first time, individual entries rose above the 2,000 mark. Inevitably there were a few last-minute cancellations, but even so the number of starters was several hundred up on last year. I have been asked by many people as to the biggest number that the Expedition could successfully cater for. I feel that 2,000 is about the limit for the Expedition, as we now know it, and I would be reluctant to see an increase far beyond this figure. If, as seems likely, we receive more entries in future years than we can accept, I hope that the Ten Tors committee will give preference to those schools, clubs, establishments, etc., who have supported the Expedition since its inception.

I have often been asked what would happen to the Expedition if the weather was bad. Fortunately, for the last three years this has been an academic question and we have been blessed at each Whitsun, with the most glorious sunshine.

In bad weather changes would have to be made, especially in the event of persistent mist or fog. Depending on the nature and degree of bad weather, I would cut down the choice of routes for the 35-mile and 50-mile marchers and, if visibility became really bad, would provide escorts for the girls' and boys' teams. The youths might also be assisted but the 60-mile marchers could, I feel, be left to cope unaided.

Two years ago, in company with Major Joyner, I marched over one of the 50-mile courses in very thick mist and heavy rain. We found that by marching on accurate compass bearing, by counting paces and by taking full advantage of every landmark we were able to distinguish, we successfully completed the course with a few hours in hand.

SPIRIT OF ADVENTURE

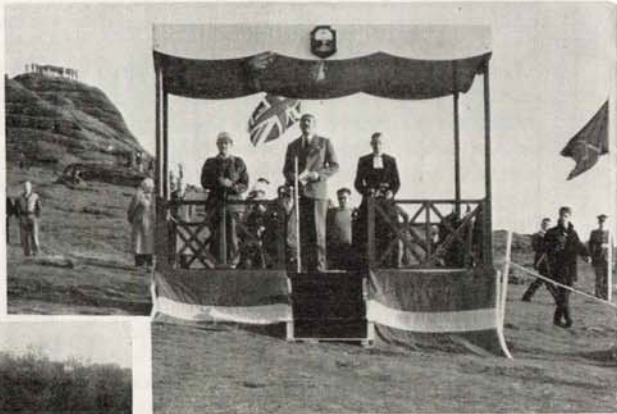
There is a popular misconception, fostered largely by "The Hound of the Baskervilles" and by accounts of Princetown escapes, that Dartmoor is a place of swirling mists, dangerous bogs and precipitous drops.

We have mist and fog on Dartmoor but it seldom appears or stays in the spring and early summer. There are bogs, but they are easily distinguishable to even the most inexperienced and are clearly marked on the Ordnance

maps. A marcher would have to be very foolish indeed to get into difficulties in this type of hazard. There are rocky outcrops on Dartmoor and areas where the 'clitter' makes movement difficult. However, I have never encountered any dangerous escarpments, slopes or precipices on the Moor and provided the marcher keeps clear of quarries, which are clearly marked on the map, he should never run into any danger.

1964 has been the last year in which I have been privileged, as Commanding Officer of the Junior Leaders Regiment, Royal Signals, to organise the Ten Tors Expedition. Over the last three years I have been delighted to meet so many keen, healthy young people and, with the help of my Regiment, to provide such a worthwhile challenge for them.

Thank you all for your support and your endeavours and long may the Ten Tors Expedition continue to provide the outlet for the spirit of adventure, the energy, the courage and determination of the youth of our country.



Colonel The Earl Cathcart, D.S.O., M.C., starting the expedition.



Royal Naval Air Station Culdrose 'C' Patrol and others getting ready in Ten Tors Village.



*Good Luck
to all
Contestants*

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Mayflower Street, Plymouth.*

HOW IT ALL STARTED

While there are unclimbed peaks to scale someone will attempt to reach the top; now that Earth is nearly conquered attention is being directed towards the other planets; these are the natural challenges which form part of man's search for truth. But why Ten Tors, and what is it supposed to achieve?

It was in September, 1959, that a party of three officers from the Junior Leaders Regiment Royal Signals, consisting of Lieutenant-Colonel L. H. M. Gregory, M.B.E., Major P. Parker and myself set out to supervise a military exercise which I had written. We camped down near Teignhead Farm.

The moors were in one of those rare moods when all seemed at peace. There was no wind, the sun shone and the only sound came from a nearby brook. As the sun set, Sittaford Tor, beyond the Teign, became bathed in a warm red glow, and some moorland cattle grazing on its slopes completed a picture so attractive that one wanted to share the experience.

As we prepared our evening meal we were talking of today's "youth." We could not agree with much of the general criticism made in the Press. After all, we had first-hand knowledge of a pretty good cross-section. We had also noted that many people were prepared to write and say what other people should do about Youth. How few seemed actually prepared to do anything themselves. The night was as perfect as the day had been as we set out to visit a bivouac site being prepared as part of the exercise near the East

Dart, not far from Sandy Hole Pass.

At the site we spoke to the Junior Leaders who were obviously enjoying themselves and entering into the spirit of the exercise, though it did appear that some wished that they had paid more attention to cooking instructions now that they had to exist on their own cooking!

WHY NOT!

Great ideas need a fertile imagination, and imagination needs inspirations. The moors that day and night could not have been more inspiring. It was during the march back to Teignhead Farm beneath the stars that all we had experienced, seen, heard and felt bore fruit. Why shouldn't others be able to share the peace and serenity that was ours? Why shouldn't the Youth of other local organisations, such as schools and clubs, join with us on some of our exercises? Why confine this challenge to Devon? Why not girls as well as boys? Why not the whole country? Why not even the Youth from other countries?



R.A.F. Hereford 'C' and 'D' Patrols at Hexworthy Area Moor Entry Point.



White Swan Troop Patrol on the move.

So we talked on. In fact we became so engrossed that we forgot all about the compass. But for the fact that I had left a light burning outside my tent we should have had difficulty in finding the way.

It was Colonel Gregory himself who coined the phrase "Ten Tors." Two simple words to launch a great challenge to Youth. A plot of land and water at Denbury; Ten Tors to visit in 36 hours with a compulsory rest of ten hours for a team of ten.

The first exercise to be called Ten Tors was written by myself for Slim Squadron of the Junior Leaders Regiment Royal Signals and it took place in October, 1959. The first Ten Tors expedition took place in September, 1960. That it did so was due to the determination of the founder, Colonel Gregory, coupled with much patient and thorough groundwork by the first secretary, Major R. Nye, R.A.E.C., and the backing of the Junior Leaders Regiment

Royal Signals. The organisation behind those two simple words, even for the first expedition, was far from simple. Some of the first reconnaissances were carried out in February, 1960, in the snow; but it wasn't until June when Major Nye and myself walked the first proposed route that we really decided on a distance of about fifty miles. It was then after walking about 35 miles on the first day that we decided that transport to the start at Haytor was essential!

Since 1960 Ten Tors has grown at an amazing rate. We added the 35-mile route for girls in 1961. The girls were pioneered by teams from Ashburton County Secondary School who have continued to give tremendous support each year. I shall always remember a meeting that Major Nye and I had at the school one evening when we were subjected to a barrage of questions from anxious "mums," who had some doubts about trusting their daughters to the care of an army unit.

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*Four patrols
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*R.A.F. College Cranwell
at Ponsworthy Bridge.*

*Junior Leaders Battalion
R.A.O.C., 'A' Patrol.*



A variety of headgear.



*Exmouth Swimming and
Lifesaving Society Patrol
at Dartmeet.*



Leedon Tor check-point.

We added a 60-mile route in 1962 for young men up to 20. In 1963 we had a total of seven routes. This year that number increased to twelve. The girls were given a choice and permission was obtained for teams to bivouac almost anywhere along the routes.

CHALLENGE ACCEPTED

Encouraged by Lieutenant Colonel Holifield, M.C., the Junior Leaders Regiment has continued to bear the burden of organisation with good grace. In fact this task has proved to be excellent training for the Junior Leaders at Denbury. The young men and women who accepted the challenge this year must have found that, despite the increase in numbers taking part, good navigation was essential. That physical fitness, careful planning and determination to reach the finish was needed as much as ever. It was not good enough just to follow the patrol just ahead as there was no guarantee that it was going to the same place.

For my part I am grateful for having been given the opportunity of being associated with Ten Tors from the start. I have felt that my

task has been to ensure that Ten Tors would take place again yet another year, and have planned the routes and controlling regulations accordingly.

I am grateful for the help and co-operation given to me by the Dartmoor Commoners, Landowners and Tenant Farmers, who could have brought Ten Tors to an untimely end had they so wished. All of them, though apprehensive of the damage that could be done, have given their blessing in a most public spirited manner.

Finally, to all that take part in future expeditions, in whatever capacity, I would say please treat the land and those who live upon it with the utmost respect. Take your litter away with you. Use and shut the gates behind you, thus avoiding damage to the walls and fences and preventing livestock from straying. Do not worry the animals or disturb the ancient monuments. In this manner we can hope that Ten Tors will remain a challenge for the years to come.

J. W. JOYNER

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THE EXPEDITION

AS A GIRLS' TEAM LEADER SAW IT

The organisation of Ten Tors was admirably thought out in every way. We never had any doubt about what was happening and everyone was very helpful.

On Friday afternoon as the teams arrived, patrol leaders went to Reception where we were quickly and efficiently given instructions and allotted sleeping quarters. We were surprised to find we had been provided with bedding to supplement the sleeping bags we had brought with us. Patrol leaders were given a briefing later in the evening; this covered general rules and some very helpful details.

On Saturday morning a fleet of coaches took all the competitors from Denbury to Haytor. The inaugural ceremony at 07.00 hours was very impressive and something we shall all remember.

We chose route 'A' because we knew that area of the Moor best. The sun was very hot on Saturday afternoon and this slowed us down. We were also tired through lack of sleep during the previous night, due to excitement, and altogether the first day's walk was difficult. At 17.15 we arrived at our camping area, where we were issued with one ground sheet and two blankets, and were provided with tents and facilities for washing. The night was fairly cold so we all huddled up together and got a good night's sleep.

On Sunday morning we awoke early and prepared ourselves for the second day's walk. We got slightly lost after the first Tor—because of careless map reading! The Sunday walk seemed easier and we were fresher than the previous day. We estimated the time at which we ought to reach the different check points and hastened our pace for the last part of the stage in order not to be behind schedule.

We enjoyed the second day's walk better than the first. I think this was because we weren't as tired and the sun didn't seem as hot on Sunday as on Saturday. When we arrived at the finish at 16.15 we were taken back to

Denbury by coach. Back at camp we were given a delicious supper which we all enjoyed and appreciated.

We learned a lot on this walk, for example we carried too much equipment and found no use for most of it, and next time we shall know not to take so much. The only thing we forgot were the salt tablets; we took spoonfuls of salt instead, which wasn't very nice but it did keep us from collapsing through exhaustion. Only one of the members in our team got hurt; she strained a muscle in her knee on Saturday but she continued courageously. The most important thing which helped us succeed on the Ten Tors course was practice beforehand. We started after Easter and went out every weekend without fail.

We hope to compete again in next year's Ten Tors and enjoy it as much as we did this year.

JEANNE DE WYMMER (Leader),
Teignmouth Grammar School 'A' Team.

The Merry Misfits setting out from the start.



THE TEAMS WHICH SUCCESSFULLY COMPLETED THE TEN TORS EXPEDITION, 1964

GIRLS (14-20)

Downend County Secondary School	A	Avonhurst School C.C.F.	A
Downend County Secondary School	B	4th Newton Abbot (Wolborough) Scouts	
Teignmouth County Secondary School	A	Mountfields Youth Club	
Edgehill Girls' College		2nd Cadet Bn, The Devonshire Regt.	A
Ashburton County Secondary School	A	4th Cadet Bn, The Devonshire Regt.	A
Ashburton County Secondary School	B	Topsham St. Margaret's Youth Club	
15 Independent Coy W.R.A.C.		The Ten Torists	
Bristol City Police Cadets	A	Ringmer County Secondary School	A
H.M.S. Raleigh	A	Ringmer County Secondary School	B
Dawlish County Secondary School	A	Torquay Grammar School	
Plymouth High School for Girls		Teignmouth Grammar School	D
Teignmouth Grammar School	A	Teignmouth Grammar School	E
Teignmouth Grammar School	B	King Edward VI Grammar School	A
Operation Dartmoor	A	Junior Soldiers Coy, Exeter	A
Cobham Hall School		Kingswood Secondary Boys' School	C
St. Helen's School, Northwood		2314 (Tulsehill School) Sqn. A.T.C.	
Ilfracombe Grammar School	A	Paignton County Sec. School for Boys	A
Devonport High School for Girls		Paignton County Sec. School for Boys	B
Plympton Grammar School (Girls)		2312 (Tavistock) Sqn. A.T.C.	
Totnes High School		299 Sqn. A.T.C.	

BOYS (14-16)

Audley Park (Boys) County Sec. School	A	Priory Boys' School	A
Audley Park (Boys) County Sec. School	B	Taunton Coy Somerset A.C.F.	B
Downend County Secondary School	C	Huntleys Secondary School for Boys	A
Downend County Secondary School	D	Leigh Park A.C.F. Troop	
Teignmouth County Secondary School	B	Athan Boys' Club	A
Ashburton County Secondary School	C	1st A.C.F. Bn, R.W.K.	
School House, Exeter School		Truro School	A
3rd Essex Cadet Regiment	A	9th Andover Scouts	A
Chilton Cantelo House School	B	1st Lymptone Sea Scouts	
18th Devonport Scout Troop	A	Chard School A.C.F.	A
18th Devonport Scout Troop	B	Priorswood School A.C.F.	
Dawlish County Secondary School	B	Ivybridge County Secondary School	
Junior Leaders Bn, R.A.O.C.	A	35th Plymouth Scouts	A
Junior Leaders Bn, R.A.O.C.	B	35th Plymouth Scouts	B
Heles School Scout Troop	A	Plympton Grammar School	A
Heles School Scout Troop	B	Plympton Grammar School	B
5th Essex Cadet Regiment		Sir Roger Manwood's School C.C.F.	A
Huish's Grammar School A.C.F.	A	6th Exmouth Scouts	A
Exmouth County Secondary School	A	Ilfracombe Grammar School	B
Falcondale Det. 6th (Glos.) Cadet Regt.	A	Bideford County Secondary School	
Teignmouth Grammar School C.C.F.		Torpoint County Secondary School	A
		Cheltenham Grammar School C.C.F.	A
		Kingsteignton County Secondary School	



Army Apprentice School, Arborfield, 'A' and 'D' Patrols at Gutter Tor.



Kukri Troop Patrol at Gutter Tor.



6th Exmouth Scouts 'B' Patrol deciding their next move.

R.A.F. Hereford	A	Dawlish County Secondary School	C
R.A.F. Hereford	B	Junior Leaders Bn, R.A.O.C.	G
Montgomery Sqn. Jnr. Ldrs. Regt., R Sigs.	C	Somerset Constabulary Cadet Force	A
Torpoint County Secondary School	B	11th Devonport Senior Scouts	
Nailsea Coy Somerset A.C.F.		Junior Leaders Bn, R.A.S.C.	A
Torquay Senior Scouts		Exmouth County Secondary School	B
Boxhill School		Exmouth County Secondary School	C
Exeter Sea Cadets		Avonhurst School C.C.F.	B
Lydford Youth Club		Haberdashers School C.C.F.	
		3rd Cadet Bn, The Devonshire Regt.	B
		Blundell's School	A
YOUTHS (16-18)		Trowbridge College of Further Education	
Walliscote Secondary Boys' School	C	Metropolitan Police Cadet Corps	A
Ashburton County Secondary School	D	Metropolitan Police Cadet Corps	B
Junior Leaders Bn, R.A.S.C.	B	Priory Boys' School	B
Junior Leaders Bn, R.A.S.C.	C	Sandford Orleigh School	B
Bristol City Police Cadets	B	Army Apprentices' School, Arborfield	A
Marlborough College C.C.F.	A	Army Apprentices' School, Arborfield	C
H.M.S. Fisgard	A	Westland Apprentices' Association	A
H.M.S. Fisgard	B	Northbrook School	
H.M.S. Fisgard	C	Sir Roger Manwood's School C.C.F.	C
H.M.S. Fisgard	D	6th Exmouth Scouts	B
H.M.S. Raleigh	B		

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TEN TORS EXPEDITION



Blundells School 'B' Patrol resting near Princetown.



A girls' patrol approaching the finish.



The Finish at Willsworthy Camp.

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A. 38

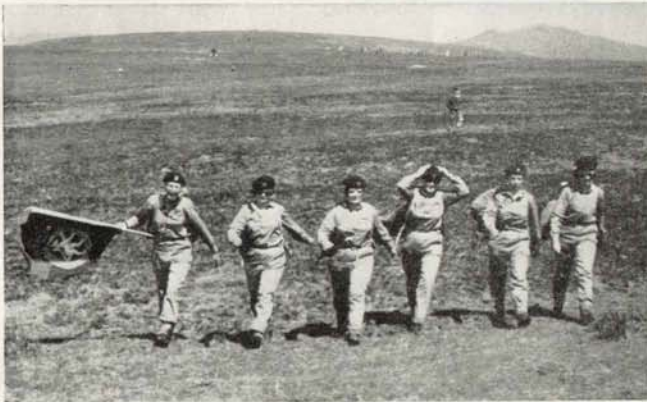
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R.A.F. Hereford	C	Army Apprentices' School, Chepstow	D	
R.A.F. Hereford	D	Men of Oke		
R.A.F. Hereford	E	Queen Elizabeth's School, Crediton CCF	B	
R.A.F. Hereford	F	Junior Leaders Bn, R.A.O.C.	J	
Quadrant Troop, Jnr. Ldrs. Regt., R. Sigs.				
Romulus Troop,	" " "	MEN (18-20)		
Kukri Troop,	" " "	Britannia Royal Naval College	A	
Beaufighter Troop,	" " "	Britannia Royal Naval College	B	
Francisca Troop,	" " "	Britannia Royal Naval College	C	
Iron Troop,	" " "	R.M.A. Sandhurst	A	
White Spear Troop,	" " "	R.M.A. Sandhurst	C	
Kohima Troop,	" " "	Cornwall Police Cadets		



A W.R.A.C. Patrol finishing.



The Finish—
from the competitors'
point of view.

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