

ORGANISED BY



THE M.C.C.

THE THIRTY-NINTH LAND'S END TRIAL

March 27th and 28th, 1959

incorporating a 'Land's End Run' under the joint promotion of the Vintage Sports Car Club, the Vintage Motor Cycle Club and the M.C.C. for members of these Clubs entering Vintage Cars or Motor-cycles as defined by these Clubs.

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THE M.C.C.

A Brief Record of its Activities

FOUNDED in 1901, the Motor Cycling Club is now in its fifty-eighth season of Club life. It is thus one of the oldest extant organisations devoted to the furtherance of the sport and pastime of motoring, and as a pioneer body, it still maintains its foremost position. Although originally founded as a Club for motorcyclists, present day tendencies have resulted in two-thirds of the membership now being car drivers.

Its road competitions have for many years been recognised as classic events, and although mostly confined to members of the Club, have attracted year after year more support than many Open Competitions.

Detail changes are made in the events from time to time with a view to maintaining interest and ensuring that conditions are neither too easy nor too difficult. It is the Club's policy to avoid anything of a freakish nature, and not to include any sections likely to cause damage to vehicles and thus to encourage entries from owners of ordinary type vehicles. On the other hand, conditions are imposed to make the trials a real test of a vehicle's capability and a driver's skill.

Speed, as such, does not enter into these trials. Regularity of running, ability to climb the various hills and to carry out any special tests included are the deciding factors in winning awards.

The schedule speed on difficult sections is frequently as low as 12 m.p.h. and even on main road stretches does not exceed 30 m.p.h.

The principal events which the Club organises and the dates since when first held are given on the preceeding page.

The remarkable growth of the Scooter movement has not been overlooked by the M.C.C. and in 1957 the original Edinburgh Run was re-named the "Scoot to Scotland" and devoted mainly to Scooters and similiar types of vehicles. It proved highly successful, was again held in 1958 and will be again held at Whitsun this year.

In 1958 a Sprint Meeting was also a successful innovation, which will be repeated on 12th September, 1959.

The High Speed Trials and races held at Silverstone are the successors to the similar popular events that were held at Brooklands pre-war from the early 1920's.

THE LAND'S END TRIAL

IN 1908, the late Lt. Col. Charles Jarrott, that famous pioneer of motor sport was elected President of the M.C.C. and one of his first suggestions was that the Club should stage a new long distance event. And so, in August, 1908, the first London to Land's End Trial took place, including by the way, the return journey as well, making some 600 miles in all. The Trial has been held annually since that date, with the exception of the 1914-18 and 1940-46 wars and two or three other petrol restriction periods, and has become probably the most famous event of its kind in motoring history.

As motor vehicle design and performance improved the Land's End routes were stiffened accordingly, but with the prohibition of 'competition' tyres (in 1938) it was recognised when activities were resumed after the war that it would not be in the interest of owners of ordinary motorcycles and cars, for whom the M.C.C. principally caters, to make routes more difficult, and this is the present policy.

Until 1910, the main road route via Salisbury, Exeter, Launceston and Bodmin was used, to be followed in 1911 by the more difficult road over Dartmoor. On this course in 1913 such terrible weather was experienced that out of 86 entries only 44 survived the double journey.

So far, the event had not been deemed suitable for cars, but in 1914, cars were admitted and have been a prominent part of the entry ever since. The next Land's End was in 1920 after the first war when, for the first time, the route went through North Devon, and non-stop ascents of Porlock and Lynton hills were included. In those days these two hills were either inches deep in dust or stones or covered with red and grey Devon mud according to the weather, and a non-stop climb was something to be proud of. In 1922, the famous Beggar's Roost was included for the first time, and has figured in the route ever since.

In that year, there were 322 entries and in 1926, 1927 and 1928 the entry list reached the enormous numbers of 530, 526 and 553 respectively.

In 1926, competitors were started from three points:—Virginia Water, Stratford-on-Avon and Penzance, converging on Taunton, after a night run, for breakfast, and then continuing via the North Devon route.

In 1947, the petrol position made it possible to run the trial from Taunton to Perranporth (nearly 200 miles) and just on 300 competitors entered for the first post-war Land's End. Terrible weather conditions prevailed but 55 gained first class awards.

The absence of the basic petrol ration during the first five months of 1948 left the Club no option but to cancel both the 'Land's End' and the 'Edinburgh' events.

The petrol position made it necessary to restrict the mileage in 1949 and a very successful short distance event based on Lynton was held. The hearty welcome given to the Club by the local authorities created a most enjoyable atmosphere. The same arrangements were repeated in 1950 and 'The Lyn Trophy' was presented by the Townspeople of Lynton and Lynmouth for the best performance in the trial.

In 1951 the first full distance Land's End since the war was held and attracted a typical pre-war entry of 336 competitors.

In 1952, the Army Motor Cycling Association competed by invitation and they have been invited to compete in all M.C.C. events, where eligible, since then.

In 1953 a post-war record of 426 entries was received, in 1954 388, in 1955 407 and in 1956 374.

Petrol restrictions made it necessary, once again, in 1957, to run a shortened version of the trial in the North Devon Area and 200 members had a very enjoyable 60 miles event including 10 of the usual hills in the area.

In 1958 the 50th Anniversary Trial, as a link with the past, a separate event was incorporated open to members of the Vintage Sports Car Club, the Vintage Motor Cycle Club and the M.C.C. driving Vintage cars or motorcycles, over one of the old routes, and this arrangement is being repeated for 1959.

The finish last year, at Newquay with the object of shortening the Trial and thus giving time for a social function on the Saturday evening, was highly successful and is being repeated this year.

The Headquarters will be the St. Rumon's Hotel, Newquay (Special terms Bed/Breakfast 25/-. Dinner 11/6) and, the Newquay Urban District Council have again very kindly invited the M.C.C. party to be their guests at an informal party at the Hotel on the Saturday evening.

It is hoped that M.C.C. members and officials who can do so, will come along and join in the festivities. Tickets (no charge) can be obtained from the Secretary.

WHERE TO SEE THE LAND'S END TRIAL

(Spectators are earnestly asked to co-operate with the Club by parking vehicles as directed at the various sections they visit)

ROUTE AND STANDARD TIMES

The first competitor is due at the places named below a minute after time shown, and the last competitor about 6 hours later.

Some of the hills and approaches are narrow and there is little accommodation for spectators.

The best places for spectators to get a good view of the Trial are:—

Beggar's Roost and Station Lane (near Lynton); Darracott (Bude); Hustyn (Wadebridge); Bluehills Mine (Perranporth).

28th March

a.m.

Total mileage
from Taunton

2.00	TAUNTON (Start after Breakfast) (Purchase's Market Garage and Car Park)			
3.42	STONE STREET	-	-	34
4.12	STATION LANE	-	-	49½
4.18	BEGGAR'S ROOST	-	-	51
5.10	TWITCHEN HILL	-	-	70½
6.30	ORANGE HILL	-	-	99½
7.37	DARRACOTT	-	-	123½
8.30	BUDE (Meal stop)	-	-	135
10.29	TREWORGIE	-	-	144½
10.36	CRACKINGTON	-	-	146½
11.32	HUSTYN	-	-	172
p.m.				
1.00	PERRANPORTH	-	-	196
1.10	BLUEHILLS MINE	-	-	199
2.10	FINISH (St Rumon's Hotel, Newquay)			217

LAND'S END — 27th/28th MARCH, 1959

OFFICIALS

STEWARDS

Major R. J. MARIANS, O.B.E., A. B. BOURNE, B. W. CLARKE.

KENILWORTH

Chief Official: JACK BUTLER.

Marshals: Mrs. BARBARA DRUMMOND and local members.

BRISTOL

Chief Official: R. AKERMAN.

Marshals: Members of the Bristol M.C. and L.C.C.

LONDON

Chief Official: L. J. DREW.

Chief Marshals: B. de MATTOS, H. J. CARNE.

Marshals: Wing Cmdr. F. SMYTHIES, Col. C. H. JONES, B. CHALMERS, M. JONES, S. DOIG, Mrs. S. DOIG, B. HOLDEN, Mr. and Mrs. V. DAVISON, Mr. and Mrs. WEAVER.

SILBURY

Chief Official: L. C. NEWMAN.

Marshals: Mr. NEWMAN'S party.

LAUNCESTON

Chief Official: R. E. BEER.

Starter: S. G. WOOLDRIDGE.

Timekeepers: Mr. and Mrs. H. G. NELDER.

Marshals: Dr. J. R. HART, Mr. and Mrs. J. W. WILKINSON, F. R. THORNE, C. S. COTTLE, G. BENNETT, E. SMITH, M. GLANVILLE and P. GLANVILLE.

ASKERS ROAD HOUSE

Chief Official: A. J. WELLS.

Marshals: Members of Bridport M.C.

TAUNTON

Chief Official: H. ANDERTON.

Timekeepers: F. E. LEA, D. H. CHALMERS, H. H. ROWCLIFFE and G. W. BROWN.

Marshals: Members of the Taunton M.C.

Scrutineers: J. JESTY, L. SHERRIN.

NORTH DEVON AREA

In general charge: C. H. KEMP.

STONEY STREET

Chief Official: DUDLEY PARSONS.

Marshals and Observers: Mr. and Mrs. J. T. HAWKINS, Mrs. COLLINS, Mrs. D. PARSONS, D. BAYLISS, E. PRESCOTT, G. ONIONS and W. BROOKS.

PORLOCK HILL and LYNMOUTH HILL

(Vintage only)

Chief Official: M. Gaudin.

Marshals and Observers: Members of the Vintage S.C.C.

STATION LANE

Chief Official: NORMAN LOVETT.

Marshals and Observers: D. P. C. SAMM and friend, N. R. BUCKLE, Mrs. N. LOVETT, G. AFFLECK, Mr. and Mrs. L. C. KEMP.

BARBROOK MILL

and
BEGGAR'S ROOST

Chief Official: H. MAWSON.

Chief Marshal: H. FRIEND.

Marshals and Observers: Mr. and Mrs. A. W. LEAVER, G. PUTNAM, W. A. JACOBS, W. GLENISTER, Mr. and Mrs. B. WYATT, R. LACEY, and A. H. MARKS.

TWITCHEN HILL

Chief Official: PETER WEBBER.

Timekeeper: W. A. STONE.

Marshals and Observers: F. CLARK, J. TAYLOR, R. BARROW and D. LEE.

ORANGE HILL

Chief Official: E. CORNISH.

Marshals and Observers: Members of the Torridge and District M.C.

DARRACOTT HILL

Chief Official: L. G. ECKETT.

Chief Marshal: L. A. BURROW.

Marshals and Observers: Mrs. L. G. ECKETT, Mrs. V. L. FREEMAN, JOHN HALL and members of the Bude M.C.C., M. JONES and party, H. A. R. EARLE and party.

MARSLAND

Chief Official: J. E. PICKARD.

Timekeeper: V. L. FREEMAN.

Marshals and Observers: Members of the Bude M.C.C.

BUDE

Chief Official: C. J. CLARE.

Timkeepers and Marshals: N. PARSONS, T. H. OWEN, C. HARRIS, J. L. BIRD, Miss J. TOWNER and members of the BUDE and DIST. M.C.C.

TREWORGIE

Chief Official: F. R. THORNE.

Marshals and Observers: M. KELLY, J. A. F. BLIGHT, C. S. COTTLE, Miss B. PARSONS, M. GLANVILLE, P. GLANVILLE, H. P. LLOYD-ROGERS, R. L. THORNE, J. PARSONS.

CRACKINGTON

Chief Official: A. C. Cookson.

Marshals and Observers: B. ARMSTRONG, T. A. SOUTER and members of Exeter Vikings M.C., Mr. and Mrs. W. H. STACEY, G. PEEL and friend.

Scrutineer: W. J. VINCENT.

HUSTYN

Chief Official: W. C. H. KIRKLAND.

Chief Marshal: E. D. W. WILLIAMS.

Marshals and Observers: F. WILLIAMS, M. POWELL, H. ROWE, R. M. HARRIS, G. GREW, Mr. and Mrs. J. H. KIRKLAND, Mr. and Mrs. R. WILSON-GUNN.

Programmes: Mrs. R. M. HARRIS.

In attendance: St. John's Ambulance Brigade.

PERRANPORTH

Chief Official: H. J. HEALEY.

Starter: C. SOLLETT.

Marshals and Observers: H. MITCHELL, E. POWELL, J. L. CLARK.

BLUEHILLS MINE

Chief Official: H. LUKE DUNN.

Marshals and Observers: J. HARVEY and members of Pendennis M.C., J. B. DORTON, members of Camborne/Redruth M.C. and West Cornwall M.C., J. R. BLOOMFIELD, Mr. and Mrs. E. TRAVERS, J. R. B. PARKER and Party.

NEWQUAY

(St. Rumon's Hotel)

Chief Official: CECIL OLDBURY.

Chief Marshal: B. GREENFIELD.

Marshals: Mr. and Mrs. H. C. ROBBINS, E. CHOLDCROFT and members of the Newquay M.C., Miss K. LUNNISS.

Signatures: Mrs. J. A. MASTERS, Mr. and Mrs. C. R. Y. KING, Mrs. E. CHOLDCROFT.

Route Marking: R. A. HANNAM, J. M. ALDRIDGE.

Travelling Officials: RAY HARWOOD, G. PATRICK.

Clerk of the Course: J. TUCKER-PEAKE.

Secretary of the Trial: J. A. MASTERS, 22 Norland Square, London, W.11.

LIST OF ENTRIES

SOLOS (158). SIDECARS (20). 3-WHEELERS (8). CARS (139). TOTAL (325)

* Indicates Travelling Marshal

1959 LAND'S END RUN

Starting Time	No.	Name	Vehicle	Cubic cap. c.c.	Class
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CLASS F—Vintage Cars

STARTING FROM KENILWORTH (2)

27th March

p.m.					
7.01	1	Whitehouse, B. Bruce	- Ballot (1926)	1955	F
7.02	2	Cheshire, G. A.	- Alvis (1926)	1496	F

CLASSES A, B, C, D and E—Vintage Motorcycles, etc.

STARTING FROM LONDON (8)

6.33	3	Chapman, W. B.	- Royal Enfield (1930)	499	D
6.34	4	Cresswell, R.	- Raleigh (1924)	348	D
6.35	5	Birch, M. B.	- Scott (1926)	596	D
6.36	6	Crawford, Donald J.	- Moto Rumi (1959)	125	A
6.37	7	Dennys, B. H.	- Moto Rumi (1957)	125	A
6.38	8	Hickey, G.	- Rumi 'Little Ant' (1959)	125	A
6.39	9	Stancourt, C. F.	- Rumi (1957)	125	A
6.40	10	Filsell, D.	- O.K. Supreme (1926)	293	D

Starting Time	No.	Name	Vehicle	Cubic cap. c.c. Class
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CLASS F—Vintage Cars

STARTING FROM LONDON (12)

27th March

p.m.					
6.41	11	*Huxham, E. P.	- Bentley (1928)	4398	F
6.42	12	Stocken, Miss P. C.	- Trojan (1924)	1527	F
6.43	13	Allaway, John B.	- Swift (1928)	1083	F
6.44	14	Ballard, G. V.	- Riley (1929)	1087	F
6.45	15	Nicholson, T. R.	- Humber (1926)	1056	F
6.46	16	Marshall, W. A.	- Austin (1927)	1861	F
6.47	17	Wason, Rigby	- Sunbeam (1928)	2035	F
6.48	18	Stiles, W.	- Humber (1929)	1057	F
6.49	19	Bettridge, P.	- Lea-Francis (1930)	1496	F
6.50	20	Burgess, M. J.	- Ford Model A (1928)	14.9 h.p.	F
6.51	21	Bradshaw, R. F. D.	- Lea-Francis (1930)	1497	F
6.52	22	Collins, F. A.	- Alvis (1930)	1642	F

CLASSES A, B, C, D and E—Vintage Motorcycles, etc.

STARTING FROM LAUNCESTON (1)

7.23	23	Ross, L. W.	- Maicoletta (1958)	250	A
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CLASS F—Vintage Cars

STARTING FROM LAUNCESTON (1)

7.24	24	Pearce, T. T.	- A.C. Anzani (1924)	12 h.p.	F
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39th LAND'S END TRIAL

Starting Time	No.	Name	Vehicle	cap. c.c. Class Cubic
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CLASS 1—Solo Motorcycles

STARTING FROM KENILWORTH (20)

27th March

p.m.					
7.31	31	Collins, M. J.	- Triumph Trophy	500	
7.32	32	Loasby, H. E.	- Matchless	350	
7.33	33	De Burgh, R.	- Triumph	498	
7.34	34	*Caldicott, Richard	- Greeves	197	
7.35	35	Hanley, S. J.	- James	197	
7.36	36	Dunncliff, E. A. D.	- Triumph	200	
7.37	37	Oliver, J. A.	- Matchless	350	
7.38	38	Mortimer, A.	- Ariel	350	
7.39	39	Collier, Gordon,	- Triumph T.20.S	199	
7.40	40	Pryce, E. S. T.	- Ruff-Vincent	998	
7.41	41	Hancock, Colin J.	- Velocette Valiant	192	
7.42	42	Fitz-Hugh, F. E.	- B.S.A.	250	
7.43	43	Swallow, Tom	- Norman	147	
7.44	44	Evans, P. J. A.	- Sunbeam (1927)	500	
7.45	45	Merriman, P. H.	- Francis Barnett	197	
7.46	46	Jones, E. L.	- Triumph T.R.6	650	
7.47	47	Knox, R. W.	- Douglas	348	
7.48	48	Hunt, Cpl. A. W.	- Matchless	350	
7.49	49	McCarthy, Sgt. F. W. J.	- Matchless	350	
7.50	50	Marshall, Sig. G. V.	- Matchless	350	

CLASSES 2 and 2A—Sidecars and 3-Wheelers

STARTING FROM KENILWORTH (8)

7.51	51	Jones, Albert L.	- Reliant	750	IIA
7.52	52	Edmonds, R. T.	- Morgan	1100	IIA
7.53	53	Haswell, C. E.	- Ariel	500	II
7.54	54	Thompson, E.	- Morgan	1172	IIA
7.55	55	Hurst, J. A.	- Morgan	990	IIA
7.56	56	Benbow, B. H.	- Morgan	933	IIA
7.57	57	Foster, P.	- Morgan F.4	1172	IIA
7.58	58	Heath, F. P.	- Excelsior 'Talisman'	328	II

Starting Time	No.	Name	Vehicle	Cubic cap. c.c. Class
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CLASS 1—Solo Motorcycles

STARTING FROM LONDON (74)

27th March

p.m.				
7.29	59	Jarvis, G. S.	- Vivi Viberti	50
7.30	60	*Woolcott, G. W.	- Matchless	498
7.31	61	Tugwell, D. G.	- Norton	497
7.32	62	Shackles, D. N.	- Velocette	192
7.33	63	Molesworth-Edwards, J.	- Matchless	498
7.34	64	Harry, 2nd Lt. K. W.	- WD Matchless	350
7.35	65	Mortlock, Sgt. F.	- WD Matchless	350
7.36	66	Dodd, Cpl. R. E.	- WD Matchless	350
7.37	67	Johns, Sgt. A.	- Matchless	347
7.38	68	Barnett, Sgt. R.	- Matchless	347
7.39	69	Day, W.O.II J. D.	- Matchless	347
7.40	70	Gibbs, B. T.	- Lambretta	150
7.41	71	Yates, A. N.	- Lambretta	150
7.42	72	Sutton, A. D.	- Lambretta	150
7.43	73	Bennett, J. A. L.	- Lambretta	150
7.44	74	Kimber, A.	- Lambretta	150
7.45	75	Berrill, M.	- Lambretta	150
7.46	76	Noys, Dan	- Lambretta	150
7.47	77	Strevers, J. N.	- B.S.A. Bantam Major	150
7.48	78	Johns, C.	- Triumph	200
7.49	79	Jarvis, B. L.	- D.M.W.	197
7.50	80	Long, N. R.	- Greeves	197
7.51	81	Davis, K. J.	- Ariel 'Leader'	249
7.52	82	Weyman, C.	- Triumph T.110	650
7.53	83	Lee-Smith, D. I.	- D.O.T.	197
7.54	84	Walker, Sgt. K.	- Matchless	350
7.55	85	Smith, L/Cpl. M. J.	- Matchless	350
7.56	86	Pollard, L/Cpl. M.	- Matchless	350
7.57	87	Smith, Sgt. B. N.	- Matchless	350
7.58	88	Mitchell, Cpl. W. M.	- Matchless	350
7.59	89	Robson, Dvr. D.	- Matchless	350
8.00	90	Badman, M. A.	- Greeves	250
8.01	91	Dadswell, J.	- Greeves	197
8.02	92	*Tadgell, K. H.	- Francis Barnett	197
8.03	93	Doswell, V. S.	- B.M.W.	590
8.04	94	Cox, H. E.	- B.S.A.	123
8.05	95	Bell, C. R.	- Triumph	498

Starting Time	No.	Name	Vehicle	Cubic cap. c.c. Class
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CLASS 1—Solo Motorcycles (Cont.)

STARTING FROM LONDON (Cont.)

27th March

p.m.				
8.06	96	Pullen, A.	- Matchless	350
8.07	97	Hawkins, F.	- Triumph T.R.6	650
8.08	98	Whittington, G.	- Triumph T.R.6	650
8.09	99	Nicolson, S/Sgt. A.	- Matchless	349
8.10	100	Russett, Sgt. R. G. J.	- Matchless	349
8.11	101	Harvey, Sgt. H. W.	- Matchless	349
8.12	102	West, A. H.	- Matchless	350
8.13	103	Martin, Gdsm. D.	- Matchless	350
8.14	104	Wallace, Gdsm. I.	- Matchless	350
8.15	105	Gibbons, Sgt. E. A.	- Matchless	350
8.16	106	Barnsdall, Sgt. R. W.	- Matchless	350
8.17	107	Simons, Cpl. C. H.	- Matchless	350
8.18	108	Williams, Cfn. L. W.	- Matchless	350
8.19	109	Norton, L/Cpl. R. H.	- Matchless	350
8.20	110	Perkins, L/Cpl. K. W. J.	- Matchless	350
8.21	111	Wyatt, J. C.	- Triumph	500
8.22	112	Gaubert, B. M.	- Triumph	649
8.23	113	*Nicholson, R. F.	- B.S.A.	650
8.24	114	Fabb, BSM. P. J.	- Matchless	350
8.25	115	Anker, Sgt. J.	- Matchless	350
8.26	116	Martin, A.Q.M.S. D. C.	- Matchless	350
8.27	117	Hones, Sgt. W. A.	- B.S.A.	500
8.28	118	Escott, Sgt. P. J.	- B.S.A.	500
8.29	119	Trueman, Alan	- Enfield BuNet	346
8.30	120	Hopgood, E. W.	- James	197
8.31	121	Kettle, B. W.	- B.S.A.	250
8.32	122	Mugford, Lt. B. R.	- Matchless	350
8.33	123	Norman, CSM. W. J.	- Matchless	350
8.34	124	Seager, Sgt. E. D.	- Matchless	350
8.35	125	Hilton, L/Cpl. D.	- Matchless	350
8.36	126	Botten, Cpl. B.	- Matchless	350
8.37	127	Kneller, Cpl. C.	- Matchless	350
8.38	128	Utley, Lt. P. J. B.	- Matchless	350
8.39	129	Burtenshaw, Cpl. R.	- Matchless	350
8.40	130	Smith, W. H.	- Greeves	197
8.41	131	Williams, Cpl. J.	- Matchless	350
8.42	132	Jenkins, L/Cpl. R. C.	- Matchless	350

Starting Time	No.	Name	Vehicle	cap. c.c. Class Cubic
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CLASSES 2 and 2A—Sidecars and 3-Wheelers

STARTING FROM LONDON (10)

27th March

p.m.	No.	Name	Vehicle	cap. c.c. Class Cubic
8.43	133	Butcher, R.	- Ariel	497 II
8.44	134	*Badman, R. S.	- Triumph	650 II
8.45	135	Austin, L. W.	- Triumph	498 II
8.46	136	Tibble, A. J.	- Ariel	497 II
8.47	137	Foley, T.	- Matchless	500 II
8.48	138	Shaw, J. B.	- Matchless	500 II
8.49	139	Walsh, I.	- Matchless	646 II
8.50	140	Smythe, I. C. E.	- Matchless G.11	596 II
8.51	141	Rayfield, L. S.	- B.S.A.	962 IIA
8.52	142	Philip, L. C.	- Sunbeam	500 II

CLASS 1—Solo Motorcycles

STARTING FROM LAUNCESTON (55)

p.m.	No.	Name	Vehicle	cap. c.c. Class Cubic
9.31	151	Hore, Alec	- Panther	197
9.32	152	Dunstan, E.	- Triumph	650
9.33	153	*Sobey, T. J.	- Ariel	497
9.34	154	Mannell, G. R.	- Triumph	199
9.35	155	Peake, W. J.	- Greeves	197
9.36	156	Wills, S. T.	- Triumph	199
9.37	157	Bassett, J. T.	- D.O.T.	197
9.38	158	Rowe, J. C.	- Triumph	498
9.39	159	Rover, G. W.	- B.S.A.	348
9.40	160	Tullett, G. W.	- Francis Barnett	197
9.41	161	Rogers, J. F.	- Greeves	197
9.42	162	Mathews, D. L.	- B.S.A.	497
9.43	163	Hansford, R. L.	- Panther	250
9.44	164	March, D.	- Triumph Trophy	498
9.45	165	Clare, C. J.	- Matchless	348
9.46	166	Orchard, R. N.	- Matchless	348
9.47	167	Littlejohns, B. W.	- Triumph Trophy	498
9.48	168	Heard, M. J.	- Triumph Trophy	499

Starting Time	No.	Name	Vehicle	Cubic cap. c.c. Class
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CLASS 1—Solo Motorcycles (Cont.)

STARTING FROM LAUNCESTON (Cont.)

27th March

p.m.	No.	Name	Vehicle	Cubic cap. c.c. Class
9.49	169	Wickett, D.	- James	197
9.50	170	Badcock, W. W.	- B.S.A.	249
9.51	171	Parnell, W. H.	- Triumph	199
9.52	172	Takle, G. T.	- Enfield Meteor	692
9.53	173	Dixon, Pte. P.	- Matchless	348
9.54	174	Bushrod, Pte. C.	- Matchless	348
9.55	175	Thomas, Cpl. D.	- Matchless	348
9.56	176	Ferris, B. T.	- Ambassador	197
9.57	177	Harman, Capt. A. S.	- Matchless	350
9.58	178	Lockyer, Sgt. C. O.	- Matchless	350
9.59	179	Penberthy, Gnr. W. R. A.	- Matchless	350
10.00	180	Grundy, G. M.	- Greeves	197
10.01	181	Dunstan, F. H.	- D.M.W.	197
10.02	182	Solomon, R. H.	- A.J.S.	350
10.03	183	Kalber, P. A.	- Triumph	200
10.04	184	White, M. R.	- Francis Barnett	249
10.05	185	*Toy, C. B.	- Matchless	349
10.06	186	Opie, Roy	- Ariel	497
10.07	187	Smeeth, A. J.	- A.J.S.	348
10.08	188	Smeeth, F. C.	- James	197
10.09	189	Smeeth, G. S.	- Greeves	197
10.10	190	Sandry, P.	- Francis Barnett	197
10.11	191	Barbary, A. J.	- Greeves	197
10.12	192	Brough, J.	- Greeves	197
10.13	193	Dannell, S/Sgt. L.	- Matchless	350
10.14	194	McCreedy, Sgt. R.	- Matchless	350
10.15	195	Sketchley, Cpl. D.	- Matchless	350
10.16	196	Macdonald, 2nd Lt. B.	- Matchless	350
10.17	197	Pearson, Cpl. C.	- Matchless	350
10.18	198	Griffiths, Dvr. R. L.	- Matchless	350
10.19	199	George, W. J.	- D.M.W.	250
10.20	200	Boutelle, Bdr.	- Matchless	350
10.21	201	Fleetwood, Gnr.	- Matchless	350
10.22	202	Calver, Gnr.	- Matchless	350
10.23	203	Hilton, L/Bdr.	- Matchless	350
10.24	204	Wilson, Cpl.	- Matchless	350
10.25	205	Elliott, L/Bdr.	- Matchless	350

Starting Time	No.	Name	Vehicle	Cubic cap. c.c. Class
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CLASS 2 and 2A—Sidecars and 3-Wheelers

STARTING FROM LAUNCESTON (10)

27th March

p.m.					
10.26	206	Jones, Bob	- Ariel	498	II
10.27	207	Eddy, Terence H.	- A.J.S.	498	II
10.28	208	Eddy, N. R.	- Norton	500	II
10.29	209	Bryant, G.	- Scott Flyer (1929)	596	II
10.30	210	Bray, J. F.	- B.S.A.	499	II
10.31	211	*White, W. A.	- A.J.S.	498	II
10.32	212	Browne, A. A.	- Triumph	498	II
10.33	213	Jermey, B. H.	- Triumph T.R.5	498	II
10.34	214	Reed, G. T.	- Morgan	988	IIA
10.35	215	Humphrey, A. R.	- Matchless	500	II

CLASSES 3, 4 and 5—Cars

STARTING FROM KENILWORTH (29)

10.40	220	Fleetwood, Tom E.	- Austin '1500'	1489	V
10.41	221	Morley, R. J. P.	- Fiat 600	633	IV
10.42	222	Thompson, Miss P. A.	- Hillman	1494	IV
10.43	223	Woodall, H. B.	- Ford Popular	1172	IV
10.44	224	Wooldridge, D. H. C.	- Wolseley	1500	IV
10.45	225	Huggins, J. S.	- Ford Anglia	1172	IV
10.46	226	Tyrer, C.	- M.G. A.	1489	V
10.47	227	Wall, H.	- Austin-Healey Sprite	948	V
10.48	228	Barber, J. D.	- Hillman	1349	IV
10.49	229	MacEwan, J. S.	- M.G. T.C.	1250	V
10.50	230	Morgan, Peter H. G.	- Morgan Plus 4	1991	V
10.51	231	Goodall, W. A. G.	- Morgan Plus 4	2088	V
10.52	232	*Roberts, H. C.	- Morgan	1991	V
10.53	233	Delingpole, M. H.	- B.S.T. II	1172	III

Starting Time	No.	Name	Vehicle	cap. c.c. Class Cubic
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CLASSES 3, 4 and 5—Cars (Cont.)

STARTING FROM KENILWORTH (Cont.)

27th March

p.m.					
10.54	234	Clift, A. W.	- Hillman	1494	IV
10.55	235	Grant, R.	- Triumph T.R.3	1991	V
10.56	236	Parsons, D. J.	- Frazer-Nash	1496	V
10.57	237	Scott, P.	- Frazer-Nash	1496	V
10.58	238	Ratcliffe, P. J. C.	- M.G. T.C.	1250	V
10.59	239	Beaumont, E. D.	- Dellow	1172	III
11.00	240	Taylor, J. M.	- Standard	948	IV
11.01	241	Spears, G. E.	- Land Rover	1595	V
11.02	242	Dunkley, D.	- Dellow	1172	III
11.03	243	Simmons-Hodge, J. L.	- Ausford	1172	III
11.04	244	Adlington, M.	- Standard	948	IV
11.05	245	Hinde, Michael	- Ford	1172	IV
11.06	246	Handley J.	- Riley	1489	IV
11.07	247	Westley, D. M.	- Standard Pennant	948	IV
11.08	248	Massey, F. J.	- M.G. Magnette	1489	IV

STARTING FROM LONDON (50)

10.41	251	Drew, David H.	- Dellow Mk. III	1172	V
10.42	252	Davis, C. M.	- Austin-Healey Sprite	948	V
10.43	253	Scroggs, A. F.	- Trojan	1488	V
10.44	254	Shaw, K. B.	- Dellow	1172	III
10.55	255	Walsh, E. G.	- Volkswagen	1192	IV
10.56	256	Davis, J. P.	- V.W.	1192	IV
10.57	257	Freeman, Daphne J.	- Wilson Ford Special	1172	III

Starting Time	No.	Name	Vehicle	Cubic cap. c.c. Class
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CLASSES 3, 4 and 5—Cars (Cont.)

STARTING FROM LONDON (Cont.)

27th March

p.m.					
10.58	258	*Wilson, Ian C.	- Ford Wilson Banger	1172	III
10.59	259	Barker, M. J.	- Wombat	1200	III
11.00	260	Barker, F. P.	- Vanguard Estate	2088	IV
11.01	261	Brearley, L. H.	- Ford-Martin	1172	V
11.02	262	Peters, B.	- Hillman Husky	1390	IV
11.03	263	Piper, Ken	- Messerschmidt	490	V
11.04	264	Dudley, R. J.	- Austin-Riley	2200	III
11.05	265	Le Couteur, P.	- Dellow	1172	III
11.06	266	Pearce, M. S.	- Dellow	1172	III
11.07	267	Wonnacott, W. E.	- L.R.G.	1172	III
11.08	268	Robbins, A. F.	- Healey Sprite	948	V
11.09	269	Richards, Robin N.	- Wolseley	1489	IV
11.10	270	Westropp, F. G. M.	- Ford Minor	1172	IV
11.11	271	Lee, H. S.	- Lee Special	1250	V
11.12	272	Rutter, T. D. H.	- Riley 1.5	1489	IV
11.13	273	Hay, A. E.	- Lotus Mk. VI	1172	III
11.14	274	Warner, D. J.	- Austin Ford	1172	III
11.15	275	Denyer, A. L. S.	- Lea-Francis	1496	III
11.16	276	Tucker-Peake, H. W.	- Tucker-M.G.	1466	III
11.17	277	Fleming, D. G.	- Primrose	1172	III
11.18	278	Warren, R. E.	- Dellow	1172	III
11.19	279	Wilson, B. A.	- Haven Special	1172	III
11.20	280	Caldwell, W. B.	- Triumph T.R.2	1991	V
11.21	281	Hornsby, J. F.	- Standard 10	950	IV
11.22	282	Higgins, N. P.	- Ford	1172	IV
11.23	283	Catton, P.	- Volkswagen	1131	IV
11.24	284	*Daniels, M. J.	- Volkswagen	1192	IV
11.25	285	Chambers, D. S. N.	- M.G. Y.B.	1125	IV
11.26	286	Stewart, W. A. C.	- Vauxhall	2268	IV
11.27	287	Apps, A. J.	- Cannon	1172	III
11.28	288	Benfield, C. N.	- Austin A.50	1489	IV
11.29	289	Rogers, E. W. R.	- Rover 75	2103	V
11.30	290	Marsh, F. W.	- Ausford	1172	III
11.31	291	Gosnell, A. S.	- Goggomobil TS 300	239	V
11.32	292	Cheesbrough, J.	- Wolseley	1000	IV

Starting Time	No.	Name	Vehicle	Cubic cap. c.c. Class
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CLASSES 3, 4 and 5—Cars (Cont.)

STARTING FROM LONDON (Cont.)

27th March

p.m.					
11.33	293	Studley, A. W.	- Sunbeam-Talbot	2267	IV
11.34	294	Brunton, T. W.	- Volkswagen	1131	IV
11.35	295	Easter, J. W.	- Vauxhall	2262	IV
11.36	296	Gowlett, W. F.	- M.G. Magnette	1489	IV
11.37	297	Robinson, K. E.	- Ford Coupe	933	V
11.38	298	Cleghorn, A. E.	- Dellow	1172	III
11.39	299	Bence, M. R.	- Dellow	1172	III
11.40	300	Berrisford, J. A.	- Alvis	1496	V

STARTING FROM LAUNCESTON (45)

a.m.					
12.04	304	Bricknell, N. C.	- N.C.H. Ford	1172	III
12.05	305	Edwards, G. S.	- Dellow	1172	III
12.06	306	Symons, Leslie C.	- Standard Vanguard	2088	IV
12.07	307	Parsons, C. R.	- Renault Dauphine	845	IV
12.08	308	Jones, B. B.	- Ford Anglia	1172	IV
12.09	309	Dennis, E. H.	- Renault Dauphine	845	IV
12.10	310	Hilliard, D. G. H.	- Ford	1172	IV
12.11	311	Featherstone, J.	- Austin A.35	948	IV
12.12	312	Tonkin, J. C.	- Volkswagen	1192	IV
12.13	313	Tremayne, F. R. D.	- Volkswagen	1131	IV
12.14	314	Kempthorne-Ley, T.A.	- Dellow	1500	III
12.15	315	Kempthorne-Ley, D. A.	- Jaguar XK 120	3440	V
12.16	316	Lang, F. J.	- M.G. T.A.	1250	V
12.17	317	Minter, K. F.	- Morris Minor	1172	IV
12.18	318	Stevens, J. M.	- Frazer-Nash B.M.W.	1911	IV
12.19	319	*Crossley-Meates, Guy	- Frazer-Nash B.M.W.	1911	IV
12.20	320	Penhale, W. G. A.	- Ford Special	1172	V
12.21	321	Bennett, C. M. S.	- Dellow	1172	III
12.22	322	Harrison, W.	- Vauxhall 'Hot-Rod'	1400	III

Starting Time	No.	Name	Vehicle	Cubic cap. c.c. Class
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CLASSES 3, 4 and 5—Cars (Cont.)

STARTING FROM LAUNCESTON (Cont.)

27th March
a.m.

12.23	323	Heard, F. J.	- Ford Grasshopper	1172	III
12.24	324	Martyr, F. R. G.	- Riley 9 Special	1087	III
12.25	325	Hocking, Miss V. M. S.	- Dellow	1172	III
12.26	326	Hocking, H. Stewart	- Austin	2199	IV
12.27	327	Bacon, J. S.	- Ford Popular	1172	IV
12.28	328	Moore, Robin H. T.	- Wolseley Hornet Special	1271	V
12.29	329	Snell, A. J.	- Singer Le Mans	998	V
12.30	330	White, A. E.	- H.K.R. Special	3622	III
12.31	331	Crowther, M. A.	- Morris Tourer	803	V
12.32	332	Trump, W. F.	- 'Daisy' A.C. Special	1991	III
12.33	333	Pow, N. R.	- Dellow	1172	III
12.34	334	Skinner, John T.	- Dellow	1466	III
12.35	335	Charnaud, J. J.	- Frazer-Nash B.M.W.	1911	IV
12.36	336	Harris, R. J.	- M.G. A.	1590	V
12.37	337	Rice, R. J.	- M.G. A.	1489	V
12.38	338	Bater, J. H.	- M.G. A.	1489	V
12.39	339	Hudson, M.	- Hudway I.	1172	III
12.40	340	Elliott, W. J.	- Ford Special	1172	III
12.41	341	Hall, R. G.	- Standard Saloon (1935)	1172	IV
12.42	342	Westlake, W. J.	- M.G. A.	1489	V
12.43	343	Davey, S. G.	- Ford Zephyr	2553	IV
12.44	344	Cock, C. G.	- Ford	1172	IV
12.45	345	Teague, W. E.	- Sunbeam-Talbot	2267	IV
12.46	346	*Ivey-Mollard, W.	- Allard	3622	V
12.47	347	Salter, Lt. S. La R.	- Land Rover	1997	V
12.48	348	Hosken, A. W.	- Dellow	1172	III

OFFICIAL CAR WILL FOLLOW COMPETITORS:

Patrick, G. - Ford

TEAMS (29)

MOTORCYCLE TEAMS (21)

Team No.	Competitor's No.	Name	Vehicle	Cubic Cap. c.c.	Name of Team
1	34	Caldicott, R.	Greeves	197	Los Tontos
	35	Hanley, S. J.	James	197	
	36	Dunncliff, E. A. D.	Triumph	200	
2	54	Thompson, E.	Morgan	1172	The Tri-Mogs.
	55	Hurst, J. A.	Morgan	990	
	56	Benbow, B. H.	Morgan	933	
3	64	Harry, 2nd Lt. K. W.	WD Matchless	350	C.A.D. Corsham
	65	Mortlock, Sgt. F.	WD Matchless	350	
	66	Dodd, Cpl. W.	WD Matchless	350	
4	67	Johns, Sgt. A.	Matchless	347	D. & M.
	68	Barnett, Sgt. R.	Matchless	347	School
	69	Day, W.O. II J. D.	Matchless	347	'A' Team
5	84	Walker, Sgt. K.	Matchless	350	School of
	85	Smith, L/Cpl. M. J.	Matchless	350	Infantry
	86	Pollard, L/Cpl. M.	Matchless	350	Warminster
6	87	Smith, Sgt. B. N.	Matchless	350	504 Coy.
	88	Mitchell, Cpl. W. M.	Matchless	350	R.A.S.C.
	89	Robson, Dvr. D.	Matchless	350	(T.A.)
7	48	Hunt, Cpl. A. W.	Matchless	350	No. 3 Squadron
	49	McCarthy, Sgt. F. W. J.	Matchless	350	12 Comd.
	50	Marshall, Sgt. G. W.	Matchless	350	(Mixed) Signal Regt. T.A.
8	99	Nicholson, S/Sgt. A.	Matchless	347	A.M.T. School
	100	Russett, Sgt. R. C. J.	Matchless	347	
	101	Harvey, Sgt. H. W.	Matchless	347	
9	107	Simons, Cpl. C. H.	Matchless	350	10 Command
	108	Williams, Cfn. L. W.	Matchless	350	Workshop
	109	Norton, L/Cpl. R. H.	Matchless	350	R.E.M.E.

MEMBERS' NEWS PAGE. No. 7

"ARE M.C.C. TRIALS TOO EASY?"

or

WOT, ANOTHER POT!"

THE following letter has been received:—

"When the Members' News Page was started, I believe it was intended to be open for members to air their views on Club affairs, but recently it seems to consist mainly of rather solemn official announcements. Hoping that some thoughts from one of the customers may be of interest, I am writing to bring up something that has been in my mind for quite some time—that is, are too many awards given in M.C.C. trials?"

Of course, it is pleasant to have some souvenir of these events, which, after all, only happen three times a year, but is there really much distinction in winning these awards?

I admit that only three Triple Awards were won last year, which means that First Class Awards were fewer than usual, so possibly the revised regulations have actually stiffened up the events somewhat (perhaps unintentionally), but it is just as likely that the real reason is that so many First Class Awards winners in the Land's End were eliminated from the "Triple" by the Derbyshire, when the exceptionally horrible weather played havoc with some of the hills.

I would like to see the Trials made definitely tougher—not, please, by introducing more time checks or tests or suchlike rally stuff to these essentially *Trials* events, but by making the hills more difficult and finding more of them. By "tougher" I don't mean necessarily "rougher," as I know the Club has to consider those members who compete with their everyday vehicles, and, in any case, nobody wants to break anything perhaps hundreds of miles from home!

A First Class Award should be really difficult to win, and a Second only slightly less so, but I suppose a Third could be regarded as a souvenir, and reasonably easy to get.

In case it may be thought that I am a regular First Class Award winner who is merely trying to make things more difficult for the others, I should like to add that I am only a rabbit at this Trials game, but I do think that if the results during this year show a large number of awards in proportion to the number of entries, something ought to be done, as the prestige of these classic events could suffer by being thought too easy."

FOOTNOTE—This letter is reproduced in full as the Committee would like to have other members' views on this controversial subject. *Please let them have YOURS, addressed to the General Secretary.* (State the Class of vehicle you enter).

STILL GOING STRONG

WHEREVER one goes in motoring circles one is certain to meet M.C.C. members—past and present—many of whom bring back memories of the early days of the century. "Do you remember the awful weather in the 1913 Land's End (or was it 1066!) and that time we ran out of juice on Salisbury Plain in the 1911 Exeter."

This reflection arose from the fact that two of these veterans, at least, are still actively engaged in turning out as officials in this Land's End Trial.

W. A. Jacobs (at Beggars Roost) was a prominent First Class Award winner for several years in the 1910 period and regularly comes along to help us.

A. C. Robbins (at Newquay) was a competitor in the "Edinburgh" from 1910 until 1924, and in 1914 won the Manufacturers Cup for the best performance—a total error of 39 seconds over 12 secret checks.

And what a number of prominent names are revealed in a glance through the old time Members Registers. To take a few at random—Lord Nuffield, Lord Rootes, Sir Miles Thomas, Sir Harold Bowden, Kaye Don, Claude Temple, Col. Stanley Barnes, G. H. Davidson (first man to exceed 100 m.p.h. on a solo in this country—Brooklands 1922) all still going strong!

A fine Club to belong to, with a wonderful motoring history of over 57 years behind it. And a pleasing feature is the number of sons (and daughters) who are "following in Father's footsteps" and joining the M.C.C.

But, even if your Father wasn't a member, you can make up for it by filling up the form on page 28 of this programme.