

THE M.C.C.



40th LAND'S END TRIAL

15th and 16th APRIL, 1960

Starting from:

LAUNCESTON, KENILWORTH and
LONGFORD (Middx.)

Finishing at:

NEWQUAY, CORNWALL.

OFFICIAL SOUVENIR PROGRAMME 1/-

First away

The Autocar

always ahead

FRIDAYS 1s.

***your fastest way
to the facts***

THURSDAYS 9d.

THE MOTOR CYCLE

THE M.C.C.

A Brief Record of its Activities

FOUNDED in 1901, the Motor Cycling Club is now in its fifty-ninth 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 a majority 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 are given on the preceding 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 similar types of vehicles. It proved highly successful, was again held in 1958 and 1959 and will be again held at Whitsun this year.

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 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. Alterations are made from time to time (this year there are three new sections) but some of the old favourite sections have been in use for over 30 years and still prove to be "stoppers."

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 only 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.

Once again 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 was repeated for 1959.

The finish, at Newquay with the object of shortening the Trial and thus giving time for a social function on the Saturday evening, was an innovation in 1958. It has proved to be highly successful and is being repeated this year.

The Headquarters will be the Edgcombe Hotel, Newquay, 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 5 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).

16th April				Total mileage from Taunton
a.m.				
1.40	TAUNTON (Start after Breakfast)			
	(Purchase's Market Garage and Car Park)			
2.55	STONE STREET	-	-	34
3.40	STATION LANE	-	-	49½
3.46	BEGGAR'S ROOST	-	-	51
5.26	ORANGE HILL	-	-	88½
6.33	DARRACOTT HILL	-	-	97½
6.55	PUTSHOLE	-	-	99
7.15	WARGER Y WATER	-	-	102½
8.15	BUDE (Meal stop)	-	-	120
10.03	CROSSLEIGH	-	-	124
11.00	CRACKINGTON	-	-	141
11.54	HUSTYN	-	-	166½
p.m.				
12.59	PERRANPORTH	-	-	190½
1.24	BLUEHILLS MINE	-	-	193
2.14	FINISH (Edgcombe Hotel, Newquay)			217

OFFICIALS

STEWARDS

Major R. I. MARIANS, A. B. BOURNE, B. W. CLARKE.

LAUNCESTON (Guildhall Car Park)

Chief Official: R. E. BEER.

Starter: S. G. WOOLDRIDGE.

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

Marshals: F. R. G. MARTYR, C. S. COTTLE, G. BENNETT and E. SMITH.

ASKERS HOTEL (Nr. Dorchester)

Chief Official: A. J. WELLS.

Marshals: Members of Bridport M.C.

KENILWORTH (Queen and Castle Hotel)

Chief Official: JACK BUTLER.

Marshals: Mr. and Mrs. DRUMMOND.

BRISTOL (Railway Inn, Patchway)

Chief Official: R. AKERMAN.

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

LONDON (Peggy Bedford Hotel, Longford)

Chief Official: ERIC V. SMITH.

Chief Marshal: H. J. CARNE.

Marshals: Wing Cdr. F. SMYTHIES, W. B. CHAPMAN, Major R. C. C. PALMER, Mr. and Mrs. I. M. WEAVER and E. V. SMITH'S PARTY.

SILBURY

Chief Official: L. C. NEWMAN.

Marshals: Members of North Wilts. M.C. and L.C.C. and PEWSEY VALE M.C.

TAUNTON CONTROL (Purchase's Market Garage)

Chief Official: H. ANDERTON.

Marshals: Members of the Taunton M.C.

Scrutineers: L. SHERRIN and G. MATTHEWS.

NORTH DEVON AREA

In general charge: C. H. KEMP.

STONEY STREET

Chief Official: D. PARSONS.

Marshals and Observers: G. ONIONS, Mrs. PARSONS, D. N. CAISTALL, N. NICHOLSON, E. PRESCOTT, D. BAYLISS, D. POOLE, C. PARSONS, A. KILLE, R. W. KNOX and B. F. PERRINGTON.

STATION LANE

Chief Official: N. LOVETT.

Timekeeper: J. BROOKE.

Marshals and Observers: C. L. KEMP, Mrs. C. L. KEMP, C. PARBERRY, Miss E. LOVETT, K. JAY, B. BRADLEY and A. BARRY.

BARBROOK MILL

and

BEGGARS ROOST

Chief Official: A. B. SOWTER.

Marshals and Observers: G. PUTNAM, Mr. and Mrs. A. W. LEAVER, F. CLARK, Mrs. N. CLARK, Mr. and Mrs. D. H. DREW, Miss DREW, C. M. DAVIS, R. LOVEDAY and W. ATTEWELL.

ORANGE HILL

Chief Official: J. LOCK.

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

DARRACOTT HILL

Chief Official: L. A. BURROW.

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

PUTSOLE

Chief Official: H. W. TUCKER-PEAKE.

Marshals and Observers: Mrs. H. W. TUCKER-PEAKE and Miss M. TUCKER-PEAKE, Mr. and Mrs. D. G. FLEMING, Mr. and Mrs. E. TRAVERS and Lt. N. G. WEEKES' PARTY.

WARGERY WATER

Chief Official: L. G. ECKETT.

Marshals and Observers: Mrs. L. G. ECKETT, M. JONES and PARTY, and Lt. N. G. WEEKES' 2nd PARTY.

BUDE CONTROL (Crooklets Café (motor cycles) Headland Pavilion Café (cars))

Chief Official: C. HARRIS.

Marshals: Miss J. TOWNER, T. H. OWEN, N. PARSONS, W. WICKETT, B. LITTLEJOHN and members of Bude and District M.C.C.

CROSSLEIGH

Chief Official: W. T. F. KELLAND.

Chief Marshal: C. S. COTTLE.

Marshals and Observers: W. H. THORNE, D. THORNE, A. L. THORNE, L. R. THORNE, Mrs. W. T. F. KELLAND, Mr. and Mrs. A. F. BLIGHT, Mr. and Mrs. S. NELDER, M. GLANVILLE, P. GLANVILLE, Mrs. N. PARSONS.

CRACKINGTON

Chief Official: A. C. COOKSON.

Marshals and Observers: S. F. PENNEY and members of A.M.C. Owners (Medway) Club, W. J. VINCENT, F. R. G. MARTYR, N. C. BRICKNELL and J. R. COND.

HUSTYN

Chief Official: HUGH MAWSON.

Chief Marshal: R. HARRIS.

Marshals and Observers: H. FRIEND, M. POWELL, H. ROWE, G. GREEN, J. HARRIS, B. WILLIAMS and members of Camel Vale M.C.

Programmes: Mrs. R. HARRIS.

In attendance: St. John's Ambulance Brigade.

PERRANPORTH CONTROL (The Red House Garage)

Chief Official: H. J. HEALEY.

Marshals: C. SOLLITT, H. MITCHELL and E. POWELL.

BLUE HILLS MINE

Chief Official: H. LUKE-DUNNE.

Deputy Chief Officials: Mr. and Mrs. W. H. JENKIN.

Marshals and Observers: Members of West Cornwall M.C., Pendennis M.C., Camborne/Redruth M.C., M.G. Car Club (Devon and Cornwall Centre).

Programmes: Mrs. R. JORY and Miss B. JORY.

NEWQUAY FINISH (Edgcumbe Hotel)

Chief Official: CECIL OLDBURY.

Chief Marshal: B. GREENFIELD.

Marshals: Miss K. LUNNISS, A. J. PHILLIPS and members of Newquay M.C.

Signatures: Mrs. V. L. FREEMAN, Mrs. J. A. MASTERS, Mr. and Mrs. C. R. Y. KING, and Mrs. R. I. MARIANS.

Clerk of the Course: R. A. HANNAM.

Chief Travelling Officials: V. L. FREEMAN, J. TUCKER-PEAKE.

Secretary of the Trial: J. A. MASTERS, 22 Norland Square, London, W.11 (Park 9665).

LIST OF ENTRIES

40th LAND'S END TRIAL

SCOOTERS (10), SOLOS (131), SIDECARS & 3-WHEELERS (12), CARS (134),
TOTAL (287).

* Indicates Travelling Marshal

Starting Time	No.	Name	Vehicle	Cubic cap.c.c.	Class
------------------	-----	------	---------	-------------------	-------

CLASSES A, I & II—Motorcycles STARTING FROM LAUNCESTON (46)

15th April

p.m.					
7.01	1	*Toy, C. B.	- Ariel	498	I
7.02	2	Harvey, R.	- Francis Barnett	250	
7.03	3	Wills, S. T.	- Greeves	246	
7.04	4	Rover, G. W.	- Greeves	197	
7.05	5	Peake, W. J.	- Greeves	197	
7.06	6	Martin, M. C.	- Greeves	197	
7.07	7	Martin, W. J.	- Triumph	650	
7.08	8	Mannell, G. R.	- Triumph	199	
7.09	9	Sobey, T. J.	- Matchless	347	
7.10	10	Dunstan, E.	- Triumph	650	
7.11	11	Badcock, W. W.	- Triumph	199	
7.12	12	Clare, C. J.	- Greeves	197	
7.13	13	Wickett, D.	- James	197	
7.14	14	Heard, M. J.	- Royal Enfield	348	
7.15	15	White, M. R.	- F.B.W.	247	
7.16	16	White, W. A.	- Matchless	247	
7.17	17	George, J. T.	- DOT	197	
7.18	18	Smeeth, G. S.	- Matchless	350	
7.19	19	Westcott, G. B.	- Greeves	246	
7.20	20	Thomas, Cpl. D.	- Matchless	350	
7.21	21	Dixon, Pte. P.	- Matchless	350	
7.22	22	Hine, Pte. W.	- Matchless	350	
7.23	23	McNary, Pte. E.	- Matchless	350	
7.24	24	Harman, Major A. S.	- Matchless	350	
7.25	25	Lockyear, Sgt. C. O.	- Matchless	350	
7.26	26	Penberthy, Gnr. W. R. A.	- Matchless	350	
7.27	27	Cunliffe, L/Bdr. M. J.	- B.S.A.	500	
7.28	28	Mackie, Gunr. W. J.	- B.S.A.	500	
7.29	29	Facey, Bdr. G.	- B.S.A.	500	
7.30	30	Healey, W. E.	- Velocette	500	

Starting Time	No.	Name	Vehicle	Cubic cap.c.c.	Class
------------------	-----	------	---------	-------------------	-------

CLASSES A, I & II—Motorcycles—(continued)

STARTING FROM LAUNCESTON

1st April
p.m.

7.31	31	Rowe, J. C.	- Ariel	498	
7.32	32	Opie, R.	- Ariel Twin	498	
7.33	33	*Sandry, P.	- Francis Barnett	197	
7.34	34	Peake, W. J. Senr.	- D.M.W.	197	
7.35	35	Curnow, A. V.	- Triumph	498	
7.36	36	Fletcher, A. D.	- Velocette	348	
7.37	37	Boutelle, Bdr. N.	- Matchless	347	
7.38	38	Elliott, L/Bdr. A. C.	- Matchless	347	
7.39	39	Crossland, Gnr. J. C.	- Matchless	347	
7.40	40	Hore, A.	- Velocette	348	
7.41	41	Heritage, J. E. G.	- Francis Barnett	197	
7.42	42	Takle, G. T.	- Enfield Meteor	692	
7.43	43	Haydon, A. H.	- Triumph Trophy	650	
7.44	44	Jewell, W. H.	- James	197	
7.45	45	Ivey-Mollard, P.	- Reliant	747	II
7.46	46	*Bray, J. F.	- B.S.A.	499	

CLASSES A, I & II—Motorcycles—(continued)

STARTING FROM KENILWORTH (36)

7.32	47	Gallagher, D. J.	- Maicoletta	248	A
7.33	48	Weyman, C.	- Maicoletta	277	
7.34	49	Thistlethwaite, J. T.	- Maicoletta	247	
7.35	50	Chambers, F. V.	- Lambretta	150	
7.36	51	Loasby, H. E.	- Triumph T20S	199	I
7.37	52	Merriman, P. H.	- Matchless	347	
7.38	53	Marshall, J.	- Triumph TR.6	649	
7.39	54	Iles, L. J.	- Triumph	648	
7.40	55	Caldicott, R.	- Greeves	197	
7.41	56	Dunnicliff, E. A. D.	- Ariel	350	
7.42	57	FitzHugh, F. E.	- James	197	
7.43	58	Legg, M. J.	- Greeves	246	
7.44	59	Hanley, S. J.	- James	197	
7.45	60	Raby, M. A.	- Triumph	649	
7.46	61	Shipton, C. S.	- Francis Barnett	197	
7.47	62	*Oliver, J. A.	- Matchless	350	
7.48	63	Carroll, T. N.	- Triumph	199	
7.49	64	Slater, R. M.	- Ariel Leader	249	
7.50	65	Hodkinson, M. B.	- Norman	197	
7.51	66	Evans, D. G.	- Matchless	350	

Starting Time	No.	Name	Vehicle	Cubic cap.c.c.	Class
------------------	-----	------	---------	-------------------	-------

CLASSES A, I & II—Motorcycles—(continued)

STARTING FROM KENILWORTH

15th April
p.m.

7.52	67	Burns, R.	- Matchless	350	
7.53	68	Rowe, J.	- Matchless	350	
7.54	69	Hunt, Cpl. A. W.	- Matchless	350	
7.55	70	McCarthy, F. H. J.	- Matchless	350	
7.56	71	Marshall, Sgm. G. V. C.	- Matchless	350	
7.57	72	du Kamp, B.S.M. R. T.	- Matchless	350	
7.58	73	Thomas, Bdr. N. R.	- Matchless	350	
7.59	74	Shambrook, Cpl. C.	- Matchless	350	
8.00	75	Honor, Bdr. M. B.	- Matchless	350	
8.01	76	Watson, Major P. A.	- Matchless	355	
8.02	77	Christian, C.Q.M.S. W. E.	- Matchless	350	
8.03	78	Speak, Sgt. W. H.	- Matchless	350	
8.04	79	Travers, R. N.	- A.J.S.	500	
8.05	80	Pryce, E. S. T.	- Ruff-Vincent	998	
8.06	81	*Swallow, T.	- B.S.A.	250	
8.07	82	Thomas, D. G.	- Triumph	650	II

CLASSES A, I & II—Motorcycles—(continued)

STARTING FROM LONDON (71)

7.53	83	Guy, D. C.	- Lambretta	150	A
7.54	84	Hurford, Miss S. A.	- Lambretta	175	
7.55	85	Marchant, B.	- Lambretta	150	
7.56	86	Bennett, J. A. C.	- Lambretta	150	
7.57	87	Collins, R.	- Lambretta	150	
7.58	88	Hornsby, J.	- Lambretta	150	
7.59	89	*Woolcott, G. W.	- Matchless	498	I
8.00	90	Doswell, V. S.	- Triumph	349	
8.01	91	Tugwell, D. G.	- Norton	497	
8.02	92	Shackles, D. N.	- Norton	490	
8.03	93	MacGregor, R.	- Matchless	650	
8.04	94	Stevens, J. N.	- B.S.A. Bantam Major	150	
8.05	95	Wood, B. P.	- A.J.S.	500	
8.06	96	Hoole, Sgt. S. J.	- Matchless	347	
8.07	97	Hartridge, J.	- Greeves	197	
8.08	98	Smith, Sgt. B. N.	- Matchless	350	
8.09	99	Mitchell, Cpl. W. M.	- Matchless	350	
8.10	100	Robson, L/Cpl. D.	- Matchless	350	
8.11	101	Hyde, D. G. T.	- Greeves	197	
8.12	102	Smith, W. H.	- Greeves	197	

Starting Time	No.	Name	Vehicle	Cubic cap.c.c.	Class
------------------	-----	------	---------	-------------------	-------

CLASSES A, I & II—Motorcycles—(continued)

STARTING FROM LONDON

15th April

p.m.					
8.13	103	West, A. H.	- Matchless	350	
8.14	104	Erwood, D. G.	- Royal Enfield	500	
8.15	105	Davis, M. J.	- Royal Enfield	346	
8.16	106	Earle, H. A. R.	- Triumph	498	
8.17	107	Gledhill, H.	- Ariel Arrow	250	
8.18	108	Whittington, G.	- Triumph TR.6	650	
8.19	109	Collins, J. E.	- A.J.S.	347	
8.20	110	Taylor, Capt. J. L.	- Matchless	347	
8.21	111	Nicolson, S/Sgt. A.	- Matchless	350	
8.22	112	Russett, Sgt. R. G. J.	- Matchless	350	
8.23	113	Jones, Sgt. D. E.	- Matchless	350	
8.24	114	Cox, H. E.	- B.S.A.	123	
8.25	115	*Trueman, A.	- Ariel	497	
8.26	116	Antram, P. B.	- Adler	250	
8.27	117	Simmons, D. D.	- Triumph TR.6	650	
8.28	118	Cullum, D. J.	- Velocette	499	
8.29	119	De Lisle, R.	- A.J.S.	350	
8.30	120	Nicholson, R. F.	- B.S.A., R.R.	650	
8.31	121	Groves, C/Sgt. A. A. E.	- Triumph	498	
8.32	122	Terrell, Sgt. J. L.	- Triumph	498	
8.33	123	Moat, Mne. G.	- Triumph	498	
8.34	124	Pine-Coffin, Lt. P. G.	- Matchless	348	
8.35	125	Gould, Sgt. M. J.	- Matchless	348	
8.36	126	Dear, Dvr. M. J.	- Matchless	348	
8.37	127	Toms, L/Cpl. F.	- Matchless	348	
8.38	128	Williams, Cpl. J.	- Matchless	348	
8.39	129	Borland, Cpl. G. A.	- Matchless	348	
8.40	130	Walker, L/Cpl. L.	- Matchless	347	
8.41	131	Langford, Cpl. I.	- Matchless	347	
8.42	132	Larkham, L/Cpl. C.	- Matchless	350	
8.43	133	Newton, L/Cpl. M.	- Matchless	350	
8.44	134	Butcher, L/Cpl. R.	- Matchless	350	
8.45	135	Beard, Sgt. D. T.	- Matchless	350	
8.46	136	Smith, Cpl. G. E.	- Matchless	350	
8.47	137	Bunting, Cpl. T.	- Matchless	350	
8.48	138	Emmerson, Cpl. K. W.	- Matchless	350	
8.49	139	Smithies, Cpl. R. J.	- Matchless	350	
8.50	140	Watson, Cpl. A. G.	- Matchless	350	
8.51	141	Pakenham-Walsh, L/Cpl. P. R.	- B.S.A.	500	
8.52	142	Bishop, Dvr. M. J.	- B.S.A.	500	

Starting Time	No.	Name	Vehicle	Cubic cap.c.c.	Class
------------------	-----	------	---------	-------------------	-------

CLASSES A, I & II—Motorcycles—(continued)

STARTING FROM LONDON

15th April

p.m.					
8.53	143	Barnard, Dvr. M. J.	- B.S.A.	500	
8.54	144	Godwin, L. E.	- B.S.A.	250	
8.55	145	Badman, M. A.	- Velocette	500	II
8.56	146	Badman, R. S.	- Triumph	650	
8.57	147	Squires, W. A.	- Triumph TR.6	650	
8.58	148	Hayter, M. P.	- Matchless	990	
8.59	149	Allen, A. R.	- B.M.W.	490	
9.00	150	Staples, C. G.	- Matchless	600	
9.01	151	Marchi, A. J.	- Triumph	650	
9.02	152	Pouncy, A. J.	- D.M.W.	197	
9.03	153	*Kettle, B. W.	- Sunbeam	500	

CLASSES III, IV & V—Cars

STARTING FROM LAUNCESTON (53)

9.34	154	Symons, L. C.	- Standard Vanguard	2088	IV
9.35	155	Harrison, W.	- Vauxhall Hotrod	1700	III
9.36	156	MacEwan, J. S.	- M.G.	847	V
9.37	157	Jones, B. B.	- Morgan Plus 4	1991	V
9.38	158	Wilson, B. A.	- Dauphine Gordini	845	IV
9.39	159	Lefevre, A. F.	- Austin Sprite	948	V
9.40	160	Huxham, E. P.	- Triumph Herald	948	V
9.41	161	Bryant, T. W. J.	- Morgan ²	1991	V
9.42	162	Kemp, M. W.	- Morgan Plus 4	1991	V
9.43	163	Collingwood, P. A.	- Vauxhall Special	1448	III
9.44	164	Rose, H.	- Riley I.5	1488	IV
9.45	165	Bowles, E. A. D.	- Ford Popular	1172	IV
9.46	166	Williams, W. J.	- Frazer-Nash B.M.W.	1300	IV
9.47	167	Charnaud, J. J.	- Morgan Plus 4	1991	V
9.48	168	Minter, K. F.	- Morris Minor	1172	IV
9.49	169	Fixsen, J. A.	- Dellow	1172	III
9.50	170	Bennett, C. M. S.	- Dellow	1172	III
9.51	171	Russell, C. P. V.	- Dellow	1172	III
9.52	172	Jordan, J. W. E.	- V.W.	1192	IV
9.53	173	*Hilliard, D. G. H.	- Ford	1172	IV
9.54	174	Featherstone, J.	- A.40	948	IV
9.55	175	Edwards, G. S.	- Morgan Plus 4	1991	V
9.56	176	Penhale, W. G. A.	- Morgan Plus 4	2088	V
9.57	177	Dennis, E. H.	- Morgan	1991	V
9.58	178	Heard, P. L.	- Standard	948	IV
9.59	179	Tremayne, F. R. D.	- V.W.	1192	IV

Starting Time	No.	Name	Vehicle	Cubic cap.c.c.	Class
------------------	-----	------	---------	-------------------	-------

CLASSES III, IV & V—Cars—(continued)

STARTING FROM LAUNCESTON

15th April

p.m.					
10.00	180	Tonkin, J. C.	- V.W.	1192	IV
10.01	181	Kemphorne-Ley, T. A.	- Dellow	1500	III
10.02	182	Cock, C. G.	- Ford	933	IV
10.03	183	White, A. E.	- M.G. Magnette	1500	IV
10.04	184	Heard, F. J.	- Grasshopper	1172	III
10.05	185	Richards, T. D.	- V.W.	1192	IV
10.06	186	Binny, R. A. W.	- Hillman Husky	1390	IV
10.07	187	Powell, N. R.	- Austin A.35	948	IV
10.08	188	Crossley Meates, G.	- Frazer-Nash B.M.W.	1911	IV
10.09	189	Stevens, J. M.	- Frazer-Nash B.M.W.	1911	IV
10.10	190	Hutley, G. T.	- Staddons Special	1172	III
10.11	191	Eddy, T. H.	- Singer Le Mans	1172	V
10.12	192	Huthnance, K.	- Ford Zephyr	2262	IV
10.13	193	Snell, A. J.	- Singer Le Mans	1172	V
10.14	194	Moore, R. H. T.	- Wolseley Hornet	1271	V
10.15	195	Lang, F. J.	- Morgan	1172	V
10.16	196	Gerry, R. G.	- Ford Anglia	997	IV
10.17	197	Chard, A. L.	- Skoda	1089	IV
10.18	198	Hall, R. G.	- Standard	1198	IV
10.19	199	Dunstan, F. H.	- Austin	933	V
10.20	200	Marshall, W. M. G.	- M.G. 18/80	2468	V
10.21	201	Upex, G.	- Ford Zephyr	2262	IV
10.22	202	Ivey-Mollard, W.	- Mercedes-Benz	1767	IV
10.23	203	*Davey, S. G.	- Ford	2553	IV
10.24	204	Bater, J. H.	- M.G.A.	1489	V
10.25	205	Harris, R. J.	- Riley 1.5	1500	IV
10.26	206	Kemphorne-Ley, D. A.	- Allard	3622	V

CLASSES III, IV & V—Cars—(continued)

STARTING FROM KENILWORTH (34)

10.12	207	Delingpole, M. H.	- B.S.T. II	1172	III
10.13	208	Picken, T. G.	- Piccaninny	1172	III
10.14	209	Thompson, B. H.	- Hillman	1494	IV
10.15	210	Ratcliffe, P. J. C.	- Austin Healey Sprite	948	V
10.16	211	Morgan, P. G. H.	- Morgan Plus 4	1991	V
10.17	212	Goodall, W. A. G.	- Morgan Plus 4	1991	V
10.18	213	Roberts, H. C.	- Morgan Plus 4	1991	V
10.19	214	Bratt, Miss B. M.	- Riley 1.5	1489	IV
10.20	215	Loupart, V.	- Austin Healey Sprite	948	V

Starting Time	No.	Name	Vehicle	Cubic cap.c.c.	Class
------------------	-----	------	---------	-------------------	-------

CLASSES III, IV & V—Cars—(continued)

STARTING FROM KENILWORTH

15th April

p.m.					
10.21	216	Parsons, B. R.	- Frazer-Nash	1496	V
10.22	217	Miller, D. A.	- M.G.	1250	V
10.23	218	Morley, R. J. P.	- Fiat 600	633	IV
10.24	219	Massey, F. J.	- Sunbeam Rapier	1494	IV
10.25	220	Whitehouse, B. B.	- Ford	3921	V
10.26	221	Spears, G. E.	- Land Rover	2286	V
10.27	222	*Woodall, H. B.	- Ford Popular	1172	IV
10.28	223	Tyrer, C.	- M.G.A.	1600	V
10.29	224	Wall, H.	- Austin Healey Sprite	948	V
10.30	225	Hall, R. L. D.	- Dellow	1172	III
10.31	226	Holmes, J.	- Sunbeam Alpine	1498	V
10.32	227	Livesley, E. N.	- Renaud Gordini	845	IV
10.33	228	Law, K. M.	- Triumph TR.3	1991	V
10.34	229	Pole, L. H.	- V.W.	1192	IV
10.35	230	Bomford, N. G. B.	- Riley Special	1496	III
10.36	231	Cooper, T. W. L.	- H.R.G.	1500	V
10.37	232	Davies, J. E.	-	—	—
10.38	233	Hobbs, K. W.	- Renault Dauphine	845	IV
10.39	234	Dunkley, D.	- Dellow	1172	III
10.40	235	Kell, N.	- Austin A.40	948	IV
10.41	236	Clift, A. W.	- Hillman	1494	IV
10.42	237	Allwood, M. D.	- Ford Anglia	996	IV
10.43	238	Hinde, M.	- Ford	1172	IV
10.44	239	Edkins, F. P.	- Morris	948	IV
10.45	240	Beaumont, E. D.	- Dellow	1172	III

CLASSES III, IV & V—Cars—(continued)

STARTING FROM LONDON (47)

10.31	241	Shaw, K. B.	- Dellow	1172	III
10.32	242	*Davis, J. P.	- V.W.	1192	IV
10.33	243	Wilson, I. C.	- Wilson Ford	1172	III
10.34	244	Scroggs, A. F.	- Trojan	1488	V
10.35	245	Stocken, Miss P. C.	- Trojan	1527	V
10.36	246	Weeks, J. S.	- Trojan	1527	V
10.37	247	Gowlett, W. F.	- M.G. Magnette	1498	IV
10.38	248	Peters, B.	- Hillman Husky	1390	IV
10.39	249	Ware, M. E.	- Austin 7	750	IV
10.40	250	Slone, R. W.	- V.W.	1192	IV
10.41	251	Walsh, E. G.	- V.W.	1192	IV
10.42	252	Barker, F. P.	- Dellow	1172	III

Starting Time	No.	Name	Vehicle	Cubic cap.c.c.	Class
------------------	-----	------	---------	-------------------	-------

CLASSES III, IV & V—Cars—(continued)

STARTING FROM LONDON

15th April

p.m.					
10.43	253	Westropp, F. G. N.	- Ford Minor	1172	IV
10.44	254	Warren, R. E.	- Dellow	1172	III
10.45	255	Dives, E.	- Roche	1172	III
10.46	256	Chambers, D. S. N.	- M.G.	1250	IV
10.47	257	Cramp, K. G.	- Hillman	1394	IV
10.48	258	Le Couteur, P.	- Dellow	1172	III
10.49	259	Caldwell, W. B.	- Triumph	1991	V
10.50	260	Norris, H. J.	- Morris	918	V
10.51	261	Bence, M. R.	- Dellow	1172	III
10.52	262	Wood, T. L.	- Messerschmitt	500	V
10.53	263	Hay, A. E.	- Lotus Mark 6	1172	III
10.54	264	Wonnacott, W. E.	- L.R.G.	1172	III
10.55	265	*Denyer, A. L. S.	- Lea Francis	1496	III
10.56	266	Adams, S.	- Austin Healey Sprite	948	V
10.57	267	Mahany, W. I.	- M.G. J.2	847	V
10.58	268	Hansford, R. L.	- Austin Healey Sprite	948	V
10.59	269	Catton, P.	- Dellow	1172	III
11.00	270	Catton, R. G.	- M.G.A.	1489	V
11.01	271	Daniels, M. J.	- V.W.	1192	IV
11.02	272	Dudley, R. J.	- Austin Riley	2200	III
11.03	273	Higgins, N. P.	- V.W.	1192	IV
11.04	274	Ellison, C. W.	- Singer Le Mans	998	V
11.05	275	Easter, J. W.	- Vauxhall	2262	IV
11.06	276	Rutter, T. D. H.	- Riley 1.5	1489	IV
11.07	277	Stanbrook-Wallis, L. A.	- Dellow	1172	III
11.08	278	Manyweathers, F.	- Ford 'Y'	933	IV
11.09	279	Burke, D. M.	- Morgan 4/4	1098	V
11.10	280	Cummings, I. L.	- Talbot 110	3378	V
11.11	281	Sach, J. F.	- Austin Healey Sprite	948	V
11.12	282	Bell, C. R.	- Dellow	1172	III
11.13	283	Smith, B. D. L. R.	- Goggomobil	392	V
11.14	284	Smith, G. P. P.	- Goggomobil	293	V
11.15	285	Crowther, M. A.	- Austin	750	III
11.16	286	Studley, A. W.	- Sunbeam Rapier	1498	IV
11.17	287	*Marsh, F. W.	- Ausford	1172	III

OFFICIAL CAR WILL FOLLOW COMPETITORS

Tucker Peake, J. - Morris.

TEAMS (29)

Team No.	Competitor's No.	Name	Vehicle	Cubic Cap. c.c.	Name of Team
-------------	---------------------	------	---------	--------------------	-----------------

SCOOTER TEAMS (3)

1	49	Thistlthwaite, J. T.	Maicoletta	248	
	48	Weyman, C.	Maicoletta	248	"Maicobrit I."
	47	Gallagher, D. J.	Maicoletta	248	
2	84	Hurford, Miss S.	Lambretta	175	
	83	Guy, D. C.	Lambretta	150	"B.L.O.A."
	50	Chambers, F. V.	Lambretta	150	
3	86	Bennett, J. A. L.	Lambretta	149	"Faith-
	87	Collins, R.	Lambretta	149	Hope-
	88	Hornsby, J.	Lambretta	149	Charity"

MOTORCYCLE TEAMS (20)

4	3	Wills, S. T.	Greeves	246	"Llawnroc's
	4	Rover, G. W.	Greeves	197	Three"
	5	Peake, W. J.	Greeves	197	
5	20	Thomas, Cpl. D.	Matchless	350	
	21	Dixon, Pte. P.	Matchless	350	4/5 D.C.L.I.
	22	Hine, Pte. W.	Matchless	350	
6	24	Harman, Maj. A. S.	Matchless	350	Royal Devon
	25	Lockyear, Sgt. C. O.	Matchless	350	Yeomanry
	26	Penberthy, Gnr. W. R. A.	Matchless	350	"A"
7	27	Cunliffe, L/Bdr. M. J.	B.S.A.	500	Royal Devon
	28	Mackie, Gnr. W. J.	B.S.A.	500	Yeomanry
	29	Facey, Bdr. G.	B.S.A.	500	"B"
8	37	Boutelle, Bdr. N.	Matchless	347	18 Field Regt.
	38	Elliott, L/Bdr. A. C.	Matchless	347	R.A.
	39	Crossland, Gnr. J. C.	Matchless	347	
9	55	Caldicott, R.	Greeves	197	
	56	Dunnicliff, D.	Ariel	350	"Los Tontos"
	57	Fitzhugh, F. E.	James	197	
10	59	Hanley, S. J.	James	197	
	60	Raby, M.	Triumph	650	"Antelopes"
	61	Shipton, C. S.	Francis Barnett	197	
11	66	Evans, D. G.	Matchless	350	915 (Bristol) Coy.
	67	Burns, R.	Matchless	350	(Arty.)
	68	Rowe, J.	Matchless	350	R.A.S.C. (T.A.)

THE 1960 "DERBYSHIRE"

The few comments which have been received on the try-out of the one starting point (Coventry) in last year's "Derbyshire" have been little guide to the committee in deciding whether it should be repeated this year. Intending competitors are urged to let the General Secretary have their views as soon as possible and it is hoped that a sufficient number of "fors" and "againsts" will be received so that a popular decision can be made. The committee wish to emphasise that whatever the decision on the "Derbyshire" start (or starts) may be, there is no intention of introducing a "one starting point" in the "Land's End" or the "Exeter."

Incidentally, this year's "Derbyshire" should provide a really good course. At least two of the "old" hills which had to be dropped last year will almost certainly be re-introduced, and the trials Sub-Committee have accepted with great pleasure the offer of an enthusiastic M.C.C. Member who is a native of the district to assist in putting together an interesting but definitely non-damaging course. Repeat—send in **your** "for" or "against" regarding the start(s).

Competitors in the "Land's End" are asked to signify their wish on a sheet which will be available when they sign off.

MARSHALS

The M.C.C. Register of Officials is not keeping pace with the losses which inevitably occur due to various causes, and if the events are to continue to be organised with the traditional M.C.C. efficiency it is essential that the Register should be kept up to strength.

The Committee appeal to members who do not compete in all the Club's events to let the General Secretary know if they are prepared to help the organisation in this way, also, of course to persuade any of their enthusiast friends to do likewise.

MANNERS!

M.C.C. Trials competitors having a reputation for good road behaviour, it was with surprise and great regret that the Committee received reports that in the last "Exeter" three competitors with consecutive numbers indulged in too much speed and general thrustfulness in the wrong places. Explanations were called for in these cases and the committee were eventually satisfied that the incidents were due to over-exuberance rather than deliberate "hogging" and the matter was closed after due apologies were received.

The matter is referred to here as a reminder to any competitor who may be involved in a similar lapse that the regulations provide for exclusion from the event, and any further action which the Committee think necessary in such cases. Happily, no such action has been called for within the memory of Committee members and long may this be so!

Invitation to M.C.C. Members

Sunbeam M.C.C.

Sunbeam "200" Trial, June 8th and 11th, 1960.

R. G. V. Venables, Tilford, Farnham, Surrey.