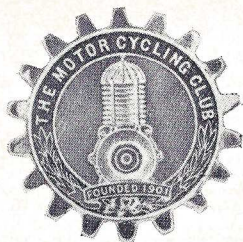


THE M.C.C.



44th LAND'S END TRIAL

27th, 28th MARCH, 1964

Starting from:

**LONDON, LEWDOWN
and KENILWORTH
on the evening of 27th March**

Finishing at:

**NEWQUAY, CORNWALL
from 2 p.m. on 28th March**

OFFICIAL SOUVENIR PROGRAMME 1s.

Motor Cycle

THE COMPLETE MAGAZINE • THURSDAY 1s.

Autocar

FIRST AWAY AND ALWAYS AHEAD • FRIDAY 1s.6d.

J. A. MASTERS

For the past 37 years the Motor Cycling Club has had the unstinting service of Jackie as Secretary and for nearly as many years he also had the dual role of Trials Organiser. As far back as the last century, Jackie had an interest in motors and his membership of The Company of Nineteenth Century Motorists is proof of this. His first association with the M.C.C. was in 1910, when he rode as member of a team in the Inter-Club Team Trial. After the first world war his connection with the Harley Davidson Company made him a regular competitor in our trials. He also achieved some success at Brooklands.

In the early nineteen twenties Jackie was elected to the Committee. It was not long before he became Secretary; with the retirement of the late F. T. Bidlake the trials organisation came under his control. His absolute fetish for detail and efficiency were quickly felt and another world war, petrol rationing and other obstacles were merely treated as a challenge, with the result that the Club's events are as popular as ever.

We shall sadly miss his counsel on Committee and his genial company on all occasions. Jack and his dear wife Bea were certain to be the life and soul of any party. To Bea we do extend our sincerest sympathy.

It will not be easy for anyone to follow on where Jackie has left off, but it is incumbent upon all of us to see that the M.C.C. goes on in strength as a tribute to the memory of the man who has done so much to make it one of the premier clubs in motor sport.

V.L.F.

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. 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 1940-45 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. It was recognised when activities were resumed after the last war that it would not be in the interest of owners of ordinary motor cycles 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, 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 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 for breakfast after a night run and then continuing via the North Devon route. This three-point starting arrangement has been in force since in normal years, although the actual starting points have varied. This year they will be Kenilworth, Colnbrook By-Pass and Lewdown (between Launceston and Okehampton).

The petrol position in 1947 made it possible to run the trial only from Taunton to Perranporth (nearly 200 miles) and just on 300 competitors entered for this 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.

The first full distance Land's End since the war was held in 1951, attracting 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 in 1957 once again made it necessary 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.

A link with the past was the incorporation in the 1958 50th Anniversary Trial of a separate event open to members of the Vintage Sports Car Club, the Vintage Motor Cycle Club and the M.C.C. driving Vintage cars or motor cycles, over one of the old routes. This arrangement was repeated in 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 proved to be highly successful and has been repeated ever since.

The Headquarters will be the Edgcumbe Hotel, Newquay, and the Newquay Urban District Council have again very kindly invited the M.C.C. 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 will come along and join in the festivities. Tickets (no charge) can be obtained from officials at the finish.

WHERE TO SEE 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 (St. Agnes).

28th March a.m.	Total Mileage from Minehead
3.00 MINEHEAD (start after breakfast)	—
3.48 STATION LANE (Lynton)	21
3.54 BEGGAR'S ROOST (Lynton)	23
4.04 BARTON STEEP (Lynton)	25
5.34 ORANGE (Torrington)	62
6.34 ALLACOMBE	81
6.55 DARRACOTT (Bude)	84
7.25 GALSHAM	89
8.05 BUDE (Meal Stop)	105
10.05 CRACKINGTON	113
11.00 HUSTYN (Wadebridge)	139
p.m.	
12.23 PERRANPORTH	163
12.38 BLUEHILLS MINE (St. Agnes)	165
1.38 FINISH (Edgcumbe Hotel, Newquay)	181

Total mileage from start to finish — 359.

OFFICIALS

STEWARDS

Major R. I. Marians, A. B. Bourne, B. W. Clarke.

LONDON

Chief Official: G. W. Breach.
Chief Marshal: A. S. Knox-Gore.
Marshals: Members of Vincent O.C., C. M. Davis, members of Grange M.C.

LEWDON

Chief Official: R. E. Beer.
Marshals: G. Nelder, Mrs. G. Nelder, S. Wooldridge, and members of the North Cornwall M.C.

KENILWORTH

Chief Official: J. H. Whittendale.
Marshals: Mrs. B. Drummond, J. Sharp, R. Caldecott, Mr. and Mrs. J. Jesty.

SILBURY

Chief Official: J. Croston.
Marshals: S. Whitehead, L. Webb, L. C. Newman, and members of Swindon and District M.C.C.

BRIDGWATER

Chief Official:
Marshals: Members of Bridgwater M.C., J. Sawtell and party.

NORTH DEVON AREA

In General Charge: C. H. Kemp.

MINEHEAD

Chief Official: C. H. Kemp.
Marshals: R. J. Betts and party, and members of local clubs.
Scrutineers: H. Mawson, B. Friend.

STATION LANE, LYNTON

Chief Official: A. C. Arnold.
Marshals: Members of local clubs.

BEGGARS ROOST 163/718 478

Chief Official: S. R. Curtis.
Marshals: D. Drew, C. Attewell, W. Attewell, D. J. Meldrum and party, and members of Devon and Somerset clubs, R. E. Wright and party.
Programmes: Miss Drew.
Rovercovery: J. Watts.

BARTON STEEP 163/742 476

Chief Official: D. Parsons.
Marshals: D. Parson's party.

ORANGE 163/466 172

Chief Official: J. Lock.
Marshals: Members of Torridge and District M.C.
Tractor: P. J. Gordon.
Time Keeper: W. A. Stone.

ALLACOMBE 174/240 162

Chief Official: E. Travers.
Marshals: Mrs. Travers, J. R. Appleton, G. Cobham and party, members of North Cornwall M.C.

DARRACOTT (1) 174/232 172

Chief Official: Ted Cornish.
Marshals: Members of Torridge and District M.C., members of North Devon M.C., A. F. Scroggs.
Rovercovery: J. S. Ralph.

DARRACOTT (2) 174/232 173

Chief Official: W. F. Gowlett.
Marshals: Mrs. W. Gowlett, B. Philpot, Mrs. J. Philpot.

GALSHAM 174/239 225

Chief Official: C. F. Crossby.
Marshals: Mrs. Crossby, Mr. and Mrs. E. J. Bores.

BUDE

Chief Official: T. Hosking.
Marshals: Members of Bude M.C.C.

CRACKINGTON 174/158 962

Chief Official: A. C. Cookson.
Chief Marshal: S. Cottle.
Marshals: J. Shewell-Cooper and members of North Cornwall M.C.
Tractor: Messrs. Mounce.

HUSTYN 185/003 698

Chief Official: G. Patrick.
Chief Marshal: R. M. Harris.
Starter: F. Williams.
Marshals and Observers: K. P. Dimon, G. Crew, M. Powell, H. Rowe, C. Kirkland, R. C. Symonds and members of the Camel Vale M.C.
Telephone: Miss M. Westlake, Miss C. J. Harris.
Programmes: Mrs. R. M. Harris.
In Attendance: St. John Ambulance Brigade.
Rovercovery:
Tractor: H. Mewton and Co.

PERRANPORTH

Chief Official: H. J. Healy.
Marshals: Harry Mitchell and local members.

BLUE HILLS 190/730 515

Chief Official: H. Luke-Dunn.

Deputy Chief Official:

Marshals: Mr. and Mrs. R. Jory, W. Wonnacott and party, and members of West Cornwall M.C.

Tractor: S. D. Carlyon.

NEWQUAY

Chief Official: V. L. Freeman.

Chief Marshal: Barry Appleby.

Marshals: A. Phillips, C. R. Y. King.

Signatures: Mrs. V. L. Freeman, Miss C. R. King, Mrs. Barry Appleby.

CLERK OF THE COURSE: R. A. Hannam.

SECRETARY OF THE MEETING: All correspondence to D. N. Shackles, 88 Woodside, Wimbledon, S.W.19.

TRAVELLING OFFICIALS: T. Barry, J. Leonard, F. Warmley.

CLASSES AND AWARDS

The Individual Classes

Class A—Solo scooters	Class 3—Trials cars and specials
Class 1—Solo Motor cycles	Class 4—Saloon cars and convertibles
Class 2—Sidecars and Three-wheelers	Class 5—Other cars

The Team Classes

Class A—Solo Scooters	Class E—Mixed motor cycles, including at least one competitor in Classes A or 2
Class B—Solo motor cycles	
Class C—Army motor cycles	
Class D—Cars	Class F—Mixed cars, including at least one competitor in Class 4

The Awards

Special Awards are given for the best performance in each individual class.

First, Second and Third Class Awards are given according to individual performance.

Team Awards are given to the best team in each team class.

The above is for information only. It does not in any way modify the 1964 Edition of the M.C.C. Standing Supplementary Regulations.

The Committee desire to express their great appreciation of the help given by the R.A.C., A.A., various local authorities and police forces. Also to garage, hotel and café proprietors who are co-operating at controls, etc., en route. And, needless to say, to the many members of the M.C.C. and other Motor Clubs upon whose enthusiastic help as Officials depends the success of the event. The Committee also express their great thanks to the Newquay Urban District Council for their kindness in presenting the Class Awards for the Trial and for the facilities and entertainment provided at Newquay.

M.C.C.—1964 EVENTS

Dates in brackets indicate year when first held.

OPENING RUN (1902)	...	8th March
LAND'S END TRIAL (1908)	...	27th/28th March
INTER-CLUB TEAM TRIAL (1904) (Motor cycles only)	...	11th April
SCOOT TO SCOTLAND (1957) and EDINBURGH RUN (1904)	...	15th/16th May
SILVERSTONE MEETING (Brooklands 1920)	...	27th June
SPRINT MEETING (1958) (Motor cycles only)	...	5th September
DERBYSHIRE TRIAL (1955) (Sporting Trial 1925)	...	2nd/3rd October
EXETER TRIAL (1910)	...	8th/9th January, 1965

LIST OF ENTRIES

44th LAND'S END TRIAL

SCOOTERS 3, SOLOS 84, SIDECARS 26, CARS 156

TOTAL 269

*Denotes Travelling Marshal

Starting Time	No.	Name	Vehicle	Cubic cap.	Class
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CLASS A, 1, WD AND 2—MOTOR CYCLES STARTING FROM LONDON

27th March
p.m.

7.01	1	Stevens, M. J.	- Maicoletta	249	A
7.02	2	Bentley, D. J.	- Maicoletta	250	A
7.03	3	Thomas, R. P.	- Maicoletta	247	A
7.04	4	Tugwell, D. G.	- Triumph	490	1
7.05	5	Elgar, E. G. S.	- Triumph	199	1
7.06	6	*MacGregor, R.	- Greeves	246	1
7.07	7	MacGregor, D.	- Matchless	649	1
7.08	8	Cox, H. E.	- B.S.A.	125	1
7.09	9	Pierce, D.	- B.S.A.	650	1
7.10	10	Hall, J. A.	- Greeves	246	1
7.11	11	Parsons, W. J. E.	- Greeves	250	1
7.12	12	Clothworthy, M. W. W.	- Triumph	649	1
7.13	13	Bonwick, A. L.	- Francis-Barnett	249	1
7.14	14	Davis, M. J.	- Triumph	649	1
7.15	15	West, A. H.	- A.J.S.	347	1
7.16	16	Erwood, D. G.	- Royal Enfield	490	1
7.17	17	May, O. E.	- Douglas	348	1
7.18	18	Denehy, J.	- B.S.A.	496	WD
7.19	19	Pinder, A.	- B.S.A.	496	WD
7.20	20	Riley, B. G. H.	- B.S.A.	496	WD
7.21	21	Hadlow, Cpl. J.	- B.S.A.	496	WD
7.22	22	Monks, L/Bdr. J.	- B.S.A.	496	WD
7.23	23	Lowe, T. A.	- Triumph	490	1
7.24	24	Smith, B. M. L.	- B.S.A.	646	1
7.25	25	Dorton, J. B.	- Brough Superior (1925)	980	1
7.26	26	Lavington, E. A.	- Velocette	348	1
7.27	27	Blake, D. T.	- Velocette	348	1
7.28	28	Jefferies, R. R.	- Matchless	350	1
7.29	29	Heath, D. A.	- A.M.C.	248	1
7.30	30	Nash, B. A.	- A.J.S.	497	1
7.31	31	Bell, P. J.	- Norton	490	1
7.32	32	Laurie, J. A.	- Matchless	498	1
7.33	33	*Lowe, J. C.	- Royal Enfield	248	1

Starting Time	No.	Name	Vehicle	Cubic cap.	Class
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27th March
p.m.

7.34	34	Sanders, K. E.	- B.M.W.	490	1
7.35	35	Freeman, M. E.	- B.M.W.	490	1
7.36	36	Preston, B. E.	- B.M.W.	490	1
7.37	37	Bellars, A. F.	- B.S.A.	650	1
7.38	38	Kipps, B. M. J.	- Greeves	246	1
7.39	39	Messenger, B. D.	- A.J.S.	500	1
7.40	40	Carter, P. E.	- Greeves	246	1
7.41	41	Gocher, R. D.	- Greeves	250	1
7.42	42	Fisher, J. M.	- Greeves	246	1
7.43	43	Kennard, P. J.	- Triumph	500	1
7.44	44	Halliday, M. S.	- Triumph	498	1
7.45	45	Perry, C. R.	- Norton	600	1
7.46	46	Sutton, Mrs. J. M.	- Triumph Special	175	1
7.47	47	Sutton, R.	- B.M.W. Special	600	1
7.48	48	Busby, I. N. R. G.	- Greeves or A.J.S.	250 515	1
7.49	49	Woolcott, G. W.	- Matchless	498	1
7.50	50	Davis, B. K.	- Matchless	350	1
7.51	51	Godwin, L. E.	- Royal Enfield	250	1
7.52	52	Doswell, V. S.	- B.M.W.	250	1
7.53	53	Lowman, R. F.	- A.J.S.	350	1
7.54	54	Perry, D. R.	- Velocette	499	1
7.55	55	Middleton, D. T.	- B.S.A.	500	2
7.56	56	Slatter, M. J.	- Norton	600	2
7.57	57	Boulton, B. R.	- Fred	490	2
7.58	58	Jeffery, A. J.	- Norvin	998	2
7.59	59	Pouncy, A. J.	- Pouncy D.O.T.	250	2
8.00	60	*Shackles, D. N.	- D.A.M.N. Vincent	998	2
8.01	61	Lane, J. R.	- Norgan Superior	990	2
8.02	62	Hayter, M. P.	- Matchless	990	2
8.03	63	Antram, P. B.	- B.S.A.	650	2
8.04	64	Badman, R. S.	- Triumph	650	2
8.05	65	Nevill, E. G.	- Triumph	650	2
8.06	66	Grainger, S. W.	- Mabsa	350	2
8.07	67	Kittle, D. J.	- Triumph	648	2
8.08	68	Little, R. B.	- Triumph	498	2
8.09	69	Lawrence, S. N. A.	- B.S.A.	650	2
8.10	70	McAdoo, W. R.	- Matchless	498	2

CLASSES A, 1, WD AND 2—MOTOR CYCLES STARTING FROM LEWDOWN

8.11	71	Hill, M. W.	- Greeves	250	1
8.12	72	Ford, Pte. J.	- B.S.A.	500	WD
8.13	73	Ford, Pte. E.	- B.S.A.	500	WD

Starting Time	No.	Name	Vehicle	Cubic cap.	Class
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27th March

p.m.

8.14	74	Cole, Pte. R.	- B.S.A.	500	WD
8.15	75	Cheesman, Gnr. E.	- B.S.A.	500	WD
8.16	76	Pedler, Gnr. B.	- B.S.A.	500	WD
8.17	77	Hayman, Gnr. C.	- B.S.A.	500	WD
8.18	78	Hardwell, Gnr. J. C.	- B.S.A.	500	WD
8.19	79	Heard, M. J.	- Greeves	248	1
8.20	80	Clare, C. J.	- Matchless	348	1
8.21	81	Wickett, D.	- Greeves	246	1
8.22	82	*Takle, G. T.	- Triumph	490	1
8.23	83	Tate, W.	- Matchless	348	1
8.24	84	Craddock, K. H.	- B.S.A.	650	1
8.25	85	Champion, D. W. J.	- B.S.A.	348	1
8.26	86	Mogford, A. R.	- Francis-Barnett	250	1
8.27	87	Martin, W. J.	- Triumph	650	1
8.28	88	Bryant, G.	- Ariel	498	2
8.29	89	Harrison, W.	- B.S.A.	500	2
8.30	90	Williams, W. A. D.	- B.S.A.	650	2
8.31	91	Jones, R. H.	- Barco	650	2
8.32	92	Bray, J. F.	- B.S.A.	499	2
8.33	93	Pearson, C. W.	- B.S.A.	600	2
8.34	94	Woolway, G. T.	- Norton	500	2
8.35	95	Hore, A.	- Panther	650	2
8.36	96	Battershall, D. J.	- B.S.A.	500	2

CLASSES A, 1, WD AND 2—MOTOR CYCLES

STARTING FROM KENILWORTH

8.07	97	Wrighte, D.	- Triumph	199	1
8.08	98	Burns, P. C.	- B.S.A.	500	WD
8.09	99	Gatecliffe, S/Sgt. F. T.	- B.S.A.	500	WD
8.10	100	Dalton, Sgt. L. J.	- B.S.A.	500	WD
8.11	101	Marriott, Sgt. B.	- B.S.A.	500	WD
8.12	102	Ward, M. J.	- A.J.S.	350	1
8.13	103	Slinn, P. H.	- B.S.A. Beagle	75	1
8.14	104	Bevis, R. H.	- B.S.A. Beagle	75	1
8.15	105	Perrigo, P. J.	- B.S.A. Beagle	75	1
8.16	106	Hanley, S. J.	- James	197	1
8.17	107	Balment, W. J.	- Royal Enfield	499	1
8.18	108	*Dunncliff, E. A. D.	- Matchless	646	1
8.19	109	Legg, M. J.	- Triumph	490	1
8.20	110	Fitz-Hugh, F. E.	- Triumph	647	1
8.21	111	Ridley, R.	- Triumph	498	1
8.22	112	Wright, A. P.	- Francis-Barnett	250	1
8.23	113	Sleath, G. S.	- B.S.A./Steib	650	2

Starting Time	No.	Name	Vehicle	Cubic cap.	Class
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CLASSES 3, 4 AND 5—CARS

STARTING FROM LONDON

27th March

p.m.

8.54	114	Simmons-Hodge, F. L.	- Ford Popular	1172	4
8.55	115	Hornsby, J. F.	- Dellow	1172	3
8.56	116	Bartelous, J. G.	- Hillman Imp	875	4
8.57	117	Griffiths, D. J. F.	- Gregery	998	3
8.58	118	Caldwell, W. B.	- Triumph	1991	5
8.59	119	Morrell, C. N.	- Messerschmitt	490	5
9.00	120	Shaw, K. B.	- Dellow	1172	3
9.01	121	Jordan, J. W. E.	- Volkswagen	1488	4
9.02	122	Ware, M. E.	- M.G. Midget	1098	5
9.03	123	Robinson, C. D. F.	- Austin	750	3
9.04	124	Loupart, V.	- Allardette	1340	4
9.05	125	Girvan, H. M.	- Morgan Plus Four	1991	5
9.06	126	Mahany, W. I.	- H.R.G.	1496	5
9.07	127	Le Couteur, P.	- Dellow	1172	3
9.08	128	Hay, A. E.	- Lotus Mk. 6	1172	3
9.09	129	Dives, E.	- Roche	1172	3
9.10	130	Waistall, D. N.	- Triumph	1991	5
9.11	131	Macdonal, A. S.	- Volkswagen	1192	4
9.12	132	*Cottee, W. R.	- Morris	1098	4
9.13	133	Benfield, C. N.	- Ford	1172	4
9.14	134	Whittall, J. W.	- Ford	1172	4
9.15	135	Tutton, H. W.	- Fingle	1172	4
9.16	136	Clarke, W. B.	- Hillman Imp	875	4
9.17	137	Bonnett, J. K.	- Austin (1927)	747	4
9.18	138	Stephenson, T. G.	- Dellow	1172	3
9.19	139	Bowles, Mrs. J. I.	- Volkswagen	1200	4
9.20	140	Palmer, C.	- Ford	1172	4
9.21	141	Palmer, H. J.	- Renault	988	4
9.22	142	Haynes, R. R.	- Fiat 509A (1927)	990	5
9.23	143	Morley, R. J. P.	- Fiat Abarth	767	4
9.24	144	Cartwright, J. W.	- Fiat 1100 T.V.	1089	4
9.25	145	Bishop, G. H.	- Hillman Imp	875	4
9.26	146	Jackson, H. A. F.	- Renault	1108	4
9.27	147	Barlow, R. J.	- Dellow	1172	3
9.28	148	Frost, D. R.	- Dellow	1172	3
9.29	149	Dockray, M. J.	- Dellow	1172	3
9.30	150	Frost, H. C.	- Volkswagen	1192	4
9.31	151	Manyweathers, F.	- Ford	1172	4
9.32	152	Horrell, J. L.	- Triumph Herald	1147	4
9.33	153	*Davis, J. P.	- Volkswagen	1192	4
9.34	154	Morgan, P. H. G.	- Morgan Plus 4 Plus	2138	5
9.35	155	Goodall, W. A. G.	- Morgan 4/4 Series V	1498	5

Starting Time	No.	Name	Vehicle	Cubic cap.	Class
27th March					
p.m.					
9.36	156	Roberts, H. C.	- Morgan 4/4 Series V	1500	5
9.37	157	Tustin, D. G.	- Morgan 4/4 Series IV	1340	5
9.38	158	Bridges, W. W.	- Volkswagen	1192	4
9.39	159	Brearley, L. H.	- Cus-Cus	1172	3
9.40	160	Barker, F. P.	- Dellow	1172	3
9.41	161	Stewart, W. A. C.	- Ford	1172	3
9.42	162	Hughesdon, G. H.	- Ford	1172	4
9.43	163	Leeke, M. G. H.	- Hillman Imp	875	4
9.44	164	Whitcher, K. E.	- Hillman Imp	875	4
9.45	165	Davis, L. F.	- Hillman Imp	875	4
9.46	166	Nelms, J. D.	- Morgan Plus Four	2080	5
9.47	167	Bonner, C. M.	- Ford	1172	4
9.48	168	MacGregor, Mrs. M. M.	- Standard	800	4
9.49	169	Wright, A. S. N.	- Frazer-Nash	1496	5
9.50	170	Wood, T. L.	- B.M.W.	700	5
9.51	171	Lefevre, A. F.	- Morgan	1498	5
9.52	172	Rose, H.	- Morgan	1498	5
9.53	173	Ellison, R. C. W.	- Wolseley Hornet Special (1934)	1591	5
9.54	174	Ellison, C. P.	- Riley Sprite (1936)	1948	5
9.55	175	Painter, E. J. G.	- Astra	322	5
9.56	176	Vincent, W. A.	- Vincent Ford	1172	5
9.57	177	Durrant, A. R.	- NSU Prinz	596	4
9.58	178	Butler, B. E.	- Dellow	1172	3
9.59	179	Warren, R. E.	- Dellow	1172	3
10.00	180	Prior, V. M.	- Dellow	1172	3
10.01	181	Tucker-Peake, Miss M. B.	- Tucker Nipper	1172	3
10.02	182	Tucker-Peake, H. W.	- Ford Estate	997	4
10.03	183	*Tucker-Peake, J.	- Olympic	1508	4
10.04	184	Parsons, B. R.	- Morgan Plus Four	1991	5
10.05	185	Croome, M. J.	- Trojan	1527	5
10.06	186	Talbot, C. P.	- Morgan 4/4	1172	5
10.07	187	Garland, H. R. G.	- Ford (1938)	1172	4
10.08	188	Slone, R. W.	- Skoda Octavia	1089	4
10.09	189	Smith, E. G.	- Volkswagen	1493	4
10.10	190	Bell, C. R.	- Dellow	1172	3
10.11	191	Trotter, R. V.	- Hillman Imp	875	4
10.12	192				
10.13	193	Dussek, I. J.	- H.R.G.	1496	5
10.14	194	Symes, B. S.	- H.R.G.	1496	5
10.15	195	Williams, R. G.	- H.R.G.	1496	5
10.16	196	Littler, R. S.	- Dellow	1172	3

Starting Time	No.	Name	Vehicle	Cubic cap.	Class
CLASSES 3, 4 AND 5—CARS					
STARTING FROM LEWDOWN					
27th March					
p.m.					
10.17	197	*Edwards, G. S.	- Volkswagen 1500S	1483	4
10.18	198	Allott, M. F.	- Morgan	1991	5
10.19	199	Dennis, E. H.	- H.R.G.	1496	5
10.20	200	Hilliard, D. G. H.	- Ford	1172	4
10.21	201	Martyr, F. R. G.	- Riley 9 Special	1087	3
10.22	202	Richards, D. J.	- Dellow	1172	3
10.23	203	Bricknell, R. C.	- Ford Popular	1172	4
10.24	204	Bricknell, N. C.	- Dellow	1172	3
10.25	205	Carveth, D. J.	- Herald	1147	4
10.26	206	Johns, C.	- Dellow	1172	3
10.27	207	Jackson, R. S.	- Steyr Puch Haflinger	643	5
10.28	208	Moore, R. H. T.	- Wolseley Hornet Special	1271	5
10.29	209	Hopgood, R. L.	- Morris	1172	4
10.30	210	Hawken, D. H.	- Volkswagen	1483	4
10.31	211	Statton, D.	- Skoda	1089	4
10.32	212	Huthnance, K.	- Mercury Special	3917	3
10.33	213	Bennett, P. H.	- Austin Healey Sprite	1098	5
10.34	214	Phillips, J. M.	- Frazer Nash B.M.W.	1911	4
10.35	215	Blewett, G. W. J.	- Volkswagen	1192	4
10.36	216	Passmore, R. J.	- Volkswagen	1192	4
10.37	217	Staker, B. R.	- Volkswagen	1192	4
10.38	218	*Parsons, C. R.	- Fiat 600D	767	4
10.39	219	Veale, D. E. J.	- Volkswagen	1192	4
10.40	220	Rundle, C. G.	- Volkswagen	1200	4
10.41	221	Budge, C. J.	- Ford	1172	4
10.42	222	Gerry, R. G.	- Ford	1172	4
10.43	223	Coon, A. W. L.	- Austin-Ford	1172	4
10.44	224	Piper, A. A. W.	- Austin	750	4
10.45	225	Muir, A. J.	- Ford Special	1172	3
10.46	226	Mason, K. W. L.	- Eskimo Nell	1172	3
10.47	227	Wiltshire, G. B.	- G.B.W. Special	1172	3
10.48	228	Pethick, F.	- M.G. T.C.	1250	5
10.49	229	Winter, D. L.	- Morgan Plus Four	2088	5
10.50	230	Vincent, C. J.	- M.G. Y.B.	1250	4
10.51	231	Chard, G.	- Standard	2088	4
10.52	232	Rosevear, H.	- Dellow	1172	3
10.53	233	Chatterton, W. H.	- M.G.A.	1588	5
10.54	234	Dunstan, F. H.	- Volkswagen	1192	4
10.55	235	Harris, G. H.	- Ford 10	1172	3
10.56	236	Heard, P. L.	- Riley	1498	4
10.57	237	Heard, B. W.	- Volkswagen	1131	4

Starting Time	No.	Name	Vehicle	Cubic cap.	Class
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27th March
p.m.

10.58	238	Roberts, W. J.	- Hillman Imp	875	4
10.59	239	Peake, W. J.	- Dellow	1172	3
11.00	240	*Featherstone, J.	- Austin	948	4
11.01	241	Eddy, T. H.	- Ford	2520	4
11.02	242	Hobbs, D. O.	- Volkswagen	1193	4
11.03	243	Rowe, N. R. D.	- M.G.A.	1592	5
11.04	244	Marshall, W. M. G.	- M.G. 18/80	2468	5
11.05	245	Richards, T. D.	- Ford Anglia	997	4
11.06	246	McKee, N. W.	- M.G. T.A.	1292	5
11.07	247	Ivey-Mollard, P.	- Austin 16	2199	4
11.08	248	Ivey-Mollard, W.	- Ford	1490	4
11.09	249	Tonkin, J. C.	- Volkswagen	1192	4

CLASSES 3, 4 AND 5—CARS

STARTING FROM KENILWORTH

10.40	250	Clift, A. W.	- Volkswagen	1192	4
10.41	251	Fleetwood, T. E.	- Austin Sports	1589	4
10.42	252	*Woodall, H. B.	- Ford Popular	1172	4
10.43	253	Garland, B. R.	- Fiat 600D	767	4
10.44	254	Spears, G. E.	- Volkswagen	1192	4
10.45	255	Longland, P. G.	- Volkswagen	1493	4
10.46	256	Baker, T. S.	- Volkswagen	1192	4
10.47	257	Weaver, W. G.	- Volkswagen Estate	1493	4
10.48	258	Hoile, C. S.	- Volkswagen	1192	4
10.49	259	Evans, P. J. A.	- Volkswagen	1190	4
10.50	260	Edmonds, R. T.	- Ford	3285	4
10.51	261	Appleton, P. M.	- Volkswagen	1500	4
10.52	262	Cond, J. R.	- Fiat	633	4
10.53	263	Wall, H.	- Austin Healey Sprite	1098	5
10.54	264	Ward, E. W.	- Renault	750	4
10.55	265	Oxley, T. E.	- M.G. Midget	948	5
10.56	266	Wright, R. C.	- M.G. T.A.	1000	5
10.57	267	Hewitt, A. M.	- Ford Anglia van	997	4
10.58	268	Tyrer, C.	- Vauxhall	1508	4
10.59	269	Edkins, F. P.	- Volkswagen	1192	4

TEAMS

MOTOR CYCLES 16, CARS 18; TOTAL 34.

Team	Competitor's No.	No.	Name	Vehicle	Cubic Cap.	Name of Team	Class
1	23	Lowe, T. A.	Triumph	490	Three	Mustgetheres	B
	24	Smith, B. M. L.	B.S.A.	646			
	25	Dorton, J. B.	Brough Sup.	980			
2	26	Lavington, E. A.	Velocette	348	Matchocette		B
	27	Blake, D. T.	Velocette	348			
	28	Jefferies, R. R.	Matchless	347			
3	39	Messenger, B. D.	A.J.S.	500	Les Footers		B
	40	Carter, P. E.	Greeves	246			
	41	Gocher, R. D.	Greeves	246			
4	43	Kennard, P. J.	Triumph	500	Multi-Cylinder	Maniacs	B
	45	Perry, C.	Norton	500			
	42	Fisher, J. M.	Greeves	250		(Minus One)	
5	80	Clare, C. J.	Matchless	348	My Jolly Trio		B
	81	Wickett, D.	Greeves	250			
	79	Heard, M. J.	Greeves	250			
6	108	Dunnicliff, E. A. D.	Matchless	646	Los Tontos		B
	109	Legg, M. J.	Triumph	490			
	110	Fitz-Hugh, F. E.	Triumph	647			
7	105	Perrigo, P. J.	B.S.A. Beagle	75	Beagle		B
	104	Bevis, R. H.	B.S.A. Beagle	75			
	103	Slinn, P. H.	B.S.A. Beagle	75			
8	34	Sanders, K. E.	B.M.W.	490	B.M.W. Club		B
	35	Freeman, M. E.	B.M.W.	490			
	36	Preston, B.	B.M.W.	490			
9	20	Riley, Cpl. B. G. H.	B.S.A.	496	288 Team		C
	21	Hadlow, Cpl. J.	B.S.A.	496			
	22	Monks, L/Cpl.	B.S.A.	496			
10	72	Ford, J.	B.S.A.	500	D.C.L.I. (T.A.)		C
	73	Ford, E.	B.S.A.	500			
	74	Cole, R.	B.S.A.	500			
11	75	Cheesman, Gnr. E.	B.S.A.	500	Royal Devon	Yeomanry	C
	76	Pedler, Gnr. B.	B.S.A.	500			
	77	Hayman, Gnr. C.	B.S.A.	500			
12	99	Gatecliff, S/Sgt. F. T.	B.S.A.	500	White Rose		C
	101	Marriott, B.	B.S.A.	500			
	100	Dalton, L. J.	B.S.A.	500			

Team	Competitor's No. No.	Name	Vehicle	Cubic Cap.	Name of Team	Class
13	6	MacGregor, R.	Greeves	250	Scots and Sassenachs	E
	7	MacGregor, D.	Matchless	650		
	60	Shackles, D. N.	D.A.M.N. Vincent	998		
14	44	Halliday, M. S.	Triumph	498	Multi-Cylinder Maniacs (Plus Two)	E
	69	Lawrence, S. N. A.	B.S.A.	648		
	67	Kittle, D. J.	Triumph	648		
15	55	Middleton, D. T.	B.S.A.	500	Nomads Nuts	E
	53	Lowman, R.	A.J.S.	350		
	45	Perry, D. R.	Velocette	500		
16	56	Slatter, M. J.	Norton	600	Nomads Nits	E
	57	Boulton, B. R.	Fred	490		
	58	Jeffery, A. J.	Norvin	998		
21	127	Le Couteur, P.	Dellow	1172	The Mixed Trio	D
	128	Hay, A. E.	Lotus Mk.6	1172		
	129	Dives, E.	Roche	1172		
22	147	Barlow, R. J.	Dellow	1172	Troglydytes	D
	148	Frost, D. R.	Dellow	1172		
	149	Dockray, M. J.	Dellow	1172		
23	154	Morgan, P. H. G.	Morgan Plus FourPlus	2138	Morgan	D
	155	Goodall, W. A. G.	Morgan 4/4	1498		
	156	Roberts, H. C.	Morgan 4/4	1498		
24	170	Wood, T. L.	B.M.W.	700	Vickers Armstrong	D
	171	Lefevre, A. F.	Morgan	1500		
	172	Rose, H.	Morgan	1500		
25	173	Ellison, R. C. W.	Wolseley Horn.Spl.	1591	Agrinauts	D
	174	Ellison, C. P.	RileySprite	1498		
	175	Painter, E. J. G.	Astra	322		
26	193	Dussek, I. J.	H.R.G.	1496	Hell-for- Leather	D
	194	Symes, B. S.	H.R.G.	1496		
	195	Williams, R. G.	H.R.G.	1496		
27	118	Caldwell, W. B.	Triumph	1991	Daggenham Waggeners	F
	121	Jordan, J. W. E.	Volkswagen	1488		
	200	Hilliard, D. G. H.	Ford	1172		

Team	Competitor's No. No.	Name	Vehicle	Cubic Cap.	Name of Team	Class
28	163	Leeke, M. G. H.	Hillman Imp	875	C.M.C. Imps	F
	164	Whitcher, K. E.	Hillman Imp	875		
	165	Davis, L. F.	Hillman Imp	875		
29	143	Morley, R. J. P.	Fiat Abarth	767	Fiat Allsorts	F
	142	Haynes, R. R.	Fiat 509A	983		
	144	Cartwright, J. W.	Fiat T.V.	1089		
30	180	Prior, V.	Dellow	1172	Falconers	F
	179	Warren, R.	Dellow	1172		
	182	Tucker-Peake, H. W.	Ford Estate	997		
31	197	Edwards, G. S.	Volkswagen	1483	North Cornwall M.C.	F
	198	Allott, M. F.	Morgan	1991		
	199	Dennis, E. H.	H.R.G.	1496		
32	204	Bricknell, N. C.	Dellow	1172	Nomads	F
	203	Bricknell, R. C.	Ford Pop.	1172		
	202	Richards, D. J.	Dellow	172		
33	205	Carveth, D. J.	Herald	1147	The Flintstones	F
	206	Johns, C.	Dellow	1172		
	207	Jackson, R. S.	Steyr Puch Haflinger	643		
34	210	Hawken, D. H.	Volkswagen	1483	Cornish Camels 1	F
	211	Statton, D.	Skoda	1089		
	212	Huthnance, K.	Mercury	3917		
35	213	Bennett, P. H.	Austin H. Sprite	1098	Cornish Camels 2	F
	214	Phillips, J. M.	Frazer Nash B.M.W.	1911		
	215	Blewett, G. W. J.	Volkswagen	1192		
36	216	Passmore, R. J.	Volkswagen	1192	Team Thirty-Six	F
	217	Staker, B. R.	Volkswagen	1192		
		A. N. Other				
37	228	Pethick, F.	M.G.	1250	The Cornish Piskeys	F
	229	Winter, D. L.	Morgan	2088		
	230	Vincent, C. J.	M.G.	1250		
38	255	Longland, P.	Volkswagen	1493	The Worcester Beetles	F
	257	Weaver, W. G.	Volkswagen	1493		
	256	Baker, T.	Volkswagen	1200		

MEMBERS' NEWS PAGE

THE EDINBURGH RUN

The "Edinburgh Run", in conjunction with the "Scoot", is not a difficult event; the course consists of hard roads suitable for Family Cars and Standard Motor cycles and Three-Wheelers. Each year more members take part in this event and enjoy the beautiful country over the Yorkshire Moors to Edinburgh. This year's route is again being revised, a New "Oldy" hill included this year being Middle Tongue, a pre-war Edinburgh favourite. Breakfast this year will be taken at Moor Monkton, Nr. York.

Members can be assured of a very enjoyable week-end and make the long journey to Scotland "Under Control", or perhaps you would like to help as a Marshal at one of the Hills or Time Checks.

Please contact the Secretary of the Meeting:—
Mrs. B. Tucker-Peake, 52B High Street, STEVENAGE, Herts.

INVITATIONS TO M.C.C. MEMBERS

SUNBEAM M.C.C.

SUNBEAM "200" TRIAL (Motor cycles only)

Whit Saturday, 16th May, 1964

Regulations from R. G. V. Venables, Tilford, Farnham, Surrey.
Entry fee 15s., closing date May 1st. Start near Basingstoke, finish near Barnstaple.

VINCENT H.R.D. OWNERS' CLUB

SPRINT MEETING (Motor Cycles only)

Church Lawford, Nr. Rugby, 20th June, 1964.

Regulations from A. V. Nash, 32 Heddle Grove, Courthouse Green, Coventry, Warwicks.

HIGH SPEED TRIALS (Motor Cycles only)

Cadwell Park Club Circuit, 11th July, 1964

Regulations from J. D. Hill, 83 Devonshire Road, Westbury Park, Bristol 6.

MORGAN THREE-WHEELER CLUB—

M.T.W.C. SPRINT (Motor Cycles only)

Church Lawford, Nr. Rugby, 17th May, 1964.

Regulations from G. D. Caroline, 16 Kingswood Lane, Warlingham, Surrey.

THE M.C.C.

A Brief Record of its Activities

FOUNDED in 1901, the Motor Cycling Club is now in its sixty-third 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. Originally founded as a Club for motor cyclists, present day tendencies have resulted in a majority of the membership now being car drivers, although a large number of motor cycle members exists.

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, thus encouraging entries from owners of ordinary vehicles. On the other hand, conditions are imposed to make the trial 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 page 7.

The remarkable growth of the Scooter movement has not been overlooked by the M.C.C. In 1957 the original Edinburgh Run was re-named the "Scoot to Scotland" and devoted mainly to Scooters and similar types of vehicle. It proved highly successful, has been held annually since 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.

APPLICATION FORM FOR MEMBERSHIP

Date.....196...

To THE MOTOR CYCLING CLUB, LIMITED,

E. C. LUNNISS,

Flat 3,

74 Bolsover Street,

London, W.1.

I desire to be elected a member of the Motor Cycling Club, Limited, and, if elected, I undertake to abide by the Memorandum and Articles of Association and Regulations of the Club.

* I enclose Subscription and Entrance Fee:

For M.C.C. Car Membership (Sub. £2,				
Entry Fee 10/-)	£2	10	0	
„ Combined R.A.C./M.C.C. Car Mem-				
bership and R.A.C. badge	4	11	6	
„ M.C.C. Motorcycle Membership				
(Sub. £1, Entry Fee 10/-)	1	10	0	
„ Combined R.A.C./M.C.C. Motor-				
cycle Membership and R.A.C.				
badge	3	11	6	
„ M.C.C. Badge	1	12	6	
„ M.C.C. Lapel Badge		3	6	
„ M.C.C. Tie		12	6	

* (Delete whichever is not applicable)

Signature

(Mr., Mrs., Miss)

Surname (in block letters).....

Full Christian Names

Address

Tel. No.

Clubs (if any)

If already an R.A.C. Member, give name of Club or state if direct Associate

Type of Vehicle (motorcycle, 3-wheeler or car).....

Signature and Address
of Member of Club
Proposing {

Signature and Address
of Member of Club
Seconding {

IMPORTANT:—If you are unknown to any Members of the Club, give the names of two personal references, from whom letters of recommendation should be sent with this application.