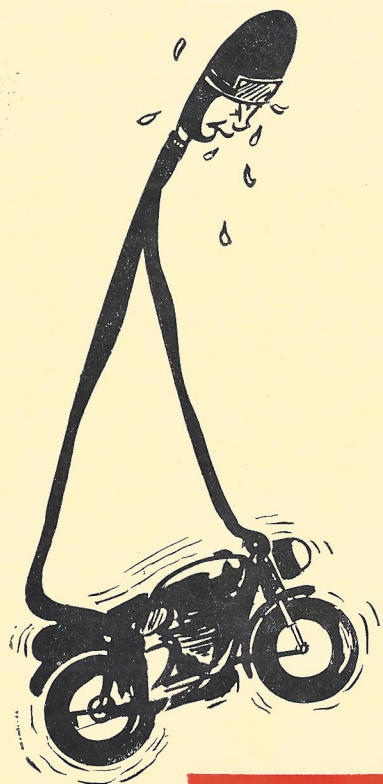




sweating it out!

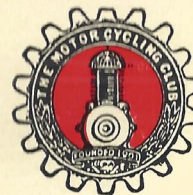
He's sweating it out until
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ORGANISED BY



THE M.C.C.

The 50th Anniversary

LAND'S END TRIAL

4th and 5th APRIL, 1958

incorporating an event for members of the Vintage Sports Car Club, the Vintage Motor Cycle Club and the M.C.C. riding Vintage Cars or Motorcycles.

Starting from

LONGFORD (Mddx.)

LAUNCESTON

KENILWORTH

Finishing at

NEWQUAY, Cornwall.

Official Souvenir Programme 1/-



A Message . . . from the Chairman of
the Newquay Urban District Council to all
'Land's End' competitors.

TRIAL HEADQUARTERS,
HEADLAND HOTEL,
NEWQUAY.

6th March, 1958

For fifty years the London—Land's End Trial has been an outstanding event in the Cornish year.

In our thousands we have watched you flashing down the A.30 road, and we have even felt sorry for you in your struggles at Blue Hills Mine. Some of us, I am sure, have wondered what it is that impels you to leave the warmth and comfort of your beds and spend the night travelling up hill and down dale for three hundred miles until the Atlantic Ocean brings you to a halt!

And now, we are to have the pleasure of meeting you all in person. Newquay awaits your arrival with the keenest pleasure and interest, and I am personally looking forward to greeting you at the Dance to be held at the Headland Hotel on the evening of Easter Saturday.

In the meantime we wish you a fine night, dry roads, and all good fortune.

Yours sincerely,

WEYMOUTH BENNETT,
Chairman,
Newquay Urban District Council.

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 cafe 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 Five Class Awards.

1958 EVENTS

OPENING RUN	...	16th March
LAND'S END TRIAL	...	4th/5th April
SCOOT TO SCOTLAND	...	23rd/24th May
CONTINENTAL RALLY (Venice)	...	5th July/19th July
RACE MEETING (Silverstone)	...	28th June
INTER-CLUB TEAM TRIAL	...	26th July
CONTINENTAL RALLY (Juan Les Pins)	...	24th Aug./7th Sept.
RACE MEETING	...	13th September
DERBYSHIRE TRIAL	...	3rd/4th October
NATIONAL MOTOR RALLY	...	6th/8th November
EXETER TRIAL	...	9th/10th January, 1959

THE M.C.C.

A Brief Record of its Activities

Founded in 1901, the Motor Cycling Club is now in its fifty-seventh 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 over 75 per cent 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, or 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:—

'Land's End' Trial. (1908)

Edinburgh Trial. (1904)

Silverstone Race Meeting.

Inter-Club Team Trial. (1904)

(Motorcycles only)

Derbyshire Trial. (1920)

National Motor Rally (Cars only). (1950)

'Exeter' Trial. (1910)

(see page 1 for dates of 1958 fixtures)

The High Speed Reliability Trials and Short Races at Silverstone—a popular pre-war Brooklands event for very many years, were revived at Silverstone in 1950 and have been held there every year since.

All these events with the exception of the Inter-Club Team Trial (motorcycles only) and the National Motor Rally (cars only) are open to both motorcycle and car members of either sex.

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 become a major portion of the entry. 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.

For this 50th Anniversary Trial, as a link with the past, a separate event is being 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.

The finish has also been moved to Newquay with the object of finishing the Trial earlier and thus giving time for a social function on the Saturday evening.

The Headquarters will be the Headland Hotel, Newquay (Special terms Bed/Breakfast 25/-, Dinner 10/6) and, the Newquay Urban District Council have very kindly invited the M.C.C. party to be their guests at a Dance and Cabaret show 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.

The Newquay Council have also been good enough to present the Club with the 5 Class Awards, and their co-operation and generosity is greatly appreciated.

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 6½ 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).

5th April

a.m.		Total mileage from Taunton
1.45	TAUNTON (Start after Breakfast) (Station Road Car Park)	
3.27	STONEY STREET - -	34
3.57	STATION LANE - -	49½
4.00	BEGGAR'S ROOST - -	51
7.36	DARRACOTT - -	119
8.10	BUDE (Meal stop) - -	130
10.16	CRACKINGTON - -	142
10.40	NEW MILL - -	151
11.40	HUSTYN - -	170
p.m.		
1.20	BLUEHILLS MINE - -	197
2.20	FINISH (Headland Hotel, Newquay)	216

OFFICIALS

STEWARDS

Mayor R. I. MARIANS, A. B. BOURNE, J. H. GOTT.

LONDON

Chief Official: L. J. DREW.

Chief Marshal: J. STRACHAN.

Marshals: B. de MATTOS and Party, K. F. A. WALKER, J. STRACHAN'S Party.

LAUNCESTON

Chief Official: R. E. BEER.

Starter: S. G. WOOLDRIDGE.

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

Marshals: Dr. J. R. HART, Mrs. N. PARSONS, Mr. and Mrs. I. S. HICKS, J. W. WILKINSON, F. R. THORNE, C. S. COTTLE, P. SPRY, D. E. SPRY, G. I. BENNETT.

KENILWORTH

Chief Official: JACK BUTLER.

Marshals: Mrs. BARBARA DRUMMOND, Capt. R. N. ARMAN.

SILBURY

Marshals: M.C.C. Members.

ASKER'S ROAD HOUSE, Nr. Dorchester

Chief Official: A. I. WELLS.

Marshals: Members of Bridport M.C.

BRISTOL, Railway Hotel, Patchway

Chief Official: R. AKERMAN.

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

TAUNTON

Chief Official:

Timekeeper: W. A. STONE.

Marshals: T. MILTON, J. READING, B. DAVIS, K. E. MARSHALL and other members of the Taunton M.C.

NORTH DEVON AREA

In General Charge: C. H. KEMP.

STONEY STREET

Chief Official: DUDLEY PARSONS.

Marshals and Observers: G. ONIONS, D. BAYLISS, E. W. PRESCOTT, W. BROOKS, Miss M. MAHONY.

STATION LANE

Chief Official: N. LOVETT.

Timekeeper: G. AFFLECK.

Marshals and Observers: R. J. DUDLEY and party, R. W. KNOX.

BARBROOK MILL

and

BEGGAR'S ROOST

Chief Official: A. B. SOWTER.

Chief Marshal: H. SNELL.

Marshals and Observers: Mr. and Mrs. E. RAMSAY, F. CLARK, G. PUTMAN, F. ALLOTT, R. F. BARNARD, D. S. ALLOTT, F. ALLOTT, Miss E. WILSON and members of Lyn and D. M.C., Miss K. LUNNISS.

DARRACOTT

Chief Official: L. G. ECKETT.

Chief Marshal: W. H. BURGOYNE.

Marshals and Observers: Mrs. L. G. ECKETT, M. JONES, S. AIREY, J. HARRIS, D. HASTE, Members of Bude and Dist. M.C.

BUDE

Chief Officials, Timekeepers, Marshals: Members of Bude and Dist. M.C.

TREWORGIE

Chief Official: R. E. BEER.

Marshals and Observers: Mrs. N. PARSONS, C. S. COTTLE, E. M. GLANVILLE, R. L. THORNE and members of the North Cornwall M.C.

CRACKINGTON

Chief Official: A. C. COOKSON.

Marshals and Observers: L. H. OSBORNE, C. W. THRUPP, BRIAN ARMSTRONG, J. R. D. RUSTON, E. J. S. ENTICKNAP.

NEW MILL

Chief Official: R. E. BEER.

Marshals and Observers: Mr. and Mrs. H. G. NELDER, Mrs. R. E. BEER, Miss J. M. BEER, Miss V. M. TATAM and members of the North Cornwall M.C.

HUSTYN

Chief Official: C. H. KIRKLAND

Chief Marshal: E. D. W. WILLIAMS.

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

Programmes: Mrs. R. HARRIS.

In Attendance: ST. JOHN'S AMBULANCE BRIGADE—Wadebridge Division.

PERRANPORTH

Timekeepers: Local Officials.

BLUEHILLS MINE

Chief Official: W. T. F. KELLAND.

Chief Marshals: H. MAWSON, H. LUKE-DUNNE.

Marshals and Observers: B. GREENFIELD and members of Newquay Motor Club, G. S. SMEETH, Mrs. W. T. F. KELLAND, Mr. and Mrs. B. WYATT, Mr. and Mrs. E. HANWELL, R. HALL, J. BEAMAN, D. N. CUNLIFFE, B. GREENFIELD, N. GOUGH, A. J. HARMAN, F. J. HICKS, Mr. and Mrs. J. R. COND, and members of the West Cornwall M.C.; Camborne/Redruth M.C.; Pen-dennis M.C.; Camel Vale M.C.

In Attendance: ST. JOHN'S AMBULANCE BRIGADE—St. Agnes Division.

NEWQUAY, Headland Hotel

Chief Official: Cecil Oldbury.

Timekeeper:

Marshals: A. C. ROBBINS, Major G. R. DEWEY, D. S. POTT, G. HARVEY, E. CHOLDCROFT and members of Newquay M.C.

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

Travelling Officials: V. L. FREEMAN, G. PATRICK, Mrs. G. PATRICK, Mr. and Mrs. R. NEAL.

Clerk of the Course: R. A. HANNAM.

Secretary of the Trial: J. A. MASTERS, 76 Kinnerton St., Knightsbridge, London, S.W.1.

Schedule Times—Important.

The starting times from Launceston and Kenilworth only, have been revised and competitors from these two Starting Points will leave 30 minutes later than the times given in the list of entries below.

LIST OF ENTRIES

SOLOS (197). SIDECARS (23). 3-WHEELERS (2). CARS (147). TOTAL (369).

(S) Indicates Super-charged.

STANDARD STARTING TIME, 6.30 p.m., 4th April, 1958.

Starting Time	No.	Name	Vehicle	Cubic cap. c.c.
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* Indicates Travelling Marshal

CLASS 9—Veteran Vehicles (10)

STARTING FROM LONDON

4th April

p.m.

6.31	1	Reynolds, B. C.	- Rudge Multi (1921)	- 499
6.32	2	Thompson, E. E.	- Triumph (1914)	- 499
6.33	3	Wilshire, W. H.	- Triumph (1914)	- 550
6.34	4	Cushing, D. M.	- Rudge-Multi (1913)	- 499
6.35	5	Griffith, J. P.	- Sunbeam S.C. (1914)	- 770
6.36	6	Little, G. F.	- Triumph (1911)	- 498
6.37	7	Blake, H. G.	- Triumph T.T. (1914)	- 500
6.38	8	Blake, K. R.	- Douglas (1913)	- 348
6.39	9	Banks, F. H.	- Triumph (1911)	- 498
6.40	10	Breese, A. E.	- Sunbeam (1913)	- 350

CLASS 9—Veteran Vehicles (4)

STARTING FROM KENILWORTH

6.41	11	Bussey, F. A. O.	- Royal Enfield (1913)	- 747
6.42	12	Vaisey, G. E. D.	- James (1914)	- 250
6.43	13	*Roberts, H. C.	- Coventry Premier (1912)	- 499
6.44	14	Faithful, O. L. D.	- Norton (1928)	- 588

CLASS 6—Vintage Solo Motorcycles (8)

STARTING FROM LONDON

6.45	15	Clew, J. R.	- Velocette (1929)	- 249
6.46	16	Parks, J. E.	- B.S.A. (1929)	- 249
6.47	17	Perren, O. N.	- Ner-a-car (1923)	- 285
6.48	18	Lane, J. R.	- Norton (1928)	- 490
6.49	19	Symes, R. G.	- Scott (1927)	- 500
6.50	20	Birch, M. B.	- Scott (1926)	- 596
6.51	21	Chapman, W. B.	- Royal Enfield (1930)	- 499
6.52	22	Kettle, B. W.	- B.S.A. (1923)	- 500

Starting Time	No.	Name	Vehicle	Cubic cap. c.c.
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CLASS 7—Vintage Sidecars (2)

STARTING FROM LONDON

4th April

p.m.

6.53	23	Prince, A.	- Sunbeam (1914)	- - 500
6.54	24	Beadle, E. A.	- Scott Flyer (1929)	- - 498

CLASS 6—Vintage Solo Motorcycles (6)

STARTING FROM KENILWORTH

6.55	25	Sant, W. R.	- A.J.S. (1927)	- - 348
6.56	26	Bone, J.	- New Imperial (1921)	- - 249
6.57	27	Pickering, D.	- Brough Superior S.S. 100 (1930)	- - 996
6.58	28	Heath, Mrs. A. M.	- Velocette (1925)	- - 249
6.59	29	Heath, F. P.	- A.J.S. (1930)	- - 498
7.00	30	Baker, G. H.	- Scott (1930)	- - 498

CLASS 7—Vintage Sidecar (1)

STARTING FROM KENILWORTH

7.01	31	Cordy, A. R.	- B.S.A. de Luxe (1926)	- - 986
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CLASS 8—Vintage Cars (21)

STARTING FROM LONDON

7.02	32	Hiller, R. C.	- Hillman "Fourteen" (1929)	- - 1998
7.03	33	Stocken, Miss P. C.	- Trojan (1924)	- - 1527
7.04	34	Preston, D. G.	- Alvis 12/50 (1927)	- - 1645
7.05	35	Lilley, D. J.	- Alvis T. J. 12/50 (1930)	- - 1495
7.06	36	Howell, J.	- Bugatti T 46 (1930)	- - 5500
7.07	37	Wood, H. F.	- Rolls-Royce Silver Ghost (1910)	- - 7428
7.08	38	Mann, P. A.	- Bentley (1926)	- - 2996
7.09	39	Haward, W. J.	- Bayliss Thomas (1928)	- - 1496
7.10	40	Nicholson, T. R.	- Humber (1926)	- - 1056
7.11	41	Berrisford, J. A.	- M.G. (1930)	- - 847
7.12	42	Roberts, J. A. C.	- Morris-Oxford (1926)	- - 1802
7.13	43	Huckstepp, M. J.	- Morris-Oxford (1924)	- - 1800
7.14	44	Winn, R. E.	- Chevrolet (1919)	- - 2831
7.15	45	Huxham, E. P.	- Bentley (1928)	- - 4398
7.16	46	Bettridge, P.	- Lea Francis (1930)	- - 1496
7.17	47	Filsell, D.	- Fiat (1929)	- - 990

Starting Time	No.	Name	Vehicle	Cubic cap. c.c.
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CLASS 8—Vintage Cars (Cont.)

STARTING FROM LONDON

4th April

p.m.

7.18	48	Saunders, P. J.	- Vauxhall (1926)	- - 4250
7.19	49	Rosselli, A. C.	- Lagonda (1929)	- - 1954
7.20	50	Ballard, G. V.	- Riley (1930)	- - 1087
7.21	51	Stiles, W.	- Jowett (1930)	- - 907
7.22	52	Marshall, W. A.	- Austin (1924)	- - 747

CLASS 8—Vintage Car (1)

STARTING FROM LAUNCESTON

7.23	53	Bryant, A. F.	- Austin "Chummy" (1927)	- - 750
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CLASS 8—Vintage Cars (6)

STARTING FROM KENILWORTH

7.24	54	Whitehouse, B. B.	- Ballot (1926)	- - 1995
7.25	55	Box, J. S.	- Austin (1927)	- - 747
7.26	56	Cheshire, G. A.	- Alvis (1926)	- - 1496
7.27	57	Whowell, F.	- Rolls Royce (1927)	- - 3010
7.28	58	Harris, Dr. D. P.	- Frazer-Nash (1926)	- - 1496
7.29	59	*Wright, R. E.	- Frazer-Nash (1924)	- - 1496
7.30	60			

CLASS 1—Solo Motorcycles (70)

STARTING FROM LONDON

7.31	61	Hill, R. A.	- Norton	- - 490
7.32	62	Woolcott, G. W.	- Matchless	- - 498
7.33	63	Molesworth-Edwards, J.	- Matchless	- - 498
7.34	64	Dare, D. R.	- B.S.A. B.31	- - 348
7.35	65	Frizell, R. W.	- James	- - 197
7.36	66	Whitehead, J. R. L.	- B.M.W.	- - 494
7.37	67	*Bloomfield, F. R.	- B.S.A. Gold Star	- - 350
7.38	68	Gisby, A. E.	- Triumph	- - 500
7.39	69	Hawtin, J. A.	- D.M.W.	- - 197

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

STARTING FROM LAUNCESTON

4th April

p.m.					
8.54	144	Toy, C. B.	- Matchless	- - -	350
8.55	145	Bullen, E. R.	- Triumph Trophy	- - -	500
8.56	146	Miller, H. J.	- Norton	- - -	490
8.57	147	Peradon, I. F. F.	- B.S.A. Gold Star	- - -	498
8.58	148	Hore, A.	- Panther	- - -	197
8.59	149	Jones, R. N.	- D.O.T.	- - -	197
9.00	150	Morcom, J. H.	- Ariel	- - -	497
9.01	151	Craddock, K. H.	- A.J.S.	- - -	350
9.02	152	Davies, W. H.	- Triumph Trophy	- - -	498
9.03	153	Annesley, M. R.	- B.S.A.	- - -	650
9.04	154	Heritage, J. E. G.	- Francis Barnett	- - -	197
9.05	155	Hosken, A. W.	- B.S.A.	- - -	125
9.06	156	Lean, W. J. D.	- Triumph	- - -	199
9.07	157	Stone, D. J.	- Norman	- - -	197
9.08	158	Ferris, B. T.	- D.O.T.	- - -	197
9.09	159	Haydon, A. H.	- Triumph Trophy	- - -	498
9.10	160	Takle, G. T.	- Enfield Meteor	- - -	692
9.11	161	Paull, J. D.	- Triumph Trophy	- - -	498
9.12	162	Opie, R.	- Ariel	- - -	497
9.13	163	Parsons, W. J. E.	- Francis Barnett	- - -	197
9.14	164	Mannell, G. R.	- Francis Barnett	- - -	250
9.15	165	Rowe, J. C.	- Triumph Trophy	- - -	500
9.16	166	Wills, S. T.	- B.S.A.	- - -	500
9.17	167	Bassett, J. T.	- A.J.S. Sports Twin	- - -	500
9.18	168	Clare, Mrs. M. M.	- Sun	- - -	197
9.19	169	*Clare, C. J.	- Matchless	- - -	348
9.20	170	Woolbridge, R. J.	- Greeves	- - -	197
9.21	171	Wickett, D.	- Triumph Trophy	- - -	649
9.22	172	Cobbledick, R. E.	- Triumph	- - -	498
9.23	173	Wickett, R.	- B.S.A. B.31	- - -	349
9.24	174	Heard, M. J.	- B.S.A.	- - -	348
9.25	175	Morcomb, D. L.	- Triumph	- - -	498
9.26	176	Sampson, Sgt. J. J.	- Matchless	- - -	349
9.27	177	Dixon, Pte. P.	- Matchless	- - -	349
9.28	178	McNary, Pte. J.	- Matchless	- - -	349
9.29	179	Slee, J.	- D.M.W.	- - -	197
9.30	180	Brayley, H. B.	- Greeves	- - -	197
9.31	181	March, D.	- James	- - -	197
9.32	182	Dunstan, F. H.	- D.M.W.	- - -	197
9.33	183	Whiting, I.	- James	- - -	197

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

STARTING FROM LAUNCESTON

4th April

p.m.					
9.34	184	Jones, D. J.	- B.S.A.	- - -	125
9.35	185	Smeeth, A. J.	- Triumph Tiger Cub	- - -	199
9.36	186	Sandry, P.	- Francis Barnett	- - -	197
9.37	187	Cunliffe, Gnr. M. S.	- Matchless	- - -	348
9.38	188	Harman, Capt. A. S.	- Matchless	- - -	350
9.39	189	Lockyear, Sgt. C. O.	- Matchless	- - -	350
9.40	190	Pembworth, Gnr. W.	- Matchless	- - -	350
9.41	191	Ellis, B. L.	- James	- - -	197
9.42	192	White, D. B.	- A.M.C.	- - -	347
9.43	193	White, W. A.	- D.M.W.	- - -	197

CLASS 2—Sidecars (5)

STARTING FROM LAUNCESTON

9.44	194	Bray, J. F.	- B.S.A.	- - -	499
9.45	195	Eddy, T. H.	- Ariel	- - -	1000
9.46	196	*Jones, Bob	- Ariel	- - -	500
9.47	197	Bryant, G.	- Scott Flyer (1929)	- - -	596
9.48	198	Jermey, B. H.	- Triumph T.R.5	- - -	498

CLASS 1—Solo Motorcycles (47)

STARTING FROM KENILWORTH

9.49	199	Tugwell, D. G.	- Norton	- - -	497
9.50	200	Heath, F. P.	- Excelsior Talisman	- - -	248
9.51	201	Stuart, W. G.	- A.J.S.	- - -	347
9.52	202	Collins, M. J.	- Francis Barnett	- - -	197
9.53	203	Loasby, H. E.	- Lambretta	- - -	150
9.54	204	Chambers, F. V.	- Prior Scooter	- - -	191
9.55	205	Caldicott, R.	- Greeves	- - -	197
9.56	206	Cooper, R. W.	- Greeves	- - -	197
9.57	207	Thomas, D. G.	- A.J.S. Twin	- - -	500
9.58	208	Hanley, S. J.	- James	- - -	197
9.59	209	Fitz-Hugh, F. E.	- A.J.S.	- - -	350
10.00	210	*Oliver, J. A.	- Matchless	- - -	350
10.01	211	Dunnicliff, E. A. D.	- Matchless	- - -	498
10.02	212	Challoner, Sgt. T. H.	- Matchless	- - -	347
10.03	213	Davies, L/Bdr. B.	- Matchless	- - -	347

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

4th April STARTING FROM KENILWORTH

p.m.				
10.04	214	Theobald, Gnr. D. J.	- Matchless	347
10.05	215	Clift, L/Bdr. A.	- Matchless	347
10.06	216	Morris, L/Bdr. N. L.	- Matchless	347
10.07	217	Allen, L/Bdr. D.	- Matchless	347
10.08	218	Nobles, G. W.	- B.S.A.	499
10.09	219	Newbould, A.	- Triumph	199
10.10	220	Thayne, A. C.	- D.O.T.	197
10.11	221	Harris, J. M. T.	- Norton	490
10.12	222	Marshall, R. M. J.	- B.S.A.	348
10.13	223	Hull, R. H. W.	- James	197
10.14	224	Collier, G. T.	- Triumph	199
10.15	225	Short, B. J.	- Francis Barnett	197
10.16	226	Taylor, A. G.	- Triumph	199
10.17	227	Maddox, Lt. R. A.	- Matchless	350
10.18	228	McKenzie, Cfn. K.	- Matchless	350
10.19	229	Towell, Cfn. F.	- Matchless	350
10.20	230	Pryce, E. S. T.	- Vincent	998
10.21	231	Swallow, T.	- B.S.A.	150
10.22	232	Evans, P. J. A.	- D.O.T.	197
10.23	233	James, I. D.	- Panther Special	250
10.24	234	Gamwell, Sgt. F. W.	- Matchless	347
10.25	235	Mannering, Cpl. R.	- Matchless	347
10.26	236	Coker, L/Cpl. R.	- Matchless	347
10.27	237	Comer, Lt. R. B.	- Matchless	350
10.28	238	McCarthy, Sgt. F. W.	- Matchless	350
10.29	239	Hunt L/Cpl. A. W.	- Matchless	350
10.30	240	Riley, Sgt. G.	- Matchless	350
10.31	241	Griffiths, B.Q.M.S. R.	- Matchless	350
10.32	242	Riley, Cfn. B. G. H.	- Matchless	350
10.33	243	Riley, Capt. W. H.	- Matchless	350
10.34	244	Richards, B.S.M. I.	- Matchless	350
10.35	245	McWilliams, Bdr. D. P.	- Matchless	350

CLASS 2—Sidecars & 3-Wheelers (6)

STARTING FROM KENILWORTH

10.36	246	Jones, A. L.	- Reliant (Three-wheeler)	750
10.37	247	Waistall, D. N.	- B.S.A.	499
10.38	248	Haswell, C. E.	- Ariel	500
10.39	249	Sutton, W.	- Triumph Trophy	498
10.40	250	Davies, A.	- B.S.A.	646
10.41	251	Cotton, J. K.	- Triumph	649

Starting time	No.	Name	Vehicle	Cubic cap. c.c.	Class
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CLASSES 3, 4 & 5—Cars (46)

4th April STARTING FROM LONDON

p.m.					
10.42	252	Drew, D. H.	- Dellow Mk. III	1172	V
10.43	253	Davis, E. D.	- Dellow	1172	III
10.44	254	Davis, C. M.	- Dellow	1172	III
10.45	255	Shaw, K. B.	- Dellow	1172	III
10.46	256	Bowles, D. J. C.	- Renault	750	IV
10.47	257	Scroggs, A. F.	- Trojan	1488	III
10.48	258	John, C. S.	- Austin A.50	1500	IV
10.49	259	Tucker-Peake, J.	- Olympic 1500	1500	IV
10.50	260	Tucker-Peake, H. W.	- Tucker M.G.	1467	III
10.51	261	Warren, R. E.	- Dellow	1172	III
10.52	262	Fleming, D. G.	- Ford	1172	III
10.53	263	Cleghorn, A. E.	- Dellow	1172	III
10.54	264	Goodson, H. R.	- Standard 10	948	IV
10.55	265	Pearce, M. S.	- Dellow	1172	III
10.56	266	Cocker, H.	- Austin A.40	1489	III
10.57	267	Hay, A. E.	- Lotus	1172	III
10.58	268	Denyer, A. L. S.	- Lea-Francis	1490	III
10.59	269	Wonnacott, W. E.	- L.R.G.	1172	III
11.00	270	*Davis, J. P.	- V.W.	1192	IV
11.01	271	Wilson, I. C.	- Ford-Wilson Banger	1172	III
11.02	272	Lowrey, J.	- Hillman Huskey	1390	IV
11.03	273	Apps, A. J.	- Cannon	1172	III
11.04	274	Brearley, L. H.	- Ford-Martin	1172	III
11.05	275	Barker, M. J.	- Wombat	1200	III
11.06	276	Barker, F. P.	- Morris Minor Saloon	950	IV
11.07	277	Rutter, T. D. H.	- M.G.A.	1488	V
11.08	278	Ricketts, D. G.	- Austin A.40 Sports	1200	IV
11.09	279	Studley, A. W.	- Triumph T.R.2	1991	V
11.10	280	Samm, D. P. C.	- Frazer-Nash	1496	V
11.11	281	Marriott, F. W.	- Morris	948	IV
11.12	282	Marriott, D. A.	- M.M.F.	1172	III
11.13	283	Caldwell, W. B.	- Triumph T.R.2	1991	III
11.14	284	Lacey, R. C. J.	- Wolseley Hornet	1271	IV
11.15	285	Freeman, Miss D. J.	- Wilson-Ford Spl.	1172	III
11.16	286	Denison, N. E.	- M.G. T.D.2.	1250	III
11.17	287	Denison, F.	- Peugeot 403	1468	IV
11.18	288	Inderwick, H. W.	- Batten V.8	3622	III
11.19	289	Marsh, F. W.	- Ausford	1172	III
11.20	290	Easter, J. W.	- Ford V.8	3622	IV
11.21	291	Hocquard, P.	- Morris Minor 1000	948	IV
11.22	292	Cramp, K. G.	- Hillman	1390	IV

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

4th April

STARTING FROM LONDON

p.m.					
11.23	293	Peters, B.	- Hillman	1390	IV
11.24	294	Watkinson, R. A.	- Frazer-Nash B.M.W.	1911	IV
11.25	295	Higgins, N. P.	- Ford	1172	IV
11.26	296	Bray, F. C.	- Ford	2553	IV
11.27	297	Pollard, H.	- Austin	948	IV

CLASSES 3, 4 & 5—Cars (43)

STARTING FROM LAUNCESTON

11.28	298	Jordan, J. W. E.	- Volkswagen	1192	IV
11.29	299	Teague, W. E.	- Ford	3622	IV
11.30	300	Bricknell, N. C.	- Ford Consul	1508	IV
11.31	301	Symons, L. C.	- Ford Special	1172	III
11.32	302	Bennett, W. S.	- Dellow	1172	III
11.33	303	Elliott, W. J.	- Ford Special	1172	III
11.34	304	Hartnoll, P. W.	- Austin 7 Special	750	III
11.35	305	Hilliard, D. G. H.	- Ford	1172	IV
11.36	306	Featherstone, J.	- Triumph T.R.2	1991	V
11.37	307	Kemphorne-Ley, T.A.	- Dellow	1500	III
11.38	308	Skinner, J. T.	- Dellow (S)	1250	III
11.39	309	Banbury, P. S.	- Xigini	1172	III
11.40	310	Dennis, E. H.	- Morgan Plus 4	1991	III
11.41	311	Edward, G. S.	- Dellow	1172	III
11.42	312	*Parsons, C. R.	- Morgan Plus 4	1991	V
11.43	313	Penhale, W. G. A.	- Ford Bomb	1172	V
11.44	314	Christopher, T.	- Austin 7 Sports	747	V
11.45	315	Sandercock, L. J.	- N.H.C. Special	1172	III
11.46	316	Bettison, Mrs. J. G.	- Dellow	1172	III
11.47	317	Cock, C. G.	- Ford	1172	IV
11.48	318	Leaver, A. W.	- Vauxhall	2262	IV
11.49	319	Isaac, G. J.	- Ford Popular	1172	IV
11.50	320	Isaac, D.	- Ford Popular	1172	IV
11.51	321	Liddicoat, H. A.	- M.G. Magnette	1500	IV
11.52	322	Tonkin, J. C.	- Volkswagen	1192	IV
11.53	323	Tremayne, F. R. D.	- Volkswagen	1145	IV
11.54	324	Crossley-Meates, G.	- Frazer-Nash B.M.W.	1971	V
11.55	325	Minter, K. F.	- Morris	1172	IV
11.56	326	Stevens, J. M.	- Ford Special	1172	III
11.57	327	Lang, F. J.	- Ford Special	1172	III
11.58	328	Harrison, W.	- Vauxhall Hot Rod	1400	III
11.59	329	Westlake, W. J.	- M.G.A.	1489	V
12.00	330	Davey, S. G.	- Ford Zephyr	2553	V

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

STARTING FROM LAUNCESTON

5th April					
a.m.					
12.01	331	Bacon, J. S.	- Ford Popular	1172	IV
12.02	332	Ivey-Mollard, W.	- Allard Saloon	3622	IV
12.03	333	Moore, R. H. T.	- Wolseley Hornet Special	1271	V
12.04	334	Snell, A. J.	- Singer Le Mans	1172	V
12.05	335	Roberts, R. H.	- Ford Special	1172	III
12.06	336	Hocking, Miss V. M. S.	- Dellow	1172	III
12.07	337	George, I.	- Ford Special	1172	III
12.08	338	Julyan, J. H. S.	- Morris '8' (1932)	847	V
12.09	339	Harris, R. J.	- Austin	2660	IV
12.10	340	Smerdon, G. S.	- Dellow	1172	V

CLASSES 3, 4 & 5—Cars (30)

STARTING FROM KENILWORTH

12.11	341	Fleetwood, Tom	- Austin Sports	1489	IV
12.12	342	Parsons, D. J.	- Frazer-Nash	1496	V
12.13	343	Thompson, B. H.	- Hillman	1390	IV
12.14	344	Morley, R. J. P.	- Fiat 600	633	IV
12.15	345	MacEwan, J. S.	- M.G. T.C.	1250	V
12.16	346	Walker, N. F.	- M.G. T.C.	1250	V
12.17	347	Stevens, G. R.	- Renault Dauphine	845	IV
12.18	348	Blick, A. R.	- Renault	845	IV
12.19	349	Ford, P. P.	- Standard	948	IV
12.20	350	Hobbs, A. C.	- Renault	750	IV
12.21	351	Beaumont, E. D.	- Dellow (S)	1172	III
12.22	352	Wood, T. G.	- Standard Vanguard	2088	IV
12.23	353	Taylor, J. M.	- Standard	948	IV
12.24	354	Massey, F. J.	- M.G. Magnette	1496	IV
12.25	355	Law, K. M.	- Triumph T.R.2	1991	V
12.26	356	Loveday, J.	- Renault	845	IV
12.27	357	Simmons-Hodge, J. L.	- Hillman Minx	1260	IV
12.28	358	Jackson, E.	- Volkswagen	1192	IV
12.29	359	Frolich, R.	- Volkswagen	1192	IV
12.30	360	Tyrer, C.	- M.G.A.	1489	V
12.31	361	Williams, E.	- Renault	750	IV
12.32	362	Carter, F. S. T.	- Standard	803	IV

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

STARTING FROM KENILWORTH

5th April
a.m.

12.33	363	Jarrett, N. B.	- Morgan	1991	V
12.34	364	*Morgan, P. H. G.	- Morgan 4/4	1172	III
12.35	365	Goodall, W. A. G.	- Morgan Plus 4	1991	III
12.36	366	Woodall, H. B.	- Ford '8' Popular	933	IV
12.37	367	Delingpole, M. H.	- Triumph T.R.3	1991	V
12.38	368	Hinde, M.	- Ford	1172	IV
12.39	369	Loupart, V.	- Ford Saloon	1172	IV
12.40	370	Whittindale, J. H.	- Morris Minor 1000	948	IV

Patrick, G.—Official Car (Ford)—will follow competitors.

TEAMS (36)

Team Competitor's No. No.	Name	Vehicle	Cubic Cap.	Name of Team
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MOTORCYCLE TEAMS (29)

1	72	Loosli, Cpl. L.	Matchless	347	Westminster
	73	Warner, Sgt. L. W.	Matchless	347	Dragoons
	74	Freemantle, Sgt. F. G.	Matchless	347	
2	75	Smith, S/Sgt. D.	Matchless	350	H.Q. 39
	76	Pollard, Sgn. M. S.	Matchless	350	Ind. Inf. Bde.
	77	Smith, Sgn. K. D.	Matchless	350	
3	78	Macbeth, Capt. A. C.	Matchless	347	Army M.T.
	79	Edwards, Sgt. M.	Matchless	347	School
	80	Brooker, Sgt. D. N.	Matchless	347	
4	84	Tridgell, Capt. F. P.	Matchless	350	1 Sqdn.
	85	Thorndyke, Sgt. J.	Matchless	350	E. Com. (M)
	86	Hardiman, Sgn. B.	Matchless	350	Sig. (TA)
5	91	Sykes, Sgt. J.	Matchless	350	Duke of
	92	Howarth, Cpl. A.	Matchless	350	Wellington's Regt.
	93	Smith, Pte. B.	Matchless	350	
6	94	Smith, Sgt. B. N.	Matchless	350	504 Coy.
	95	Mitchell, Cpl. W. N.	Matchless	350	R.A.S.C.(T.A.)
	96	Robson, Dvr. D.	Matchless	350	
7	97	Falconer, Sgt. G.	Matchless	350	3 Inf. Div.
	98	Archer, L/Cpl. F.	Matchless	350	Pro. Coy.
	99	Burrows, Sgt. R.	Matchless	350	

Team Competitor's No. No.	Name	Vehicle	Cubic Cap.	Name of Team
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MOTORCYCLE TEAMS (Cont.)

8	100	Thompson, Capt. R. G. W.	Matchless	347	4 Bn. R.E.M.E.
	101	Roberts, Capt. J. E.	Matchless	347	
	102	Chown, Lt. R. H.	Matchless	347	
9	108	Guntrip, Sgt. R.	Matchless	347	129 Inf. Wksp.
	109	Minchin, Sgt. W.	Matchless	347	R.E.M.E.(T.A.)
	110	Clark, Cfn. R. G.	Matchless	347	
10	117	Pine-Coffin, Lt. P. G.	Matchless	350	1 Div.
	118	Boileau, Sgt. E.	Matchless	350	H.Q. R.A.S.C.
	119	Gould, Cpl. M. J.	Matchless	350	
11	126	Ramsbottom, Sgt. L.	Matchless	350	47 G.W. Regt.
	127	Baker, Sgt. L.	Matchless	350	(FD) R.A.
	128	Plowman, Gnr. D. M.	Matchless	350	
12	142	Richards, J. M.	Ryl. Enfield	346	The Rag-Tags
	143	Sobey, T. J.	Ariel	497	
	144	Toy, C. B.	Matchless	350	
13	149	Jones, R. N.	D.O.T.	197	The Camels
	150	Morcom, J. N.	Ariel	497	
	151	Craddock, K.	A.J.S.	350	
14	162	Opie, R.	Ariel	500	The Choughs
	163	Parsons, W. J. E.	Francis Bntt.	197	
	164	Mannell, G. R.	Francis Bntt.	250	
15	165	Rowe, J. C.	Triumph Tr.	500	The Pixies
	166	Wills, S. T.	B.S.A.	500	
	167	Bassett, J. T.	A.J.S.	500	
16	169	Clare, C. J.	Matchless	348	Mighty Good
	170	Wooldridge, R.	Greeves	197	Trio
	171	Wickett, D.	Triumph	649	
17	168	Clare, Mrs. M. M.	Sun	197	Three Silly
	172	Cobbedick, R. E.	Triumph	498	Bees
	173	Wickett, R.	B.S.A.	349	
18	188	Harman, Capt. A. S.	Matchless	350	Ryl Devon
	189	Lockyear, Sgt. C. O.	Matchless	350	Yeomanry
	190	Pembworth, Gnr. W.	Matchless	350	
19	191	Ellis, B. L.	James	197	
	192	White, D. B.	A.M.C.	347	
	193	White, W. A.	D.M.W.	197	
20	209	Fitz-Hugh, F. E.	A.J.S.	350	The Shower
	210	Oliver, J. A.	Matchless	350	
	211	Dunnicliff, E. A. D.	Matchless	500	

Team Competitor's No. No. Name	Vehicle	Cubic Cap.	Name of Team
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MOTORCYCLE TEAMS (Cont.)

21	212	Challoner, Sgt. T. H.	Matchless	347	31 Training Regt.
	213	Davies, L/Bdr. B.	Matchless	347	R.A. 'A' Team
	214	Theobald, Gnr. D. J.	Matchless	347	
22	215	Clift, L/Bdr. A.	Matchless	347	31 Training Regt.
	216	Morris, L/Bdr. N. L.	Matchless	347	R.A. 'B' Team
	217	Allen, L/Bdr. D.	Matchless	347	
23	223	Hull, R. H. W.	James	197	Bristol M.C.C.
	224	Collier, G. T.	Triumph	200	
	225	Short, B. J.	Francis Bntt.	197	
24	227	Maddox, Lt. R. A.	Matchless	350	252 Field Regt.
	228	McKenzie, Cpl. K.	Matchless	350	R.A.(T.A.)
	229	Towell, Cfn. F.	Matchless	350	
25	234	Gamwell, Sgt. F. W.	Matchless	347	R.M.P. Depot
	235	Mannering, Cpl. R.	Matchless	347	
	236	Coker, L/Cpl. R.	Matchless	347	
26	237	Comer, Lt. R. B.	Matchless	350	H.Q. 2 Sqdn. 12
	238	McCarthy, Sgt. F. W.	Matchless	350	Comd.
	239	Hunt, L/Cpl. A. W.	Matchless	350	
27	240	Riley, Sgt. G.	Matchless	350	380 Lt. Regt.
	241	Griffiths, B.Q.M.S. R.	Matchless	350	R.A.(T.A.)
	242	Riley, Cfn. B. G. H.	Matchless	350	
28	243	Riley, Capt. W. H.	Matchless	350	251 Fd. Regt.
	244	Richards, B.S.M. I.	Matchless	350	R.A.(T.A.)
	245	McWilliams, Bdr. D. P.	Matchless	350	
29	249	Sutton, W.	Triumph	498	
	250	Davies, A.	B.S.A.	646	
	251	Cotton, J. K.	Triumph	649	

CAR TEAMS (7)

30	260	Tucker Peake, H. W.	Tucker M.G.	1467	The Falconers
	261	Warren, R. E.	Dellow	1172	
	262	Fleming, D. G.	Ford	1172	
31	267	Hay, A. E.	Lotus	1172	Eluvateam
	268	Denyer, A. L. S.	Lea Francis	1496	
	269	Wonnacott, W. E.	L.R.G.	1172	
32	308	Skinner, J. T.	Dellows (S)	1500	The Swede
	309	Banbury, P. S.	Xigini	1172	Bashers
	310	Dennis, E. H.	Morgan Pl. 4	1991	

Team Competitor's No. No. Name	Vehicle	Cubic Cap.	Name of Team
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CAR TEAMS (Cont.)

33	324	Crossley Meates, G.	Frazer-Nash		
			B.M.W.	1971	
	325	Minter, K. F.	Morris Min.	1172	
	326	Stevens, J. M.	Ford Spl.	1172	
34	311	Edwards, G. S.	Dellow	1172	
	312	Parsons, C. R.	Morgan	1991	
	313	Penhale, W. G. A.	Ford Bomb	1172	
35	298	Jordan, J. W. E.	Volkswagen	1192	The Climbers
	358	Jackson, E.	Volkswagen	1192	
	359	Frolich, R.	Volkswagen	1192	
36	363	Jarrett, N. B.	Morgan Pl. 4	1991	Morgan Team
	364	Morgan, P. H. G.	Morgan 4/4	1172	
	365	Goodall, W. A. G.	Morgan Pl. 4	1991	

Members' News Page (No. 2)

SINCE News page No. 1 was published in the "Exeter" programme a few members have sent in criticisms and suggestions and the following is a brief resumé. Where thought advisable a brief comment in reply is given.

R. N. JONES (new motor cycle member), Bodmin:

- (a) Thinks the tests in the Exeter Trial were unsuitable for motorcycles, particularly lightweights.
- (b) Some of the motorcycle members felt that car members resent their presence.
- (c) Should be more active motorcyclists on the Committee.

Comment:—Mr. Jones will soon find that he is very much mistaken in (b), universal good-fellowship is a big feature of M.C.C. events; (c) there are 5 active motorcyclists on the Committee.

W. E. HASWELL (motorcycle member), Whaley Bridge, Cheshire:

"We keep riding with the M.C.C. and I suppose we shall do so as long as we can stagger—because you have so little red tape and few regulations".

Comment:—That's the ideal! Mr. Haswell has just proposed his son for membership and he is riding in the Land's End.

J. LOWREY, Farnborough, Hants:

- (a) Competitors in each class should all ride together in this order: I, II, IV, V, III.
- (b) There should be a minimum tyre pressure enforced.
- (c) Results might be got out earlier as is done with the National Rally.

Comments:—(a) not practicable with three starting points. Competitors in different classes frequently ask to ride together, and also get considerably out of numerical order during the course of the trial.

(b) Attention is being given to this item.

(c) M.C.C. results are pretty complicated. Professional assistance is engaged for the Rally.

J. E. D. BRINDLEY (Car member), Trowbridge:

- (a) Each test should be sectioned.
- (b) Fix reasonable average speed with secret time checks.
- (c) Have a class for say 800 c.c. vehicles.

Comments:—(a) Already carried out on certain sections.

(b) M.C.C. do not like "secret" time checks and seldom use these

(c) No reason why not if support is forthcoming.

J. W. SMITH (motorcycle member), Caversham:

Thinks "Scoot to Scotland" is a mistake. Surprised that the Club is repeating it.

Comment:—What do other members think?

See article on next page.

L. J. ILES, Bristol:

Does not like ashtrays as awards. Suggests plaques or miniature cups as a pleasant change.

Comment:—Any supporters?

K. B. SHAW (car member), London:

Thinks Waterloo was not quite a suitable type of hill to include in the Exeter.

Comment:—Weather conditions certainly made the hill more difficult than was anticipated, but this is where the division of the cars into certain classes helped considerably to make it fair for all.

Please let us have some more letters after the Land's End.

Items for future "Members' Newpage" should be sent to the General Secretary, J. A. MASTERS, 76 Kinnerton Street, Knightsbridge, London, S.W.1.

Opening Run, 16th March

This was held at the Bell House, Beaconsfield, which has now been the venue for some years. Unfortunately the date clashed with the finish of the R.A.C. Rally at Hastings and many regular supporters were still at the latter town on the Sunday. Notwithstanding this a thoroughly enjoyable time was had by quite a large party and the film show which followed a very satisfying tea was generally voted to be one of the best put on.

Annual General Meeting, 17th March

There being nothing of a controversial nature on the agenda there was not a very big attendance of members, but some very useful suggestions and ideas were discussed, after the formal business of the meeting had been dealt with.

No new nominations for Officers and Committee vacancies having been received the retiring members were all unanimously re-elected. Full details of Officers and Committee are given on page 28 in this programme.

Amongst items discussed were the possibility of setting different standards for awards in the High Speed Trials for 'standard' cars and 'modified or sports cars'; the question of a greater variety of awards for the events; whether as both route cards and route marking were so accurate and detailed it was necessary to go to the expense of having both; whether the National Car Rally would be held this year, and so on.

The President, Mr. V. L. Freeman, in declaring the meeting closed expressed the opinion that it had provided a very useful interchange of ideas, and he would like to see this extended in the Members' News Page now included in the programmes.

"ESSO" SCOOT TO SCOTLAND

Organised by the Motor Cycling Club Ltd.

IN 1904 the Motor Cycling Club conceived the idea of a long distance run for motor vehicles—the London to Edinburgh Run. Some fifty years later the Motor Scoot was becoming a common sight on our roads, at which stage the M.C.C. Committee considered the time had arrived to put on an event for Scooters and Three-wheeled cars up to 350 c.c. For a new type of machine what could be more appropriate than to revive the London—Edinburgh Run of 1904.

After many hours of thought a set of regulations were drawn up, and an announcement made in the press that the First "Esso" Scoot to Scotland, to be organised by the M.C.C. would be staged as soon as possible after the ending of petrol rationing. A very large number of enquiries were received, a firm indication that a considerable number of Scooter owners would support a long distance event over a route within the capabilities of their small machines.

Two members of the Committee spent many hours 'scooting' in the North of England, a route was mapped out including several old "Edinburgh" hills of the 20's, among them the once dreaded Park Rash, with this difference, that the stones and rock outcrops had given place to a nice tar macadam surface, which caused little difficulty to the small machines. Now followed a very pleasant run over the Yorkshire Moors by the well known Tan Hill, the highest Public House in England. The Scoot was eventually held on 2nd and 3rd August, and attracted an entry of 100, most of whom arrived in Edinburgh after an enjoyable run in perfect weather.

In 1958 the "Scoot" will be held at Whitsun week-end, 23rd and 24th May, and there will be eleven starting points, i.e., London, Kenilworth, Oxford (Abingdon), Cambridge, Derby (Shardlow), Bristol, Glasgow, Newcastle-upon-Tyne, Manchester, Hull, Edinburgh, all routes converging on Harrogate for breakfast. Refreshed competitors will again climb Park Rash, hence by the good moorland roads to Buttertubs Pass, Tan Hill and Brough for lunch. From Brough the route differs from last year, taking in Windermere, Ambleside, Kirkstone Pass to Ullswater Lake, through some of the finest scenery in England, thence by Penrith to the Scottish Lowlands to finish at Edinburgh.

Enquiries are pouring in for this event, the whole route is on good hard roads, especially selected for the enjoyment of owners of scooters and small three-wheelers.

E. C. L.

OFFICERS AND COMMITTEE OF THE M.C.C., 1958

President:
V. L. FREEMAN

Captain:
Major R. I. MARIANS, O.B.E.

General Secretary:
J. A. MASTERS, 76 Kinnerton Street, Knightsbridge,
London, S.W.1. (Sloane 9087).

Hon. Treasurer:
E. V. G. GARDNER, M.C., 26 Pondfield Road, Hayes, Kent.

Committee:
The VISCOUNT CHETWYND L. G. ECKETT J. P. DAVIS
R. A. HANNAM W. T. F. KELLAND E. C. LUNNISS
H. H. MAWSON G. PATRICK J. C. LOWE A. B. SOWTER
J. TUCKER-PEAKE H. W. TUCKER-PEAKE

Hon. Solicitor:
J. F. WHITFIELD

Auditor:
GILBERT DYER, C.A.

Invitations to M.C.C. Members

THAMES ESTUARY A.C.

Speed Trial, Brands Hatch, Sunday, 15th June, 1958.
Southend '300' Rally, 19th/20th July, 1958.
Particulars from S. L. Offord, 68 Exford Avenue, Westcliff
on Sea, Essex. (Phone 42405)

WOOD GREEN D.M.C.

24 Hour Motor Cycle and Scooter Trial, 21st/22nd June, 1958.
Particulars from L. J. Swithenbank, 14B Hillside Gardens,
Highgate, London, N.6. (Phone: Mountview 3328).

M.G. CAR CLUB LTD. (S.W. SECTION)

Western Rally (About 400 miles). 11th/12th October, 1958.
Particulars from Kenneth Faire, The Victoria Garage Ltd.,
Swindon, Wilts.

SUNBEAM M.C.C.

Sunbeam '200' Trial, 24th May, 1958.
Particulars from Miss R. A. Heath, Frensham, Farnham,
Surrey.

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

STARTING FROM LONDON

4th April

p.m.				
7.40	70	Hawtin, A. R.	- Sun	224
7.41	71	Pierce, D. S.	- D.M.W.	197
7.42	72	Loosli, Cpl. L.	- Matchless	347
7.43	73	Warner, Sgt. L. W.	- Matchless	347
7.44	74	Freemantle, Sgt. F. G.	- Matchless	347
7.45	75	Smith, S/Sgt. D.	- Matchless	350
7.46	76	Pollard, Sgn. M. S.	- Matchless	350
7.47	77	Smith, Sgn. K. D.	- Matchless	350
7.48	78	Macbeth, Capt. A. C.	- Matchless	349
7.49	79	Edwards, Sgt. M. G.	- Matchless	349
7.50	80	Brooker, Sgt. D. H.	- Matchless	349
7.51	81	Doswell, V. S.	- B.M.W.	245
7.52	82	Collins, J. E.	- A.J.S.	347
7.53	83	Hazle, D. K.	- Triumph	248
7.54	84	Tridgell, Capt. F. P.	- Matchless	350
7.55	85	Thorndyke, Sgt. J.	- Matchless	350
7.56	86	Hardiman, Sgn. B.	- Matchless	350
7.57	87	Harland, Capt. R. B.	- Matchless	350
7.58	88	Bell, C. R.	- Triumph	498
7.59	89	Macleod, H. F.	- Triumph	498
8.00	90	Todd, Sgt. R.	- Matchless	350
8.01	91	Sykes, Sgt. J.	- Matchless	350
8.02	92	Howarth, Cpl. A.	- Matchless	350
8.03	93	Smith, Pte. B.	- Matchless	350
8.04	94	Smith, Sgt. B. N.	- Matchless	350
8.05	95	Mitchell, Cpl. W. M.	- Matchless	350
8.06	96	Robson, Dvr. D.	- Matchless	350
8.07	97	Falconer, Sgt. G.	- Matchless	350
8.08	98	Archer, L/Cpl. F.	- Matchless	350
8.09	99	Burrows, Sgt. R.	- Matchless	350
8.10	100	Thompson, Capt. R. G. W.	- Matchless	347
8.11	101	Roberts, Capt. J. E.	- Matchless	347
8.12	102	Chown, Lt. R. H.	- Matchless	347
8.13	103	Baldwin, S/Sgt. S. V.	- Matchless	347
8.14	104	Bell, Mrs. E. C.	- B.S.A.	125
8.15	105	Bell, P. J.	- Greeves	197
8.16	106	Capon, G. F.	- Greeves	197
8.17	107	Crawford, R. H.	- Royal Enfield Meteor	700
8.18	108	Guntrip, Sgt. R.	- Matchless	347

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

STARTING FROM LONDON

4th April

p.m.				
8.19	109	Minchin, Sgt. W.	- Matchless	347
8.20	110	Clark, Cfn. R. G.	- Matchless	347
8.21	111	Gates, B.	- A.J.S.	498
8.22	112	Nicholson, R. F.	- Triumph	498
8.23	113	Trueman, A.	- Velocette M.A.C.	350
8.24	114	Smetham, M. J.	- B.S.A.	500
8.25	115	Richardson, V. R.	- Harley-Davidson	750
8.26	116	Brooks, Cpl. D. C.	- Matchless	350
8.27	117	Pine-Coffin, Lt. P. G.	- Matchless	350
8.28	118	Boileau, Sgt. E.	- Matchless	350
8.29	119	Gould, Cpl. M. J.	- Matchless	350
8.30	120	*Davis, M. J.	- Royal Enfield	346
8.31	121	Smith, W. H.	- Greeves	197
8.32	122	Trollope, E.	- Triumph	498
8.33	123	Hornsby, J. F.	- Lambretta	175
8.34	124	Morgan, Capt. D. O.	- Matchless	350
8.35	125	Hardwick, Bdr. J. R.	- Matchless	350
8.36	126	Ramsbottom, Sgt. L.	- Matchless	350
8.37	127	Barker, Sgt. L.	- Matchless	350
8.38	128	Plowman, Sgt. D. M.	- Matchless	350
8.39	129	Ware, Sgt. R.	- Matchless	350
8.40	130	Allen, Cpl. P.	- Matchless	350

CLASS 2—Sidecars and 3-Wheelers (11)

STARTING FROM LONDON

8.41	131	Praill, R. W.	- Harley Davidson	1208
8.42	132	Butcher, R.	- Ariel/Canterbury	497
8.43	133	Holmes, S. C.	- Ariel	497
8.44	134	Badman, R. S.	- Triumph	650
8.45	135	Farsch, G. H.	- B.S.A. A.7	495
8.46	136	Brown, D.	- Vincent	998
8.47	137	Long, N. R.	- Matchless	498
8.48	138	Hampton, E. J.	- A.J.S.	498
8.49	139	Bryant, D.	- A.J.S.	600
8.50	140	Squires, W. A.	- Vincent	998
8.51	141	Rayfield, L. S.	- B.S.A. (Three-wheeler)	1021

CLASS 1—Solo Motorcycles (52)

STARTING FROM LAUNCESTON

8.52	142	Richards, J. M.	- Royal Enfield	346
8.53	143	Sobey, T. J.	- Ariel	497