

OFFICIAL PROGRAMME



THE MOTOR CYCLING CLUB Ltd.

Season 2004

PROGRAMME

of the One Hundredth Annual

LONDON to EDINBURGH CLUB RUN

*for MOTOR CYCLES, SIDE CARS,
CYCLE CARS (Three Wheels), & CARS
(any Engine Capacity),*

To be held on 1st, 2nd, 3rd JUNE 2004

STARTING at Popham Airfield
Tuesday Afternoon 1st JUNE 2004 at 4.00pm
FINISHING at The Hopetoun Hotel
Thursday 3rd JUNE 2004.

AWARDS

ALL FINISHERS WILL RECEIVE
A SUITABLE AWARD

It must be distinctly understood that this is not a race. Driving at excessive speed during any part of the journey, or a Police conviction for an offence, under the Motor Car Act, during the run, will involve disqualification.

Trials Hon. Sec., JOHN ALEY
20 Old Shipyard Centre, West Bay,
Bridport, Dorset DT6 4HG

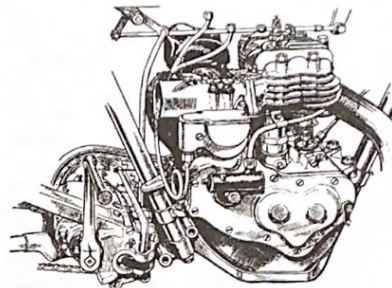
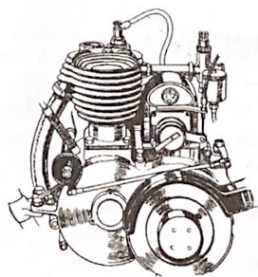
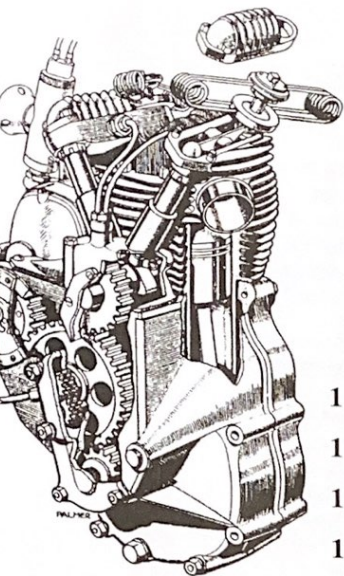
For a full and carefully considered
account of this event with many
original illustrations

See

TRIPLE
The MCC's Magazine

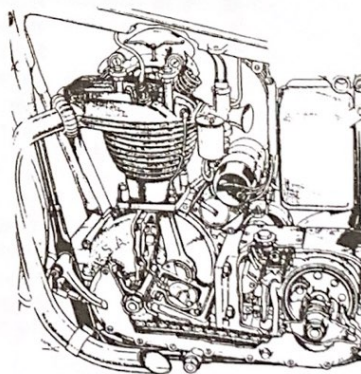
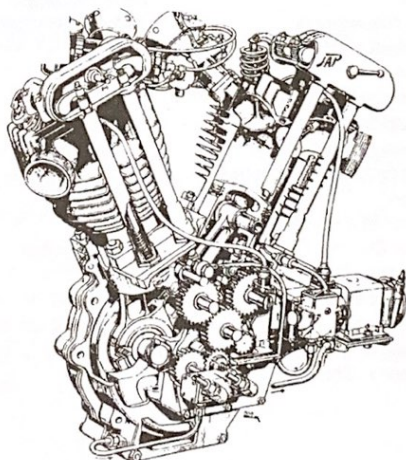
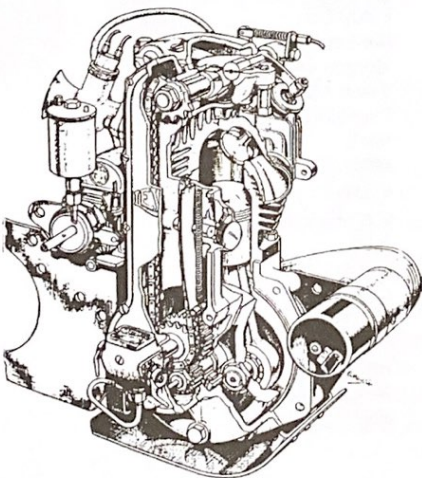
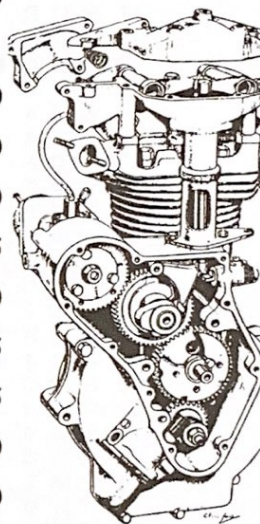
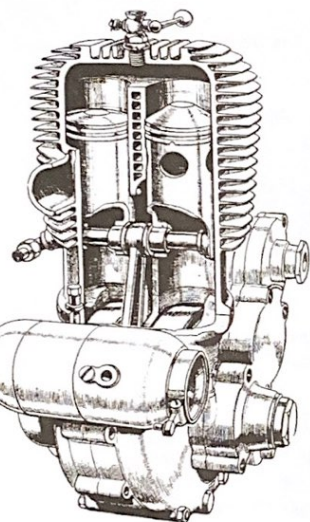
OFFICIALS

| | | | |
|------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|-------|
| Stewards: | G.W. WOOLCOTT, R.E. WARREN | | |
| Clerk of the Course: | M J Slatter, 12 Suthmere Drive, Burbage, Marlborough, Wilts. SN8 3TG Telephone: 01672 810768 | | |
| Entry Taker: | Mrs Mary Margetts | | |
| Secretary of the Trial: | J. R. Aley, 20 Old Shipyard Centre, West Bay, Bridport, Dorset DT6 4HG Tel: 01308 420706 Email: johnaley@portwrinkle.fsnet.co.uk | | |
| Trial Co-ordinator | R J Peachey | | |
| Popham | Chief Marshal | Tony Jeffery | 15.00 |
| | Scrutineers | Pat Worsfold John Dowse | |
| | Marshals | Ann Jeffrey Chris Dowse George Smith Chris Philips | |
| Popham Special Test | Chief | Jacqui Brooks | 15.00 |
| | Marshals | Mike Brooks Richard Cornelius | |
| Fairmile Control | Chief | Margaret Slatter | 17.00 |
| | Marshal | Simon Dowse | |
| Section 1 Dursley | Chief | Nigel Moss | 18.00 |
| | Marshals | Members of Stroud District Motor Club | |
| Strensham Control | Marshals | Ken & Mary Hobbs | 21.00 |
| Section 2 Farlow | Chief | Jonathan Toulmin | 23.30 |
| | Marshals | John Hayes, Val Yates | |
| Section 3 Wetton | Chief | Robin Preedy | 3.30 |
| Gt. Hucklow Control | Chief | Mike Jeffs | 5.00 |
| | Marshal | Ann Jeffs | |
| Hucklow Special Test | Chief | Martin Goodey | 5.00 |
| Heydon Control | Chief | Gary Curcher | 7.00 |
| Section 4 Park Rash | Chief | Alan Moody | 9.00 |
| | Marshals | David Moody, Stan Pool, Tim Craddock & Party | |
| Section 5 West Witton | Chief | Don Dalton | 9.30 |
| | Marshals | Eileen Dalton, Geoff Bell | |
| Section 6 Arn Gill | Chief | Peter Chantler | 10.00 |
| | Marshals | Hume Fairholm & Family, Members of the Ripon Motor Club | |
| High Shaw Control | Chief | Peter Keightley | 10.30 |
| Pooley Bridge Control | Chief | Martin Willis | 12.00 |
| | Marshal | Irene Willis | |
| Southwaite Services Restart | Chief | Chris Veevers | 8.30 |
| Innerleithern Control | Chief | Jimmy Steel | 12.00 |
| | Marshal | Mrs Steel | |
| Finish Control | Chief | John Weatheritt | 14.00 |
| | Marshal | Jean Weatheritt & Peter Manning | |



LOCATIONS & TIMES

| | | |
|--------|--------------------------------|---------------|
| 1 June | Popham Airfield | 16.00 – 18.00 |
| 1 June | Fair Mile Control | 16.30 – 19.00 |
| 1 June | Old Hollow Section No 1 | 18.30 – 21.30 |
| 1 June | Strensham Control | 21.00 – 24.00 |
| 2 June | Farlow Section No 2 | 23.30 – 02.30 |
| 2 June | Wetton Low Section No 3 | 03.30 – 07.00 |
| 2 June | Hucklow Control & Special Test | 05.00 – 08.00 |
| 2 June | Heydon Control | 07.15 – 10.15 |
| 2 June | Park Rash Section No 4 | 09.00 - 12.30 |
| 2 June | West Witton Section No 5 | 09.30 – 12.45 |
| 2 June | Arn Gill Section No 6 | 10.00 – 13.15 |
| 2 June | Hign Shaw Control | 10.30 – 14.00 |
| 2 June | Hartsop Control | 12.00 – 15.30 |
| 3 June | Southwaite Services Restart | 07.30 – 10.30 |
| 3 June | Innerleithen Golf Club Control | 12.30 – 15.00 |
| 3 June | Hopetoun House FINISH | 14.00 – 17.00 |



ENTRY LIST

| NO | START CLASS TIME | NAME | HOME TOWN | VEHICLE | C.C. |
|----|------------------|-----------------------------------|-------------------|----------------------|------|
| 1 | 16.01 C | Peter & Deborah Lawley | Telford | Toyota Prius | 1500 |
| 2 | 16.02 C | Derek Reynolds/Fred Mills | Bromley | Volvo 66 | 1397 |
| 3 | 16.03 D | Peter & Jim Mountain | Chesham | Morgan +4 | 2088 |
| 4 | 16.04 B | Richard Hoskin/Andrew Hall | Bolsover | Morgan F4 | 850 |
| 5 | 16.05 C | Mike & May Hayward | Stevenage | Ford Focus | 1800 |
| 6 | 16.06 D | John & Judy Cocks | Chalfont St Giles | Morgan 4/4 | 1600 |
| 7 | 16.07 D | Mike Oakins/John Millman | Modbury | Liege | 848 |
| 8 | 16.08 B | Edward & Ruth Stobbs | Cardigan | Duckshover 3 | 602 |
| 9 | 16.09 C | Jon Stobbs/ | Cardigan | Mazda 323GTI | 1840 |
| 10 | 16.10 A | Roy Warren | Bedford | Royal Enfield | 499 |
| 11 | 16.11 A | Anthony Evers | Kempston | Royal Enfield | 500 |
| 12 | 16.12 A | Alec & Yvonne Smith | Ottery St Mary | Mazda | 1840 |
| 13 | 16.13 A | Stephen Fuller | Bedford | Aprillia | 600 |
| 14 | 16.14 D | Martin & Ann Kaese | Droitwich | GTM Spyder | 1400 |
| 15 | 16.15 C M | Keith Vipond/Ian Bates | Walsall | VW Beetle | 1192 |
| 16 | 16.16 D | Ian Cummings/ | Sutton Coldfield | Morgan +4 | 1996 |
| 17 | 16.17 D | Richard Andrews/Stuart Harrold | Ross on Wye | Dellow | 1500 |
| 18 | 16.18 C | John & Jenny West | Wotton under Edge | Fiat | 1242 |
| 19 | 16.19 C M | Barry & Richard Kirton | Twynning | Skoda | 1289 |
| 20 | 16.20 C | John & Meryl Green | Rotherham | Morris | 1098 |
| 21 | 16.21 A | John Childs | Wheathampstead | CCM | 644 |
| 22 | 16.22 A | Paul Khambatta | Hitchin | Triumph Thunderbird | 885 |
| 23 | 16.23 E | Ian Mahany / | Wheathampstead | HRG 1100 | 1260 |
| 24 | 16.24 E | Brian & Murray Symes | Chalfont St Giles | HRG | 1497 |
| 25 | 16.25 E | James & Robert Miller | Norwich | Singer Le Mans | 972 |
| 26 | 16.26 A | David Waldron | London | Honda NT | 650 |
| 27 | 16.27 A | Roger Cantle | Newton Abbot | BMW R80 | 798 |
| 28 | 16.28 D | Roger Tushingam/ | Pateley Bridge | Suffolk Jaguar | 4200 |
| 29 | 16.29 A | Andrew Eldrick | Denby Village | BMW GS | 650 |
| 30 | 16.30 A | David Brown | Ilkeston | Triumph Tiger | 955 |
| 31 | 16.31 A M | Les Bowler | Grantham | BMW R80 | 800 |
| 32 | 16.32 C | Garry & Judy Preston | Hamstall Ridware | Fiat 127 | 903 |
| 33 | 16.33 D | Martyn & Pauline Sansom | Royston | Dellow | 1600 |
| 34 | 16.34 D | Dave Sapp/Ian Parkinson | South Petherton | Morgan 4/4 | 1600 |
| 35 | 16.35 D | Henry Tutton/ Rod Dale-Johnson | Epsom | Morgan 4/4 | 1600 |
| 36 | 16.36 D | Own Ingram/Tim Williams | Frome | Marlin | 3500 |
| 37 | 16.37 D | Jonathan & Ann Laver | Templecombe | Triumph TR3 | 1991 |
| 38 | 16.38 D | Peter & Carey Ratcliffe | Worcester | Triumph TR3 | 1991 |
| 39 | 16.39 C | Nigel Bone/Philip Pelling | Okehampton | VW Beetle | 1584 |
| 40 | 16.40 C | Edward & Jeremy Broom | Cullompton | Ford Escort | 1600 |
| 41 | 16.41 D | Perce Harden/ | New Milton | MG Midget | 1491 |
| 42 | 16.42 D | Tim Denison/ | Thornton | Marlin | 1950 |
| 43 | 16.43 C | Mike & Richard Warnes | Exmouth | Triumph TR7 | 1998 |
| 44 | 16.44 A | Stephen Greensmith | Burton upon Trent | SuzukiXF | 644 |
| 45 | 16.45 A | Keith Backhouse | Baildon | Honda Deauville | 647 |
| 46 | 16.46 D | David & Val Bache | Bromsgrove | Lotus Elan | 1600 |
| 47 | 16.47 E | Iain Warner/ | North Walsham | Bentley 3 Litre | 2996 |
| 48 | 16.48 D | Vic & Kate Champness | Bishops Stortford | Morgan +4 DHC | 2088 |
| 49 | 16.49 A | Frank Pearson | Chorley | Vincent Black Knight | 1000 |
| 50 | 16.50 A | William Cook | Marlborough | Triumph Thunderbird | 650 |
| 51 | 16.51 D | Brian Osborne/Malcolm R. Oxborrow | Bromsgrove | MGB | 1800 |
| 52 | 16.52 D | David & Patricia Bowlas | Birmingham | MGB GT | 1800 |
| 53 | 16.53 C | John & Helen Arrowsmith | Astwood Bank | MGB GT | 1800 |
| 54 | 16.54 C | Peter Thompson/Melanie Jones | Great Dunmow | Opel Kadett | 1979 |
| 55 | 16.55 A M | Celia Walton | Noke | Ariel | 500 |
| 56 | 16.56 D | Mike Telford/Mike Lowry | Carlisle | Morgan +4 Coupe | 2138 |
| 57 | 16.57 D | John Green/ Duncan Gilbert | Wiveliscombe | Dellow | 1172 |
| 58 | 16.58 D | Tim & Anne Whellock | Chard | MG Midget | 1275 |
| 59 | 16.59 C | Trevor & Diane Bailey | Somerton | Ford Focus | 2000 |
| 60 | 17.00 C | John & Ann Burton | East Coker | Honda S800 | 791 |
| 61 | 17.01 A | Roger Baldwin | Yelvertoft | Honda Africa | 750 |
| 62 | 17.02 D | Trevor & Jenny Gibb | Hartley | Marlin | 1800 |

| NO | START TIME | CLASS | NAME | HOME TOWN | VEHICLE | C.C. |
|----|------------|-------|----------------------------|------------------|-----------------|------|
| 63 | 17.03 | D | Patrick & Susan Morgan | Grantham | Mazda | 1800 |
| 64 | 17.04 | D | Bryan & Margaret Cockman | Reading | Marlin | 1800 |
| 65 | 17.05 | A | Sid Hill | High Wycombe | Suzuki DR | 350 |
| 66 | 17.06 | A | Stan Ducker | Chard | Suzuki DRZ | 400 |
| 67 | 17.07 | A | Richard Thompson | Wokingham | BMW R100 | 998 |
| 68 | 17.08 | A | Richard Clarke | Tunbridge Wells | BMW Dakar | 650 |
| 69 | 17.09 | A | Mike Wills | Rugby | BSA B44 | 441 |
| 70 | 17.10 | A M | Paul Weston | Wells | Moto Guzzi V50 | 499 |
| 71 | 17.11 | D | Richard & Rachael Cooper | Malmesbury | Triumph Vitesse | 1598 |
| 72 | 17.12 | D | Colin & Jane Biles | Malmesbury | MG Midget | 1275 |
| 73 | 17.13 | C | Nigel Hilling/Kevin Upton | Huddersfield | Ford Anglia | 1172 |
| 74 | 17.14 | D | Martin & Rachael Wyatt | Droitwich | Morgan | 1650 |
| 75 | 17.15 | D | Gordon & Andrew Summers | Guildford | Morgan +8 | 3500 |
| 76 | 17.16 | D | Paul Royds/Graham Austin | Worcester | Mazda MX5 | 1840 |
| 77 | 17.17 | C | James Calver/James Arthurs | Durham | VW Corrado | 2900 |
| 78 | 17.18 | C | Clive & Teresa Morgan | Martock | Mini Clubman GT | 1275 |
| 79 | 17.19 | C | Bob Bennetts/Jacki Napier | Stoke sub Hamdon | Mini Cooper | 1275 |
| 80 | 17.20 | C | Robin & Mary Moore | Camelford | BMW 525 | 2494 |

THE STORY OF THE LONDON EDINBURGH TRIAL

By PETER GARNIER and JOHN ALEY

It's nearly two decades since I persuaded my old friend, the late Peter Garnier, former editor of The Autocar magazine and great MCC enthusiast, to write the history of our club. Tom Threlfall helped me with research and David and Charles agreed to publish what has become compulsory reading for MCC members. Fortunately I still have much of Peter's original notes and copy and can think of no better way to tell the story of our oldest trial than by piecing the relevant bits together

The year 1904 was particularly significant for the MCC, for it brought the first of the Club's long-distance 'classic' trials - 'The Motor Cycle London to 1, Edinburgh Ride'. Conceived by Arthur Candler (who became Hon Secretary in 1905) and held at Whitsun, this event was to become famous as simply The Edinburgh, continuing (if only in name) to the present day as one of the MCC's three, annual 'classic' trials. The event attracted no fewer than seventy entries, though the less ambitious Committee members had resisted such a marathon on the grounds that few, if any, would ever reach Edinburgh - and that the spluttering, fitful acetylene gas lamps would result in a succession of night-time accidents. The start was near the General Post Office, then in St Martins-le-Grand, late in the evening, with the route leading straight up the Great North Road, water-bound, stony and dusty in dry weather, with an abundance of horse-shoe nails to cause punctures, and a rutted, slippery mudbath in the wet. Only two hills were included: Alconbury, which was loose and badly rutted; and Alnwick, which was next best thing to a trials hill. There were no time controls, as there are in today's events, competitors having enough to contend with already - and concerned only with getting there in the twenty-four hours allowed.

In his very brief history of The Edinburgh (The Autocar, 31 August 1945), J. A. ('Jackie') Masters - of whom we shall hear a great deal more, later on - wrote the following:

Friday evening, May 20, 1904 - scene, the General Post Office in the shadow of St Paul's Cathedral. At 9.52pm, J. A. Jackson, captain of the MCC, could contain his patience no longer and (8 minutes before the official starting time) he despatched C. W. Brown, on his 2³/₄hp FN motor-cycle, No. 1 in the first London-to-Edinburgh club run, to the cheers of a very large crowd of onlookers of which the writer (with his 2¹/₄hp Jehu) was one.

The proceedings had opened with what the official record describes as a 'generous supper' at Huggetts Hotel, Paternoster Square, with S. F. Edge I in the chair, supported by other motoring notabilities, including D. Napier, J Mervyn O'Gorman and Lt-Col Mark Mayhew. Out of an entry of 70, 46 actual starters were present and the aforementioned official record goes on to say that, having been fed, they filed past the president to the strains of 'Ave Selwyn, hi mnrituri te salutant'.

The last man having been despatched, the officials made a dash for the 11. 38pm from King's Cross to Grantham in a couple of overcrowded hansoms. S. H. Fry was extremely peeved because, having to sit on the footboard in the pouring rain, his silk hat had been ruined!

Despite the Committee's fears, of the 70 entries, a total of 46 started, 34 J of them completing the 400 miles within the time limit; of the 15 motor-tricycles that started, 4 finished. This event, and those that followed, provided a first class proving ground in which accessory and component manufacturers could try out their products. Among these was an electrical equipment company who entered their representative, riding an Ormonde equipped with electric lighting, the power being supplied by four 20-ampere/hour batteries in a special tin container on the luggage-grid. He was among those that finished within the 24-hour limit. Also among the competitors in this first 'Edinburgh Ride' were the brothers Lionel and Douglas Baddeley, the former becoming President in 1945. This is an early example of the strong 'brand loyalty' that has existed among MCC members throughout its eighty-eight years.

The annual London-Edinburgh, with its traditional Whitsun date, quickly grew in stature to become a much-publicised national event. In 1905, when there were no fewer than 28,000 motor-cycles registered on the roads of Britain, there were 88 entries. Of these, 59 started and 22 finished within the 24 hours' allowance to receive Gold Medals. The route ran through Biggleswade, Grantham, Wetherby, Durham, Alnwick, Berwick-on-Tweed and Levenhall - whence enthusiastic members of the Edinburgh Motoring Club escorted competitors along the remaining seven miles to the finish.

Now with Major Colvill as president the 1907 MCC fixture list included twelve sporting events of various types. The there-and-back Edinburgh, with its 10/6 (57¹/₂p) entry fee for motor-cycles and £1. 1s (105 pence) for cars competing for the Schulte Cup, and the maximum cost price for car entries raised to £550, seemed to have become almost easy. No fewer than 36 motor-cycles (out of 62 entries), 4 tri-car and sidecar outfits (10) and 12 cars (18) qualified for Gold Medals, having completed the run to Edinburgh inside the twenty-four hours' allowance. Among the successful motor-cyclists was W. O. Bentley on a twin-cylinder Quadrant, whose cars were later to become world-famous; and C. A. Vandervell (founder of the world-famous bearing manufacturers, Vandenell Products, and driving force behind the Vanwall G. P. cars) won a 'Gold' in the car class, driving a 17/21 hp Daimler.

A special Gold Medal, awarded by the ACC to affiliated clubs, was won by S. G. Frost (4¹/₂hp Minerva twin) for the best there-and-back performance on a motor-cycle; and the Schulte Cup for a similar performance by a car went to J. Platt-Betts (8hp Rover) - eight riders/drivers being awarded 'Golds' by the MCC, for the there-and-back, double run. A Miss A. M. Hind, driving a 24hp Deasy car (No. 80) - with 'Magneto and Accumulators ignition' appears in the programme for this event. She may be the first-ever woman competitor in an MCC trial, and she qualified for a Gold Medal for the single, London-Edinburgh section.

Next year the trial was held on its usual Whitsun Bank Holiday dates, with 133 motor-cycle entries, 7 tri-cars and side-cars, and 28 cars. The enterprising Muriel Hind, took to two wheels for this event, riding a Rex - completing the London Edinburgh section in twenty-two hours to win another 'Gold'. As well as the hardy annuals such as W. O. Bentley, C. A. Vandervell, Victor Riley and others, the entry included George Brough (Brough), later to become well known for his Brough Superior motor-cycles, and - much later - cars; and for his checked caps. There was also Captain Sir R. K. Arbuthnot, Royal Navy L who continued to compete on two wheels in this and other MCC trials after being promoted Rear-Admiral!

Because it was felt that car drivers were receiving preferential treatment with their Schulte Cup, a special MCC Challenge Cup was introduced for the motor-cycle entries, the winner being S. G. Frost on a 41/2hp, twin-cylinder Minerva. Platt-Betts again won the Schulte Cup with his 8hp Rover, becoming the holder in perpetuo. Of the 168 entries, 67 won 'Golds', and 2 'Silvers'. Double-journey 'Golds' were won by 14 competitors, including Miss A. E. Woods with an 8hp Rover car.

For the first time, it appears, a few competitors fell foul of the Law for speeding - or 'scorching' as they probably called it then. Among several others, C. H. Crole-Rees was fined £3 2s, plus 18s costs, at the St Neots County Court. The Motor Cycle advised 'We understand from a victim that it's best for the offending motorists to appear at the Court in person.' To such an extent did the Club frown upon these transgressions that a letter was sent to all successful competitors asking if any police complaints had been made against them. As a result, one or two awards were withheld, A. S. Phillips losing his double-journey 'Gold' through a 'Driving to the danger . . .' conviction at Retford. Rex Mundy, another who was to become famous in the industry, lost his too, as the result of a speeding conviction.

Competitors were sent off at half-mile intervals, starting at 9pm, the organisers claiming as a bonus point that, in view of the Daylight Saving Act, they would start in broad daylight and enjoy at least one hour's run before it was completely dark, taking them to Hatfield. They also stated that Mr H. J. C. Spring, proprietor at Ye Olde Gatehouse, had undertaken to provide supper for competitors from 6.30 to 8.45pm, and that he was prepared to fill vacuum flasks with hot coffee and to provide sandwiches. The same facilities were available at the first stop, at The Swan Hotel, Biggleswade and at the garage in Grantham. In such places as York (2nd breakfast stop) and Carlisle (lunch) it would, they said, be a case of first come, first served. 'This will help the solo riders (as it's right that it should) since they have no accommodation for luncheon baskets. All alcohol should be eschewed during the event', they advised, 'though perhaps a little light wine at dinner before the start would do no harm.' A whole paragraph was given over to reminding competitors not to forget to wind up and set their watches before the start. Such old-world solicitude is no longer included in the regulations. Seventy-five per cent of the entry won Gold Medals.

The Edinburgh's turn for a face-lift came in 1931, the year that Jackie Masters (see Chapter 12) became trials organiser. Until well after World War II his familiar figure, clad in a checked tweed overcoat, and always accompanied by his wife Bea, was to be seen at most observed sections on every MCC trial, chatting with competitors and making sure all was well. To the existing list of hills - Fleet Moss, Askrigg, West Stonesdale and Tan Hill - he added Middle Tongue (near Harrogate) and Park Rash (near Kettlewell). The latter was regarded as highly dangerous in Yorkshire, there were no incidents, but it stopped 76 entries. With this stiffening-up the Edinburgh, as the Exeter had done the year before, officially became a trial - however competitors and the Press may have regarded it during previous years!

Concerned that the Scottish section of the Edinburgh was providing little entertainment for spectators and few challenges to competitors, Jackie Masters started searching for new observed hills north of the Border, and came up with Costerton and Humble hills in the Lauder area for the 1937 event. Despite the ban on locked axles, imposed for the 1936 Edinburgh and subsequent MCC trials, these proved easy though 'interesting', stopping only twenty-seven competitors between them. In the reports it was described as the 'Easiest Edinburgh for years', with 142 starters, 96 of whom claimed Premier Awards. The following year, 1938, the Scottish Sporting Car Club came to the rescue and unearthed two real stoppers - Adderstonshiels and Gattonside, which proved to be just what the Club wanted. Between them they brought 107 competitors to a standstill and the 1938 Edinburgh went into the records book with only thirty-four PAs - the lowest number ever awarded in this traditionally easy event. One further new hill appeared in the route cards for the 29 May 1939 trial, final pre-World War II Edinburgh. Named Blackford, it was situated in the public gardens right in the City and within sight of the final check-point at the top of the hill. A stop-and-restart test made things more difficult, and added interest for the many spectators, putting paid to Premier Awards for nineteen competitors with otherwise clean sheets. The MCC Film Unit, ever on the ball, put on a technicolour recording of the trial at a memorable luncheon at the Black Barony Hotel in Peebles on Whit Sunday, the day following the finish.

Though there were strong misgivings among Committee members as to the wisdom of running another lengthy event so soon after the Land's End, arrangements went ahead for the 1947 Edinburgh at Whitsun, in modified form and centred on Harrogate. Again the entry was strong with 38 solos, 6 sidecars, 1 three-wheeler and 81 cars. In their report of the event, the Stewards summed up the four observed hills used in the trial, all relics from pre-war days: 'Middle Tongue - hardly worth keeping unless it rains. Park Rash - still a satisfactory hill. Summer Lodge - still the best hill of the trial. Bouthwaite - possibly all right if it rains; not very interesting.' One of the comments made was that a 'social organiser' would help new members to feel more 'a part of the family' at the hotel in the evening, again emphasising the strong family atmosphere at MCC events.

In these immediate post war years club motor sport was moving more into the direction of rallies. Though the MCC's policy has always been to cater for the tastes of every type of member - and there is always fun to be had in any competitive event on two, three or four wheels - somehow as a competitor one found this rally-type Edinburgh oddly atypical of the MCC, and a poor relation of its predecessors. There were already many small clubs running similar events at the time and people didn't join the mature and respected MCC to compete in them - splendid though they were as training-grounds before embarking on major National and International rallies.

Despite these feelings from many seasoned competitors, by the next year it was steadily gaining strength as a rally, now with increased entries. The 457-mile route from the Rouncil Towers Motel at Kenilworth and finishing at Edinburgh was shrouded almost throughout its length by rain - which must have played a major part in the retirement of nearly 50 per cent of the motor-cycle entries. The results were decided by the many tests: Fast-

Slow at Oughtershaw; Brake Test on the north side of Buttertubs Pass; Stop-and-Re-start at Stonesdale; Regularity Test on Tan Hill; Regularity Test on Hardknott and Wrynose passes; Stop-and-Restart on the Tweedsmuir-Tibble Shiels section; and a Triple Stop-Restart test at the finish at Edinburgh. This consisted of three stops and re-starts in quick succession against the clock. The lines astride which we had to stop were just .too far apart for comfort in first gear and were too close for a change-up into second - resulting in frightful over-revving and load-reversals in the transmission! And there was a time limit of 30 seconds. W. A. G. Goodall's Morgan Plus Four and G. A. Lewis's Silverstone Healey were very fast, taking only 24 ⁴/₅ seconds.

While the Exeter and Land's End trials have retained their old popularity throughout the post-World War II years, with a steadily increasing car entry and a fairly static number of motor-cycles, it has been the Edinburgh that brought problems - not the least of which has been its lack of appeal to members, especially when run as a rally; at heart, MCC members are not rally enthusiasts. As mentioned earlier, there had been a tremendous proliferation of sporting events of all types in the immediate post-war years, in response to an extraordinary upsurge of enthusiasm. The popular rallying areas became saturated weekend after weekend, with a mass of motor clubs each trying to satisfy this demand.

Inevitably the Government stepped in, and in the mid-fifties it was agreed between the Ministry of Transport and the RAC (as Britain's governing body of motor sport) that the number of events run by each club should be rationed - with the allocation of permits based upon the number of events already run by each club.

The MCC had no difficulty in obtaining permits for its long-established Lands End, Exeter, the Inter-Club Trial (first held in 1904), and Derbyshire Trial (first held as the Sporting Trial in 1925, becoming the Derbyshire in 1955) - especially the two off-road events that did not worry anyone. So far as the Edinburgh was concerned, the RAC were reluctant to accept it as a rally - or even as a trial when run in the over-worked Derbyshire area; and the MCC were not all that anxious to continue running an event that was steadily losing in popularity. But, with its long history and status, the RAC could scarcely turn down the MCC's application for a third long-distance event, and a permit was granted. Part of the deal however involved dropping the traditional Derbyshire Trial although many of its well known hills, Bamford Clough and Litton Slack for example became the "Meat" of the Edinburgh menu.

So in 1957, and for the next ten years until 1967, this odd-man-out became 'The Edinburgh and The Esso Scoot to Scotland', catering for the growing interest in scooters and small three-wheeled cars (Messerschmitt, Vespa and others). Except for the bewildering profusion of starting points (London, Abingdon, Kenilworth, Shardlow, Bristol, Leeds, Edinburgh, Manchester and Newcastle-upon-Tyne in 1959), the event retained its long-distance character, using much of the old route covered by the inter-war Edinburgh trials. The difficult sections, with their rough, stony surfaces and rock outcrops had by then been properly surfaced and presented no problems, even to the scooters. The first of these events was held on 2 and 3 August 1957 with an entry of exactly 100.

Subsequent events reverted to the traditional Whitsun weekend and, so long as the interest in scooters and miniature three-wheelers survived, the event was well supported. Including the normal, though small, entry of cars and motor-cycles taking part in what was variously termed the Edinburgh 'Trial' and 'Run', the entry increased from 100 in 1957 to 303 in 1959; after that, entries steadily declined, with 177 in 1964, 102 in 1966 and only 85 in 1967, the last year it was held. Since then the 'road sections' of the Edinburgh (which means the overnight run from the start to the trials section) have been run as a 'Touring Assembly'. In effect, this means that the MCC avoids paying the RAC a high permit fee for what is no longer an entry-puller, while still retaining the traditional title of what has become the world's oldest-established long-distance event for motor-cycles.

As mentioned in the introduction many of these words were written nearly twenty years ago but by then the present format of the trial had emerged.

Today's Edinburgh has a post midnight start and only a short night run before a day spent tackling the hills of Derbyshire's Peak District with a finish in or near Buxton. Although different in character from the early days it has survived its many changes and fashions in motor sport to retain its place as a worthy part of that great MCC trio of traditional trials.