



we're on trial

the Scott Trial – and we're giving it the special M.C.N. treatment, expert news reports, action packed pictures, that you've come to expect from a newspaper with our reputation – give us a trial and you'll get the best coverage of trials, sprints, races, and scrambles every week.

**Motor
Cycle
News**

Wednesdays 9d.

The Parkgate Press, Darlington.



SCOTT TRIAL

25th OCTOBER 1969

Organised by the Darlington and District Motor Club Ltd. Proceeds in aid of Guide Dogs for the Blind. Official Programme 2s (or more)



**Motor
Cycle**

THE RIDER'S
PAPER

WEDNESDAY 1s

SCOTT TRIAL

SATURDAY, 25th OCTOBER, 1969

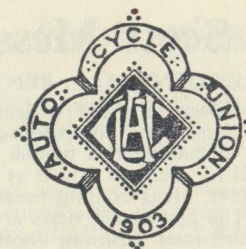
A NATIONAL (OPEN) ONE-DAY RELIABILITY TRIAL
FOR SOLO MOTOR CYCLES

held under the International Code of the **F.I.M.** and the General
Competition Rules of the Auto-Cycle Union Supplementary
Regulations already circulated

Permit No. A.C.U. 130



The "Alfred A. Scott" Memorial Trophy
SOUVENIR PROGRAMME



YORKSHIRE CENTRE

SEASON, 1969

President: J. G. WISE, Esq.

SCOTT TRIAL

ORGANISED BY DARLINGTON & DISTRICT MOTOR CLUB

President: A. E. BENTLEY, Esq.

OFFICIALS

A.C.U. Steward:

E. Damadian.

Yorkshire Centre Stewards:

T. H. Wortley and J. G. Wise.

D. and D.M.C. Stewards:

E. Williamson and G. Rutherford.

CHIEF OFFICIALS

Clerk of the Course:

A. E. Bentley.

Asst. Clerk of the Course:

R. Walton.

A.C.U. Timekeeper: T. J. K. Pickering (National).

Asst. Timekeeper: F. E. Shaw (Yorks. Centre).

Machine Examiners: Members of Richmond and D.M.C.

Medical Officer: Dr. I. Williams.

Treasurer: J. E. Robinson.

I.C. Results: J. Waller.

Programme Sales: Lady Members of D. and D.M.C.

Secretary of the Meeting:

D. N. NODDINGS, 14, Breck Road, Darlington.

Programme Secretary: P. A. Stephenson.

The Scott Message

BY THE PRESIDENT, A. E. BENTLEY, Esq.

It has become the privilege of the President of the Darlington and District Motor Club to welcome the competitors to the Scott Trial and thank everyone concerned in making this unique event possible.

The Annual Scott Trial has become famed as one of the most sporting motor cycle events of the year. It is exciting because the course is difficult, and at times spectacular. The panoramic views around the course, whether seen from a vertical or horizontal position, above or below water, in or out of bogs, on top of or underneath rocks, or even up to your armpits in peat, can at times inspire you with awe. To all competitors from "supported" to "never again", who we are pleased to see each year, I extend a warm welcome, hope you have an enjoyable day's sport and look forward to seeing you at the Prize Presentation during the evening.

We are once again honoured by the attendance of His Worship the Mayor of Richmond, Councillor R. Eaton, who will start the trial and in the evening present the awards.

Our Club has extremely good relations with the Landowners, Farmers and Police in the area, built up over many years. As Clerk of the Course, it has been a pleasure to meet and know many of these people personally, and I would like to offer my sincere thanks on behalf of my Club to each one for your forbearance in allowing us the use of this venue.

In conclusion, I would like to express my appreciation to the vast team of helpers who support me in this venture. Organisers of any event will realise its magnitude when I mention that this year we have the assistance of in the region of 180 devotees to our sport.

A. E. BENTLEY,

President of Darlington and District Motor Club and Clerk of the Course.

PAST WINNERS

- | | |
|---|---|
| 1914—Frank Philip (Scott) | 1946—Bill Nicholson (B.S.A.) |
| 1914-18—War I | 1947—Bill Nicholson (B.S.A.) |
| 1919—Geoff Hill (Triumph) | 1948—Jim Alves (Triumph) |
| 1920—Clarrie Wood (Scott) or
Jim Whalley (Sunbeam) | 1949—Bill Nicholson (B.S.A.) |
| 1921—Clarrie Wood (Scott) or
Billy Moore (Scott) | 1950—Bill Nicholson (B.S.A.) |
| Harry Langman (Scott) | 1951—Bill Nicholson (B.S.A.) |
| 1923—Billy Moore (Scott) or
Ernie Mainwaring (Scott) | 1952—J. G. Draper (B.S.A.) |
| 1924—Tommy Hatch (Sunbeam)
or Wally Clough (Scott) | 1953—Arthur Shutt (Francis Barnett)
First small machine win |
| 1925—Eddie Flintoff (Sunbeam) | 1954—Jeff Smith (B.S.A.) |
| 1926—Eddie Flintoff (Sunbeam) | 1955—John Brittain (R. Enfield) |
| 1927—Oliver Langton (Scott) | 1956—John Brittain (R. Enfield) |
| 1928—Eric Langton (Scott) | 1957—Artie Ratcliffe (Triumph)
Second small machine win |
| 1929—Vic Brittain (Sunbeam) | 1958—Sammy Miller (Ariel) |
| 1930—Len Heath (Ariel) | 1959—Jeff Smith (B.S.A.)
First small machine win
and standard time. |
| 1931—Vic Brittain (Sunbeam) | 1960—Arthur Lampkin (B.S.A.) |
| 1932—Allan Jeffries (Scott) | 1961—Arthur Lampkin (B.S.A.) |
| 1933—Len Heath (Ariel) | 1962—Sammy Miller (Ariel) |
| 1934—Ken Wilson (Panther) | 1963—Sammy Miller (Ariel) |
| 1935—Len Heath (Ariel) | 1964—W. Wilkinson (Greeves) |
| 1936—Billy Tiffen (Velocette) | 1965—A. J. Lampkin (B.S.A.) |
| 1937—Allan Jeffries (Triumph) | 1966—A. R. C. Lampkin (B.S.A.) |
| 1938—Len Heath (Ariel) | 1967—S. H. Miller (Bultaco) |
| 1939-45—War II | 1968—S. H. Miller (Bultaco) |

Scottapics

Conversation Piece

Last week a fellow said to me "Oy, Boggy! We want a few words for the Scott programme." "What shall I write about?" sez I. "Say summat funny," sez he. "O.K.," sez I, "ow about KNICKERS." "What's that got to do with the Scott," sez he. "O.K.," sez I, "ow about SCOTT KNICKERS." He didn't seem very impressed. After a little think he sez "Better not make it funny after all, better keep it a bit more serious." "O.K.," sez I, "ow about BLACK SCOTT KNICKERS."

He shook his head in a dazed sort of way and replied "Never mind, Boggy, I can see the strain would be too much for you, go and lay down for a while and I'm sure you will be better soon. Meanwhile I will see if Godfrey Dinn or Everline Woff can oblige."

I did not, however, lay down, but proceeded to recall a few more memories of the "Event". The incidents related are situations involving other people and I must therefore warn that any resemblance to persons living or dead is purely intentional.

My first memory occurred one year in which I actually competed in this "stupid" trial. The start was at High Gingerfield Farm in those days and I was descending the rather steep incline from Applegarth Heights when I was informed by a rather frantic young couple that one of the riders had "gone over the edge". I dismounted and scrambled down the incline to find an elderly gent clad in a Barbour Suit reclining comfortably in a large bush. I asked him where the rider was who had gone over the edge and he replied "Shure you must be after meaning moiseif Boyo!" I remarked that it was fortunate he had not hurt himself whereon he replied "No I'm O.K., if you don't count a broken leg!" I knew he was joking of course particularly when he doubled up laughing whilst describing what a funny sound the bone made when it snapped.

You are quite right, dear reader, he was a real hard man indeed. After establishing that his leg actually had broken, it became obvious that no splinting was necessary as he had used a whole roll of insulating tape to "waterproof" his legs before the start and this held the bone nicely in place. He explained that an ambulance was on its way but he was a wee bit concerned about his model which lay quietly on its side a little further down the slope. I offered to take it back to the start as my annual chance of winning the Alfred A. Scott Trophy was somewhat marred when I pulled a clutch nipple out. He was grateful, but warned me to exercise a little care with his bike as it was a one man breed and might bite a stranger. I gazed at an innocuous looking hybrid two-stroke and wondered what he was rothering about. I soon found out when I took my leave of him and rode off when the ambulance arrived. It was literally like sitting on a bomb, 60 m.p.h. in approx. 8 secs. was just a little warm for a trials bike surely? It later transpired that the contraption was running on a mixture comprised mainly of 120% proof potato alcohol, or as it was known in the elderly gent's homeland, Poteen. Oh, by the way, the gent's name? Why Stanley Woods of course.

Some rather alarming things have happened in the Scott and not all the tall stories told in the Kings Head are without substance. I recall one year in which I was section leader on the Washfold/Marrick section. My part of the course ended at Marrick "T" road. The moor running down to the road was a beautiful falling sweep of green sward down which the riders tended to wind it on a little. However, in the middle of this sward were two rather large drifts let into the hillside which could not be seen when coming downhill. The first cliff edge (for want of a better description) was about eight or nine feet deep and red danger flags were always marked round the rim with the actual course flags round to the side. This particular day unknown to me the local sheep turned a little peckish and proceeded to eat the danger flags (it has been opined that the red flag tastes better than the yellow course flags) and the first hint

of trouble I encountered was when a rather white faced policeman on Scott duty sought me out and gave me a lurid description of a rider who, not following the course flags, took off without benefit of an airframe. The said police officer then, having found out I was responsible, kindly offered not to put me in jail immediately until I had cleared up "Lovers Leap" which he generously gave me a whole three minutes to git up and go.

It was determined later that at least ten "short cut type" riders had joined the Scott Flying Club fortunately without serious external injury, what happened both to their nerves and their opinion of Scott organisers is a matter of conjecture. But please, when one of the lads involved tells you about his leap into space, don't smile tolerantly but adopt a suitable expression of awe.

Twice in the Darlington Motor Club's history of the Scott we have had riders who so enjoyed the trial that they decided to ride all night! Perfectly true, I assure you. I recall the first instance. I was "Joint Clerk of Course" and during the festivities of the prizegiving after the trial when we were all Nissed as Pews (as last year's author so eloquently put it) the call was sent out "Rider missing on course". We thereupon drunkenly donned wet Barbour suits, grabbed torches and drove out to the search area. We then walked the moor in groups looking for the missing person, but after several hours all we located were pheasant and bunny type courting couples. At approximately two o'clock (a.m.) we decided he must be tucked up with a blonde in Richmond and called off the search till daylight. He was later found tucked up, minus blonde, in a farmer's barn further round the course.

The second instance involved a Liverpool rider sleeping the night under the stars. He had become quite exhausted and huddled under a large rock, intermittently flashing his cigarette lighter to try and attract attention. Very sensibly he did not wander from the course and in doing so provided an object lesson in moors survival technique of "staying put". This was borne out by the fact that 100 yds. from the course at that point was quite a steep drop. Should any future rider be slightly perturbed by the foregoing let him stop his worry as arrangements have since been made to have the nightshift riding eliminated.

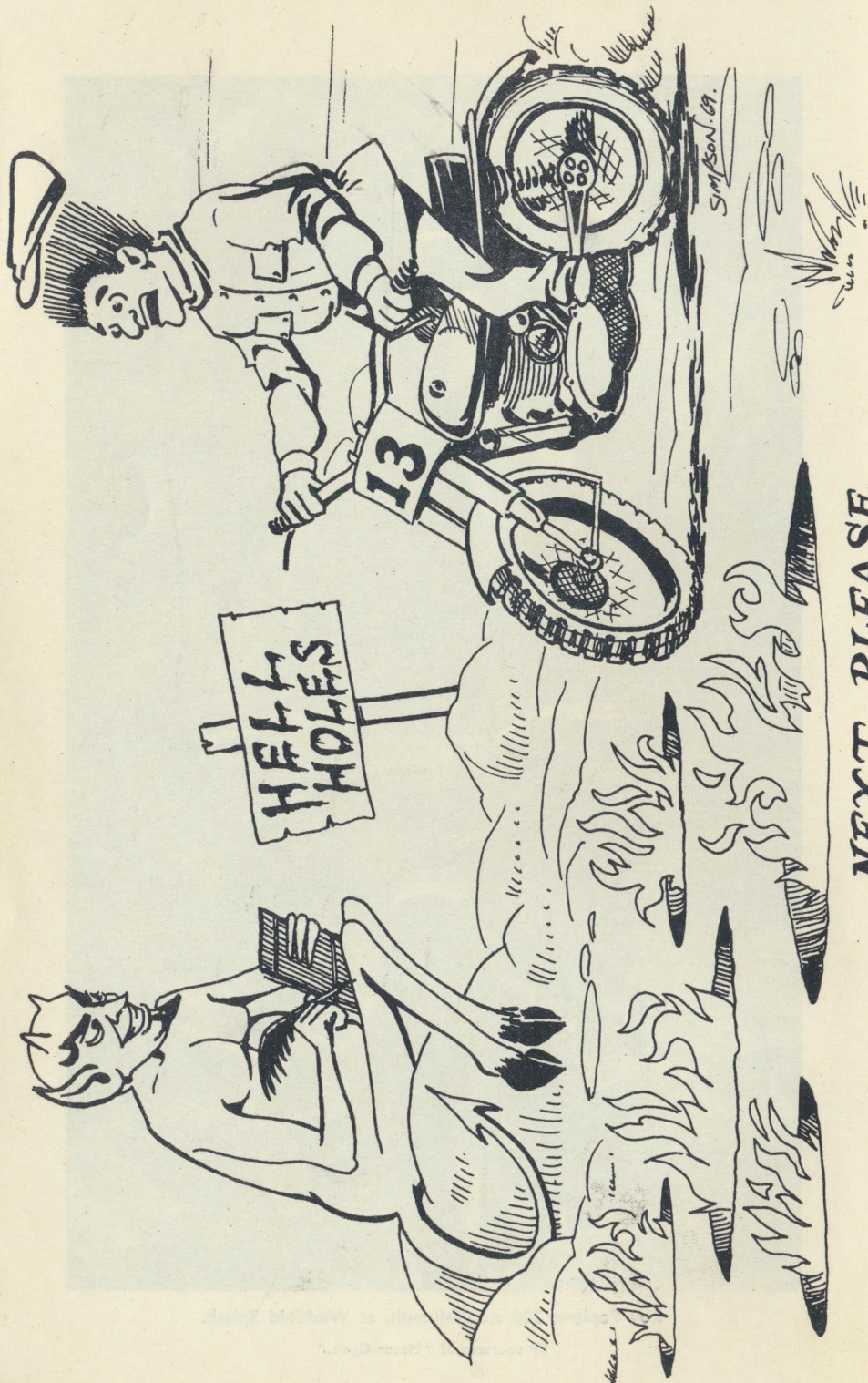
Continuing in the vein of things which happened to other people reminds me of another rather amusing incident which took place several years ago. I was again Joint Clerk of the Course that particular year and one very fine Sunday morning when the weather really raised the spirits my fellow C. of C. and I set off to do a bit of Scotting. We reached the top of Marske Bank on our way to Hurst when a sudden flush of Joir-de Vire took hold of my mate (no names please) and he commenced to swing from one side of the road to the other accompanied by his own vocal rendering of "The Gold and Silver Waltz". Unfortunately, and I'm sure we can't blame Johan Strauss, one of the "swings" went a little wide and his front wheel entered a concealed ditch. His resultant progression cannot be described exactly, but imagine if you can a poor bloke clutching a pair of handlebars attached to a bike now 18 ins. below road level and travelling at a steady 45 m.p.h. His legs went like the proverbial windmills enabling him to do the 100 yds. in something under eight secs. After I picked myself up off the road where I had fallen in an agony of stomach-ache with laughing, I complimented him on his effort and suggested an entry into the Olympics but he didn't seem a bit interested somehow.

The Scott is of course one of those events in which spectators get a chance to see all the "greats" of the game and in fact the whole range of expertise from works riders to rabbits is demonstrated. The "works" rider is of course a breed apart. He has usually got his "ride" by hard and concentrated activity which goes beyond the point of mere interest and this "drive" is often mistaken by the uninitiated as a form of callousness and even unsporting spirit. This, however, is not true, although the works bods themselves are often the most scathing about their opponents and themselves as a class.



Roy Peplow, 200 c.c. Triumph, at Washfold Splash.

By courtesy of "Motor Cycle."



NEXT PLEASE

I once remember having this put very neatly by a works rider of quite a few years ago at a Scott Prizegiving night who spoke this of his friend and rival:

A young boy answered his teacher one day,
 "My Pater, a piano, in a brothel doth play."
 His mother, when told, was really aghast
 Till the reason for this did strike her at last.
 For how could the little chap stand up and say
 "ME DAD'S A WORKS RIDER FOR BEE-ESS-AY."

The teller of this tale incidentally rode for Nortons at the time and he related quite a few of the dodges employed to nobble the opposition. My favourite was the time he and several other works types were on the continental motor-cross circus and the night before a particularly big meeting he "employed" two young ladies of easy virtue renowned for their stamina and sent them anonymously to the enemy camp where a bit of a whing-ding was in progress. He apparently had no bother beating his de-tuned rival next day, who tried to compensate his defeat by recounting what a wonderful party the winner had missed last night.

I could of course relate many more of mine and other people's experiences, but space and tempus fugit force my pen to a halt, but I would just like to close with a little bit of encouragement to the up and coming young riders of today.

Yearn not my boy for days to come,
 But get you a bike and have some fun.
 Have a bash at the SCOTT and when you are through
 Don't blame me 'COS you look eighty-two.

BARNEY BOGWHEEL.

NOTICE TO SPECTATORS

The future of the 'Scott' Trial is in your hands.

The only complaints we receive from landowners and tenants is the breaking down of walls by thoughtless spectators, who in an effort to see as much as possible, leave the course and cut across private property.

PLEASE, ON NO ACCOUNT, CLIMB OR
 SIT ON ANY WALL OR FENCE

Thank You

Key to the Map

Only Section reasonably accessible by road are listed below.

Approx. time for
early numbers

HOW TO GET THERE

- 9.30 START** Follow the Richmond to Marske Road.
- 10.05 REST & BE THANKFUL** Take first R. at bottom of hill on Marske—Reeth Rd., and L. at T.
If you are ready for a rest be thankful, but there's another 50 miles (approx.).
- 10.10 COLD KNUCKLES** As above, and then follow course $\frac{1}{4}$ mile.
But hot breath and some-times words.
- 10.20 WASHFOLD SPLASH** In front of the Green Dragon, Hurst.
The best place to retire.
- 10.25 ROAN SPLASH** Follow course in reverse from Hurst X Roads, in Hurst.
Oh for a watery grave.
- 10.50 UNDERBANKS** On South of Marske—Reeth Road.
No doubt the Mintoe Man will be there again.
- 11.00 ROCK GARDEN** As above.
Without flowers, by request.
- 11.02 NAE BOTHER** Reached from the bottom or top (with a parachute) of Fremington Edge.
On a mountain goat.
- 11.42 TOTTERGILL** Follow the course from near the C.B.
"Totter" being the operative word, breathalizers are available.

- 12.17 PUNKHARD BRIDGE** On the Tan Hill Rd., 2 miles from C.B. Inn.
There are several interesting bog plants to look at if you fall off.
- 12.42 STANG HOWE** West of Stang Rd., as below.
We are told by a reliable source that this was a main road for pack horses.
- 12.50 BRIDGE END** East of Stang Rd. on Barnard Castle to Reeth Rd.
Under, over, under and then find yourself knotted.
- 1.35 LUMMER'S STAIRCASE** As above, and follow course for $\frac{1}{4}$ mile.
Rise 24 in., going 6 in.
- 1.40 HELL HOLES** R. up hill at Marske P.O., keep S.O. to X roads and then L. for $\frac{3}{4}$ mile to Helwith.
(i) Another fast climb followed by a walk back to the bike.
(ii) Nice fast climb for slim bikes and riders.
- 1.50 COLD KNUCKLES** As before.
And hot words yet again.
- 2.00 REST & BE THANKFUL** All comes to he who foots like mad.
- 2.15 DICKY EDGE** R. up hill at Marske P.O., turn L. at course signs.
Close your eyes and you will be down in no time.
- 2.30 FINISH** For a few.

"RIDERS' DRINKS BY MINTEX LININGS"

Thank you

LANDOWNERS

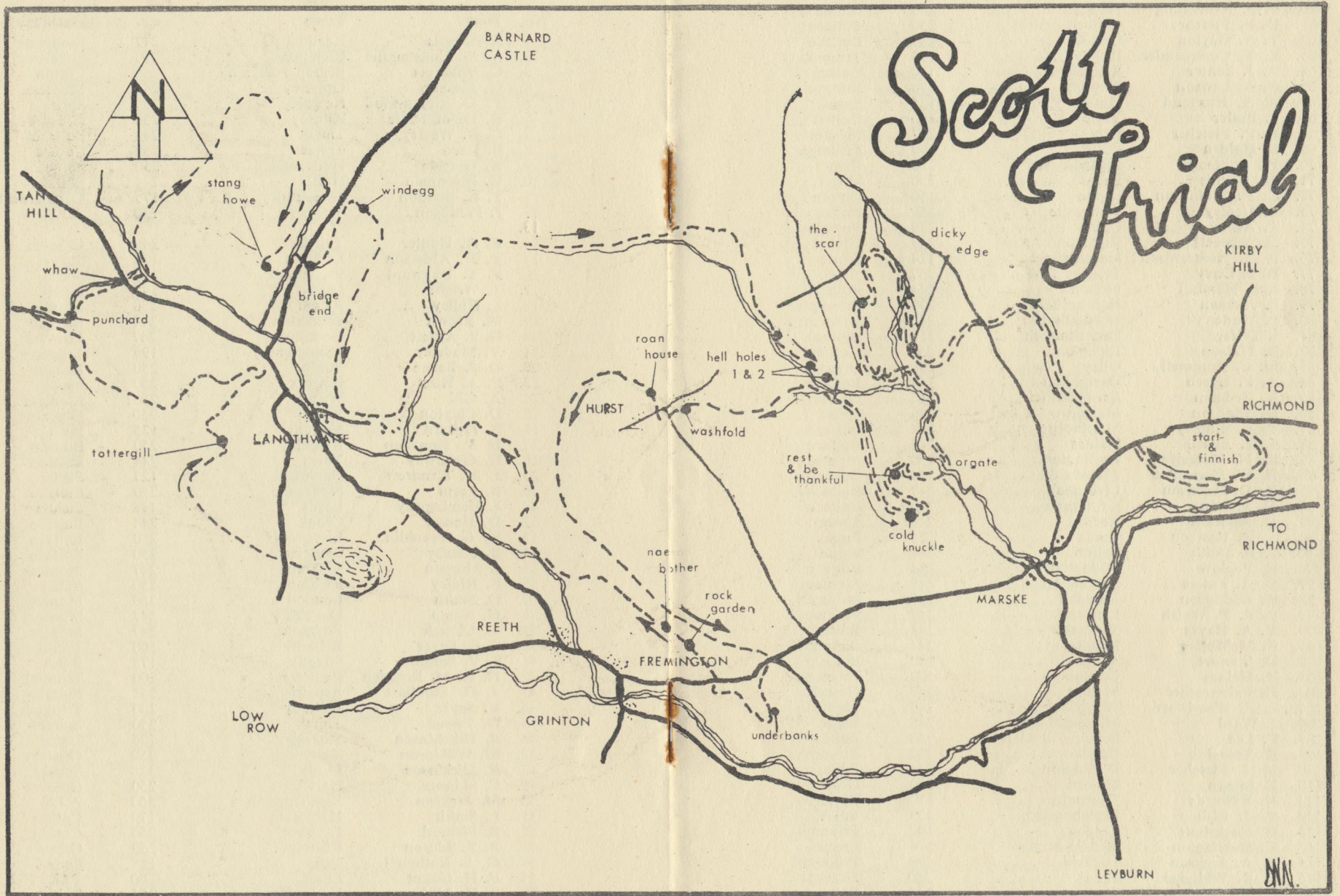
The Organiser would like everyone connected with the Scott Trial to realise more fully how much they owe to the large number of Landowners and Farmers, who each year give permission for the Course to pass over their private land. Most of these gentlemen, although in no way interested in motor cycling, readily prove themselves to be true sportsmen by doing everything in their power to make our event a success. Stock is moved from fields, gates closed after the trial, and even fences and walls removed to suit our requirements; and yet all that is asked in return for such services is that visiting spectators shall show the same consideration and remember that they are guests on PRIVATE PROPERTY. This year we are indebted to the following landowners:

Sir Thomas Sopwith, Scar House, Arkengarthdale, Richmond.
 Lord Zetland, Aske Hall, Richmond.
 Mr. J. J. Robinson, Tongue Hill, Hurst, Marske, Richmond.
 Mr. H. M. Ridley, Kexwith, Marske, Richmond.
 Mr. J. Willkomm, Fountain House Farm, Booze, Arkengarthdale.
 Mr. H. G. Lynas, Holgate, Marske.
 Mr. R. Longstaffe, Helwith, Marske.
 Mr. J. R. Longstaffe, Lummers House, Marske.
 Mr. G. W. Longstaffe, Kersey Green, Marske.
 Mr. H. Hodgson, Ellerton Lodge, Richmond.
 Mr. W. Hillery, Hail Farm, Hurst, Richmond.
 Mr. Tomlin Harker, Town Farm, Booze, Arkengarthdale.
 Mr. A. Harker, West Applegarth, Richmond.
 Mr. Rutter, Orgate Farm, Marske.
 Mr. J. E. Braithwaite, Prys Head, Hurst, Richmond.
 Mr. E. S. Bainbridge, Marrick Abbey, Richmond.
 Mr. J. L. Atkinson, Booze, Arkengarthdale.
 Mr. W. Allison, Telfit Farm, Marske, Richmond.
 Mr. J. B. Allison, Moor House, Marske.
 Mr. G. R. Alsop, Slack Hills, Hurst.
 Mr. C. Alderson, Storthwaite Hall, Arkengarthdale.
 The Zetland Estates Company, Richmond.
 Mr. R. Bainbridge, Wood House, Marrick, Richmond.
 War Department, Command Land Agent, York.
 North Riding County Council, County Hall, Northallerton.
 Sir Mark Milbank, Holgate Moor, Marske.
 Mr. J. Stubbs, Rawcroft, Reeth.
 Mr. L. Greenhow, Shaw Farm, Arkengarthdale.
 Mr. C. Clarke, Hagg Cottage, Fremington, Richmond.
 Mr. T. R. Kendall, Fremington House, Reeth.
 Mr. W. H. Robertson, Castle Farm, Arkengarthdale.
 Mr. R. Rutter, The Old Hall, Fremington.
 Mr. J. Kendall, Woodyard Farm, Reeth.
 Mr. J. G. Stones, Pepperhall, Arkengarthdale.
 The Committee of the Reeth Moor Estate.
 Mr. J. H. Barningham, Home Farm, Arkengarthdale.
 Mr. M. Moore, East Applegarth, Richmond.
 Mr. J. Wallis, Park Top, Marske, Richmond.
 Capt. A. J. R. White, Ellerton Abbey, Reeth.
 Mr. G. E. Harker, Oulands Hurst.
 Mr. L. W. Atkinson, Low Faggersill, Arkengarthdale.
 Mr. A. Harker, Punchard, Arkengarthdale.
 Mr. W. R. Brown, Reels Head, Fremington.
 Mr. Peter, South Ellerton, High Eskeleth, Arkengarthdale.
 Mr. R. Hird, "Nuholme", Hudswell, Richmond.

SCOTT TRIAL

No.	Name	Town	c.c.	Machine
1.	J. Roberts	Reading	247	Montesa
2.	A. M. Constantine	Richmond	250	Greeves
3.	G. Williams	Bishop Auckland	246	Cotton
4.	G. Jackson	Guiseley	247	Montesa
5.	P. D. Greenwood	Keighley	250	Sprite
6.	R. D. Metcalfe	Kilnsey	250	Greeves
7.	C. R. Worley	Thirsk	244	Bultaco
8.	B. Reed	Thirsk	250	Cotton
9.	K. Garside	Huddersfield	250	Sprite
10.	G. Priestman	Hull	244	Bultaco
11.	T. H. Stanton	Shrewsbury	175	Commanche
12.	J. Pattinson	Marske	250	A.J.S.
13.				
14.	R. A. Hunter	Thirsk	248	Greeves
15.	T. W. Alderson	Leyburn	128	Suzuki
16.	F. T. Hayward	Richmond	250	Sprite
17.	T. Wright	Leeds	125	Puch
18.	L. Ridley	Richmond	250	Cotton
19.	M. Brown	Sunderland	244	Bultaco
20.	D. J. Adsett	Godalming	247	Greeves
21.	V. Madeley	Montgomery	199	Triumph
22.	D. J. Beane	Bozeat	250	Bultaco
23.	F. A. Hirst	Halifax	250	Sprite
24.	A. Gill	Wigan	250	Montesa
25.	D. Clayton	Wigan	250	Greeves
26.	B. Pickard	Skipton	125	Puch
27.	D. V. Thornton	Keighley	250	Bultaco
28.	G. Galloway	Yarm	244	Bultaco
29.	J. M. Kendrew	Harrogate	123	Puch
30.	B. Form	Newcastle	250	Bultaco
31.	J. Hemingway	Leeds	118	Suzuki
32.	D. Hunter	Crook	244	Bultaco
33.	K. G. Franklin	Liverpool	250	Bultaco
34.	B. Hutsby	Pontefract	250	Bultaco
35.	J. Morgan	Richmond	247	Montesa
36.	E. Ridley	Richmond	250	Butler
37.	D. Smith	London	250	Montesa
38.	G. Kemp	Dewsbury	247	Montesa
39.	A. Clough	Poynton	247	Montesa
40.	J. R. Sayer	Bellerby	500	Triumph
41.	J. V. Smith	Streetly	175	B.S.A.
42.	D. R. M. Brogden	Pontefract	200	Triumph
43.	J. D. Stobart	Aspatria	252	Bultaco
44.	K. Sayer	Bellerby	200	Triumph
45.	D. Tweed	Thirsk	250	Bultaco
46.	B. Hutchinson	Stokesley	125	Sprite
47.	M. Wilkinson	Kettlewell	250	Greeves
48.	R. Dickinson	Leeds	128	Suzuki
49.	C. Skinner	Harrogate	250	Greeves
50.	M. Jackson	Southampton	250	A.J.S.
51.	L. Smith	Harrogate	170	Cotton
52.	B. Pickard	Leyburn	250	Cotton
53.	B. Wilkinson	Kilnsey	250	Greeves
54.	G. S. Rathmell	Otley	125	Puch
55.	P. H. Gaunt	Leeds	90	P.G.S./CZ.
56.	S. H. Miller	Highcliffe	252	Bultaco
57.	N. Greenwood	Huddersfield	125	Puch
58.	G. Ashby	Barnoldswick	128	Suzuki

Scott Trial



No.	Name	Town	c.c.	Machine
59.	A. J. Lampkin	Silsden	175	B.S.A.
60.	P. S. Armstrong	Newcastle	249	Montesa
61.	D. S. Fletcher	Balloch	250	Bultaco
62.	T. A. Hayton	Carlisle	244	Bultaco
63.	E. T. Commander	Rugby	199	Triumph
64.	R. J. Sunter	Richmond	170	Cotton
65.	R. A. Lawson	Skipton	250	Bultaco
66.	B. A. Husband	Hutton Rudby	125	Sprite
67.	P. Butler	Yarm	246	Cotton
68.	E. P. Fletcher	Leeds	247	Montesa
69.	B. Holden	Colne	199	Triumph
70.	W. Addinall	Mirfield	230	Ossa
71.	M. Dennis	Bedale	250	D.O.T.
72.	C. R. Mallinson	Ripon	250	Cotton
73.	C. Hedley	Newcastle	250	Bultaco
74.	T. Ashby	Colne	250	Bultaco
75.	M. Fawcett	Richmond	249	Greeves
76.	N. J. Netherwood	Huddersfield	124	Sprite
77.	R. J. Davy	Thames Ditton	247	A.J.S.
78.	J. S. Horsfall	Nelson	244	Bultaco
79.	P. Jackson	Huddersfield	200	Triumph
80.	L. Wade	Northallerton	246	Greeves
81.	I. Telfer	Lochwinnoch	250	Bultaco
82.	B. Watson	Richmond	250	Cotton
83.	M. C. Rathmell	Otley	250	Greeves
84.	A. F. Green	Darlington	244	Bultaco
85.	A. Redman	Barnoldswick	246	Greeves
86.	G. Simpson	Marion	246	Sprite
87.	T. A. Bingley	Milnthorpe	244	Bultaco
88.	S. K. Ansell	Staines	244	Bultaco
89.	R. N. Metcalfe	Darlington	250	Montesa
90.	H. W. Doncaster	Mansfield	250	Bultaco
91.	R. D. Harrison	Liverpool	247	Bultaco
92.	D. Wilson	Edinburgh	250	Bultaco
93.	D. Allinson	Reeth	246	Sprite
94.	S. R. Rawson	Leeds	125	Puch
95.	J. B. Smith	Sutton	246	Sprite
96.	R. Peplow	Widnesbury	244	Bultaco
97.	R. A. Futers	Darlington	247	Montesa
98.	K. Dickinson	Rawdon	247	Montesa
99.	P. R. P. Walsh	Lancaster	247	Montesa
100.	K. A. Hayes	Shrewsbury	244	Bultaco
101.	F. McMullen	Middleton	244	Bultaco
102.	D. Stewart	Alexandria	250	Bultaco
103.	R. Haines	Coventry	500	Triumph
104.	H. Fairweather	Malton	246	Greeves
105.	F. E. Woodward	Whyteleafe	247	Montesa
106.	J. Ward	Middlesbrough	246	Sprite
107.	F. Lee	Bishop Auckland	250	Bultaco
108.	R. Sewell	Heighington	250	Triumph
109.	M. J. Fletcher	Darlington	246	Bultaco
110.	E. Inman	Malton	250	Greeves
111.	R. Edwards	Thornaby	170	Cotton
112.	P. J. Bishop	Littleborough	175	B.S.A.
113.	H. Cockshott	Leeds	199	Triumph
114.	K. Saddington	Middlesbrough	244	Special
115.	T. A. Jackson	Mirfield	199	Triumph
116.	P. R. Whitaker	Leeds	250	Greeves
117.	E. R. Jameson	Stanhope	244	Bultaco
118.	P. Pochon	Reading	247	Montesa
119.	B. J. Adams	Nottingham	250	Sprite

No.	Name	Town	c.c.	Machine
120.	C. Challis	Mortimer	247	Montesa
121.	S. Pitts	Pudsey	250	Bultaco
122.	J. Young	Edinburgh	250	A.J.S.
123.	C. J. Robinson	Harrogate	246	Greeves
124.	C. Milner	Newbold	123	Puch
125.	G. J. Farley	Woking	247	Montesa
126.	J. A. Sandiford	Bury	244	Bultaco
127.	A. R. C. Lampkin	Silsden	125	Suzuki
128.	D. M. Wheatley	Richmond	250	Bultaco
129.	I. Clarkson	Stokesley	244	Bultaco
130.	E. Adcock	Royton	170	D.O.T.
131.	P. Barry	Port Talbot	247	Greeves
132.	J. W. Heap	Middleton	250	Ossa
133.	P. G. Simpson	Leyburn	250	Greeves
134.	G. D. Rushton	Middleton	250	Bultaco
135.	J. P. Berry	Liversedge	250	Greeves
136.	W. Priestman	Hull	244	Bultaco
137.	R. J. Bailey	Richmond	170	Cotton
138.	J. G. Turner	Buxton	250	Sprite
139.	G. S. Butterfield	Consett	250	Montesa
140.	R. J. Moor	Sutton	125	Puch
141.	D. K. Whitaker	Leeds	250	B.S.A.
142.	H. Hudson	Kendal	150	Puch
143.	M. Dodd	Sutton	250	Cotton
144.	R. K. Busfield	Keighley	247	Cotton
145.	P. Wetherill	Darlington	250	Greeves
146.	N. M. Carr	Thirsk	250	Cotton
147.	M. McArthur	Middlesbrough	199	Triumph
148.	T. J. Hay	Edinburgh	120	Suzuki
149.	B. Johnson	Stokesley	125	Sprite
150.	G. Downey	Newcastle	250	Bultaco
151.	K. Raw	Richmond	199	Triumph
152.	D. Bald	Edinburgh	250	Bultaco
153.	W. E. Brefitt	Nottingham	230	Ossa
154.	P. Dallas	Cleckheaton	250	Sprite
155.	D. Pitts	Pudsey	250	Bultaco
156.	H. S. Chew	Skipton	250	D.O.T.
157.	K. H. Coltman	Thirsk	125	Sprite
158.	C. Horner	Shildon	244	Bultaco
159.	J. Ward	Sherwood	170	Cotton
160.	B. A. Holden	Washington	125	Puch
161.	P. C. Wilks	Crook	246	A.J.S.
162.	G. Walker	Middlesbrough	247	Montesa
163.	G. Young	Boldon	247	Montesa
164.	L. Atkinson	Great Ayton	247	Montesa
165.	R. M. Shepherd	Harrogate	247	Montesa
166.	M. Lampkin	Silsden	125	Suzuki
167.	G. Morris	Ramsbottom	247	Montesa
168.	J. Davies	Salford	247	Montesa
169.	L. C. Telling	Malmesbury	250	Montesa
170.	D. Thorpe	Sheffield	230	Ossa
171.	A. Edwards	Dewsbury	244	Bultaco
172.	D. Speight	Bradford	250	Sprite
173.	M. Newsham	Carnforth	246	Bultaco
174.	J. Johnson	Newton Aycliffe	249	Greeves
175.	J. Banks		175	B.S.A.
176.	P. Remington	Kendal	250	Greeves
177.	P. K. Evens	Ford	250	Greeves
178.				
179.				
180.				

AWARD No. 10 ERIC S. MYERS TROPHY
BEST CLUB TEAM

No.	Driver	Machine	c.c.	Club
11.	T. H. Stanton	Commanche	175	
100.	K. A. Hayes	Bultaco	244	
21.	V. Madeley	Triumph	200	Minsterley M.C.
26.	B. Pickard	Puch	125	
156.	H. Chew	D.O.T.	250	
65.	R. A. Lawson	Bultaco	250	Craven & D.M.C.
56.	S. H. Miller	Bultaco	250	
37.	D. R. Smith	Montesa	247	
125.	G. J. Farley	Montesa	247	Sunbeam M.C.C.
64.	R. J. Sunter	Cotton	170	
107.	F. Lee	Bultaco	250	
158.	C. Horner	Bultaco	244	Darlington & D.M.C.
84.	A. F. Green	Bultaco	244	
89.	R. N. Metcalfe	Montesa	247	
97.	R. A. Futers	Montesa	247	Darlington & D.M.C.
12.	J. Pattinson	A.J.S.	250	
46.	J. B. Hutchinson	Sprite	125	
111.	R. Edwards	Cotton	170	Middlesbrough M.C.
121.	S. Pitts	Bultaco	250	
141.	D. K. Whitaker	B.S.A.	250	
155.	D. Pitts	Bultaco	250	West Leeds M.C.

AWARD No. 9 THE SCOTT TROPHY
BEST TEAM ON SAME MAKE OF MACHINE

No.	Driver	Machine	c.c.	Team
127.	A. R. C. Lampkin			
166.	A. M. Lampkin			
31.	J. Hemingway	Suzuki	118	Suzuki
17.	T. Wright	Puch	125	
29.	J. M. Kendrew	Puch	123	Dalesman
54.	G. Rathmell	Puch	125	Puch
20.	D. Adsett	Greeves	247	
53.	B. Wilkinson	Greeves	250	
47.	M. Wilkinson	Greeves	250	Greeves

SCOTT TRIAL ENTRY FIGURES

The Scott Trial was first run in 1914 with 14 invited riders.

1919.....	82	1933.....	69	1954.....	140
1920.....	131	1934.....	69	1955.....	145
1921.....	50	1935.....	74	1956.....	139
1922.....	58	1936.....	80	1957.....	163
1923.....	80	1937.....	89	1958.....	178
1924.....	90	1938.....	86	1959.....	197
1925.....	117	1940.....	137	1960.....	236
1926.....	134	1947.....	147	1961.....	180
1927.....	145	1948.....	100	1962.....	(Limit)
1928.....	116	1949.....	137	1963.....	223
1929.....	106	1950.....	195	1964.....	183
1930.....	92	1951.....	178	1965.....	188
1931.....	100	1952.....	169	1966.....	193
1932.....	94	1953.....	156	1967.....	184
				1968.....	150

*Our appreciation is wholeheartedly
given to*

the many friends, helpers and people who have made donations in various ways and who are listed below. Without the help of these people this Trial could not go on nor could we have donated anything to St. Dustan's Institute for the Blind, Guide Dogs for the Blind and St. John of God, Scorton, each year. The whole of the proceeds from this event have gone to these three worthy causes and last year brought our total for nineteen years to over £2,800. Our grateful thanks go to each and every one of them who are mentioned by name, trade or in groups.

The Landowners and Tenants (listed elsewhere) who unfailingly co-operate each year.

The Award Donors who so generously give replicas and awards to attract our riders, and especially to Mr. Harold Scott of Coventry, who is our one remaining link with the Scott Motor Cycle Company who started this Scott Trial in 1913.

The members of other Motor Clubs who without fail, every year, assist in a great many of the functions necessary to stage the Scott Trial.

The Section Leaders who take personal charge of sections of the Course during the last week before the Trial and so lighten the responsibility of the Clerks of the Course in their colossal task.

The Observers and their Helpers who stand so many hours in all weathers, checking numbers and marks of riders and without whom no trial could ever take place.

The Lady Members of the Club who sell so many Programmes and who have collected so many prizes for the Tombola for the sake of Charity.

The Results Team who miss all the fun of the Trial and sit all day transferring figures from Observers' books to Master Sheets so that the Presentation of Awards may take place as the climax of the long day.

All Officials and all other Helpers in large and small capacities who sacrifice their own enjoyment by undertaking many necessary and uninteresting jobs before and during the Trial.

All the Members of the Motor Cycle Trade who give so much help with course marking materials, films for the Scott night "get together", take charge of the competitors' petrol on the Course, set up a "drinks for riders" service at the same point, and generally give all the help asked of them.

The Trades People of Darlington who are too numerous to mention by name who have so generously given the prizes so necessary for raising funds for the charities.

The Reader of this Programme for his generosity in buying it and so making his own contribution to The Guide Dogs for the Blind and other charities.

And last but by no means least, **The Long-suffering Competitors** for supplying all the fun. The few who manage to finish this terrifying Course within the Time Limit are truly the **Heroes of the Scott Trial**.

AWARDS

OPEN AWARDS

1. Best performance of the Trial on Time and Observation: **The "Alfred Scott" Memorial Trophy** (to be held for one year) and an Award value £10 presented by the Darlington and District Motor Club Ltd.

2. Second best performance of the Trial on Time and Observation: **The "Raymond Bailey" Trophy** (to be held for one year) and an Award presented by the President of the Darlington and District Motor Club: A. E. Bentley, Esq.

3. Third best performance of the Trial on Time and Observation: **The "Raspin" Challenge Bowl** (to be held for one year) and an Award presented by the Yorkshire Centre of the A.C.U.

4. Fourth best performance of the Trial on Time and Observation: **The "Folbigg" Cup** (to be held for one year) and an Award presented by T. J. K. Pickering, Esq.

5. Fifth best performance of the Trial on Time and Observation: **The "Galloway" Cup** (to be held for one year) and an Award presented by Batley Motor Club.

6. Sixth best performance of the Trial on Time and Observation: **A "Trophy"**.

7. To the drivers making the next best performance on Time and Observation up to 15 per cent. of the entry: **"First Class" Awards**.

8. To every driver finishing the course within the Time Limit: **A "Scott" Trial Souvenir Certificate**.

9. For the best performance on Time and Observation by a Team of three drivers all mounted on the same make of machine: **The "Scott" Trophy** (to be held for one year) presented by the Scott Motor Cycle Co. Ltd., and three Souvenir Awards presented by Ripon Motor Club.

10. For the best performance on Time and Observation by a Team of three drivers not all mounted on the same make of machine: **The "Eric S. Myers" Trophy** (to be held for one year) and three Souvenir Awards presented by T. Cowie (Motor Cycles) Ltd., Sunderland.

SPECIAL AWARDS

11. To the Driver creating Standard Time: **The "Eddie Flintoff" Rose Bowl** (to be held for one year) and an Award presented by Bradford and District Motor Club.

12. To the Driver having best performance on Observation only: **The "Frank Fletcher" Trophy** (to be held for one year) and a Replica.

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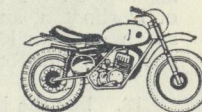
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13. To the Driver making his first appearance in the "Scott Trial" showing best performance on Time and Observation: **The "Herbert Scott" Cup** (to be held for one year) and a Replica presented by Harold Scott, Esq.

14. For the best performance on Time and Observation by a Yorkshireman bred and born: **The "Billy Moore" Cup** (to be held for one year) and Replica presented by Billy Moore's Pals.

15. For the best performance on Time and Observation by a Driver completing the Scott Trial, losing the least number of points, from 1964-1969 inclusive: **The "Jubilee" Trophy** (to be held for one year) presented by Harold Scott, Esq.

CLOSED AND RESTRICTED AWARDS

16. For the best performance on Time and Observation by a Driver who has competed in any "Scott" Trial prior to and including 1955: **The "Tom Ellis" Trophy** (to be held for one year) presented by Tom Ellis Motor Cycles Ltd., Ripon, and a Tankard presented by T. Ellis, Esq.

17. For the best performance on Time and Observation by a registered member of the Darlington and District Motor Club Ltd., who was also a member on the 1st January of the current year, resident within 50 miles of Darlington, and not competing for Awards 18, 19, 20, 21 and 22 either as an individual or team member: **The "Twins" Trophy** (to be held for one year) and Replica presented by G. C. F. Zissler, Esq.

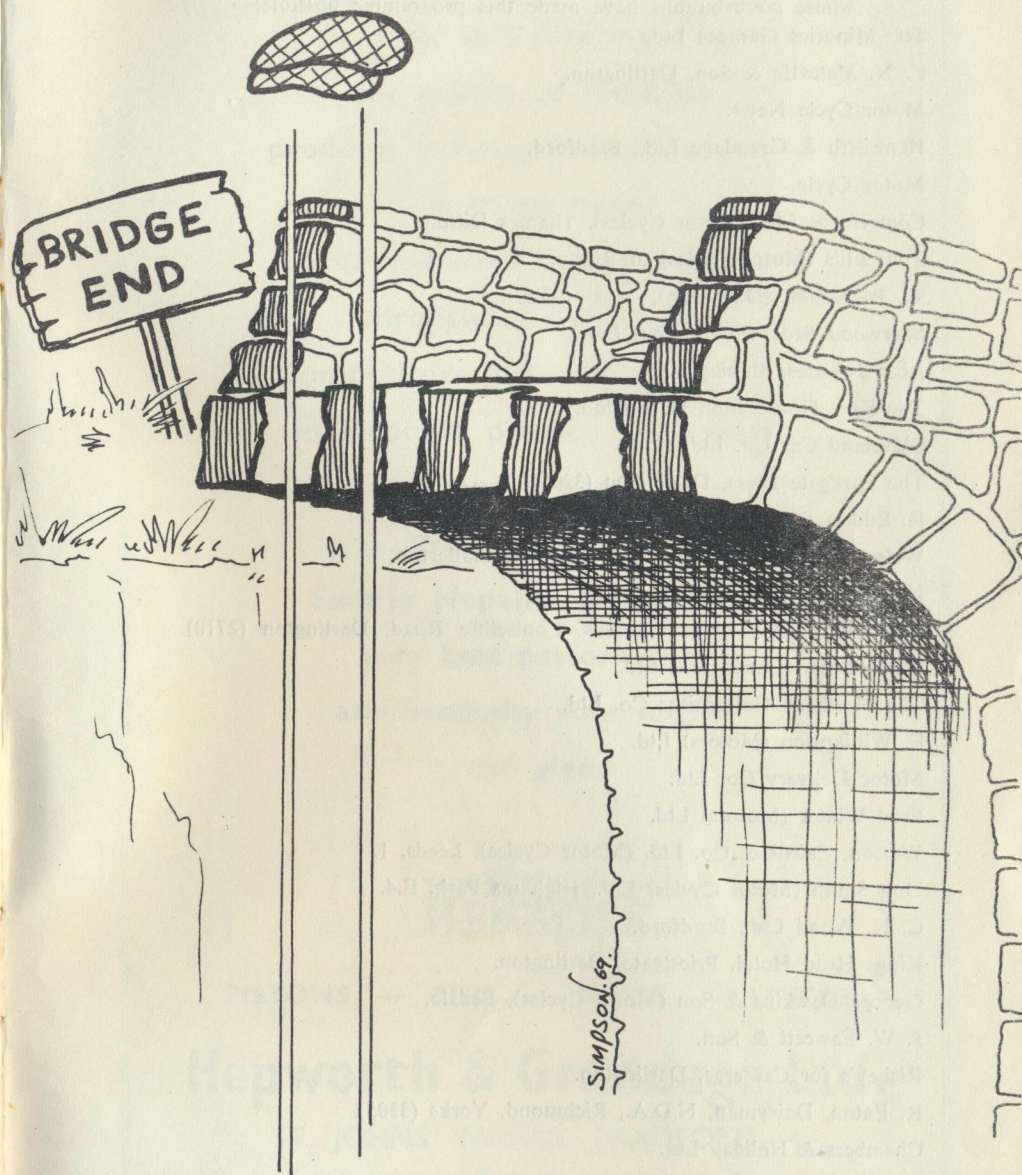
18. For the best performance on Time and Observation by a registered member of Middlesbrough and District Motor Club who was also a member on the 1st January of the current year, resident within 20 miles of Middlesbrough, and not competing for Awards 17, 19, 20, 21 and 22: **A "PRIZE" (Value Two Guineas)** presented by the Middlesbrough and District Motor Club.

19. For the best performance on Time and Observation by a registered member of the Stockton and District Motor Club, prior to the 1st October, 1969: **The "Jack Conway" Memorial Trophy** (to be held for one year) and an Award presented by the Stockton and District Motor Club. The winner of this award must not have gained Awards 1-6 or 11-18 and 20-22.

20. For the best performance on Time and Observation by a registered member of the Richmond Motor Club, prior to the 1st October, 1969: **A "TROPHY"** (to be held for one year) and an Award presented by the Richmond Motor Club. The winner of this award must not have gained Awards 1-6 or 11-19 and 22.

21. For the best performance on Time and Observation by a registered member of the Northallerton and District Motor Club prior to 1st March, 1969, and not competing for any other Club Awards as an individual or team member: **A "TROPHY"** (to be held for one year) plus One Pound.

22. For the best performance on Time and Observation by a registered member of the Thirsk and District Motor Club prior to 1st March, 1969, and not competing for any other award as an individual or team member: **A "TROPHY"** (to be held for one year) plus a Replica.



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