

SIDCUP AND DISTRICT MOTOR CYCLE CLUB

The 1946 SIMMONS CUP TRIAL

Saturday to Sunday, 4th to 5th May 1946

Starting from Salters Heath Sandpit, near Tiverhead, Sevenoaks at 8 p.m

RESULTS

SOLO

Posn.	Rider	Section marks	Time marks	Award
1	Jack Colver	8	0	The Simmons Cup
2	J. Lindridge	16	13	A.A. Smith Memorial Award
3	F.W. Neill	23	6	Best Sidcup Member Award
4	F.C. Kerridge	29	13	First Class Award
5	E.R. Stanyon	31	12	First Class Award
6	G.T. Tidbury	35	24	First Class Award
7	F/O D. Cummings	35	14	Second Class Award
8	W.C. Pointer	37	10	Second Class Award
9	J. Watts	39	15	Second Class Award
10	D. Frost	56	30	
11	W. Mantle	64	50	
12	I. Scovell	76	58	
13	I. Jenkins	86	75	
14	A.J. Elgar	95	81	
15	N. Wright	123	103	
16	F.S.W. Carter	126	113	
17	S.J. Wilson	139	122	
18	G.P.W. Sopp	142	128	
19	E. Purdue	155	147	
20	B. Roberts	200	171	
21	R.I. Cargill	359	328	
	H.G. Flood			Retired after 10 sections
	L. Fairburn			Retired after 10 sections
	W. Morton			Retired after 10 sections
	T. Atkins			Retired after 10 sections
	Max Klein			Retired after 10 sections
	A.S. Herbert			Retired after 10 sections
	A.J. Stevens			Retired after 9 sections
	A.C. Munday			Retired after 4 sections

SIDECAR

Posn.	Rider	Section marks	Time marks	Award
1	G.G. Hollamby	10	5	O'Donnell Cup
2	Miss E.J. Collins	116	106	
3	E.W. O'Donnell	232	222	
	G.L. Wadge			Retired after 14 sections

CARS

Posn.	Rider	Section marks	Time marks	Award
1	Geoff Walkey	69	64	Special Car Award
2	D.W. Almond	136	131	
	E.G. Phillips			Retired after 2 sections

Team Award: Sidcup "B" Team: A.J. Elgar, J.B. Watts, R.I. Cargill

Present day notes:

This event was the first and only trial run by the Sidcup Club at **NIGHT**.

The method of marking in the 22 sections was:

Checks - For every half-minute of part thereof early or late - 1 mark

For failing to Stop and Restart or any other test - 5 marks

Stopping or crossing tape with front wheel - 5 marks

Footing - per sub-section - 3 marks

The report in the May issue of the Sidcup Club Magazine said the event was planned to give the ordinary rider experience in timekeeping and night riding, which also showed up lighting defects.

It was a Social Event too and many helpers and pillion passengers turned out making the event very enjoyable.

Chekers too found in several cases, convenient 'pubs'. All sections were manned, and the "grand finale" of a sand section illuminated by 4 acetylene flares provided by the local Police Sergeant.

All of us with good fun at the bewitching hour of midnight.

Stan Smith's mobile canteen added to the amenities and the ladies had quite a good fire going a little way away.