

706

C. S. O.

TRN/LAN/5#04

0706

(Formerly)

119/38

0706

SUBJECT:

STANLEY MOTOR CLUB.

CONNECTED FILES.

NUMBER AND YEAR.

119/38

Stanley Motor Club

EX. CO. MINUTES.

Page 1 of 1

0206



Stanley Motor Club
Stanley
13th. Nov. 1958.

The Honourable
The Colonial Secretary
Stanley.

Dear Sir

As the result of a meeting held last September a committee was set up to prepare the constitution of a new Motor Club. The rules drawn up by this committee were accepted unanimously at a general meeting held in the following month which was attended by approximately sixty people. Since that time, membership has grown, so that the club now represents about two thirds of the owners of private motor vehicles in Stanley and the Committee confidently expects that this number will be further increased.

The objects of the club are briefly to provide a means whereby the views and suggestion of motorists may be brought to the notice of appropriate authorities and it will be seen from the rules (a copy of which is enclosed) that generally speaking these views will be specific in nature and endorsed by the majority of members.

In view of the substantial backing now enjoyed the committee respectfully requests that the club be recognised by the Government as a body representing private motorists in Stanley.

It is felt that such recognition would materially enhance the effectiveness of the club both as a means of safety on the roads and developing the use of motor vehicles for the benefit of the community as a whole.

The members of the committee are as follows:-

- Chairman. A.V. Summers.
- Vice Chairman. S. Atkins.
- Secretary. R.W. Mason.
- Assistant Secretary. H.L. Bound.
- Treasurer. Miss L. Peck.
- Ordinary Members. Mrs C. Luxton, W. Browning, W. Duncan, F. Howatt.

I am Sir
Yours faithfully

Aubrey V. Summers
Chairman.

Reply at 11

3-6

2
Orfs
B.H.H.

Ack'd
J.P.M.
14/11/58

NAME

1. The Organisation shall be called the Stanley Motoring Club.

MEMBERSHIP

2. Membership shall be open to all owners of private vehicles and persons holding a current Falkland Island Driving Licence.

OBJECTS.

3. The Club shall exist to further the interests of Private Motor vehicles in and around Stanley. The term "private" shall be taken to mean, motor cars, motor cycles and owner driven commercial and dual purpose vehicles.

4. The Club shall act as a means of bringing to the notice of appropriate Authorities, complaints and suggestions made by members of the motoring public.

5. The Club shall co-operate with Authorities in order to ensure as far as possible that motoring legislation and traffic regulations are fair and reasonable and acceptable to members.

6. The Club shall strive to maintain existing facilities and to press for the maintenance and extension of amenities outside the Town boundary.

7. The Club shall organise such Social Activities as may be considered desirable for the interests and benefits of members and to maintain and stimulate interest in its activities.

REPRESENTATION.

8. The Club shall elect a main committee in which will be vested the authority to make representations to the Administrative Bodies of the Colony, on behalf of the Club.

9. The Committee shall be elected by ballot at the A.G.M. in which the members of nominations shall if possible exceed the number of vacancies. Each member shall have the same number of votes as there are vacancies, and elections to the Committee shall be in order of the number of votes cast. Nominees failing to qualify for election shall act as reserves who will be required to serve on the Committee in the event of a vacancy occurring, whether it is temporary or permanent. Liability to serve on the Committee shall be in order of the number of votes cast.

10. The Committee shall be nine in number and three members shall retire annually and be replaced (or re-elected) at the A.G.M. Retirements shall be taken in rotation so that each member serves for a period of three consecutive years.

11. Should a Committee member retire before the end of this term of office, his place shall be filled by calling on the reserves in accordance with the provisions of Rule 9.

12. In the event of the Committee being unable to fill such vacancy (or vacancies) it shall have power to call a General Meeting.

REPRESENTATION

(cont.)

13. The A.G.M. shall act as the means whereby the Committee is vested with authority to proceed on such matters as may be decided by the membership. Resolutions proposed by members and accepted by a simple majority vote will be passed to the Committee which will thereby be required and authorized to act in accordance with such resolutions.

14. The Committee shall be required to act and deal with all matters connected with the use of motor vehicles, raised by individual members, whether these be personal difficulties or suggestions of a more general nature for the improvement of amenities. If, in the opinion of the Committee, circumstances justify such a course, it will carry out such negotiations as may be necessary on behalf of a member. Communications to the Committee under this rule should be made in writing if possible.

ANNUAL GENERAL MEETING.

15. The Annual General Meeting shall be held during the first week in September and at least seven days notice of the date of this meeting shall be given by the Committee.

16. The Authority of the Committee to take action on behalf of individual members under Rule 14 shall be subject to review of each A.G.M. and such authority must be given on a 2/3 majority vote.

17. The business to be dealt with at the A.G.M. shall consist of:-

- (a) Presentation of Chairman's report.
- (b) Presentation of Balance Sheet.
- (c) Election of Committee members to replace those retiring under Rule 10. Retiring Committee members shall be liable to stand for re-election.
- (d) Vote in accordance with Rule 16.
- (e) Voting on resolutions in accordance with Rule 15.
- (f) Any other business.

18. The quorum at the A.G.M. shall consist of one third of the total membership of the Club.

19. The new Committee shall take office from the closing time of the A.G.M.

EXTRAORDINARY GENERAL MEETINGS.

20. An Extraordinary G.M. shall be called on the written request of 10 or more members who must state the reason for which they require the meeting to be called.

21. The business at an Extraordinary General Meeting shall be confined to reading the minutes of any previous E.G.M., to dealing with any matters arising therefrom, and to deal with the specific matters to which the meeting is called.

22. At least three days notice must be given to members of the intention to hold a meeting, called under Rule 20.

EXTRAORDINARY GENERAL MEETING. (cont.)

23. The Committee shall have power to call an E.G.M. at short notice in an emergency, but normally three days notice will be given.

24. The quorum at an E.G.M. shall be the same as that at the A.G.M.

COMMITTEE.

25. The Committee formed at the A.G.M. shall elect its own officers within seven days of the date of the A.G.M. and shall inform the Club of these appointments.

26. The Committee shall consist of:-

- (a) Chairman.
- (b) Deputy Chairman.
- (c) Secretary.
- (d) Assistant Secretary.
- (e) Treasurer.
- (f) Four ordinary members.

The assistant Secretary shall also act as assistant Treasurer when required.

27. The Main Committee shall meet at least once per Calendar month in order to review the activities of the Club and to deal with matters caused by individual members. Reports of Sub-Committees shall be dealt with at such meetings.

28. The Committee shall act and carry out negotiations with the appropriate authorities in accordance with resolutions passed at the A.G.M. or an extraordinary G.M. If in the course of these proceedings, the Committee finds that it cannot make progress and requires further authority than that specified in the resolution, it must seek this authority specifically from the Club. This shall be done either by calling a General Meeting, or by means of a circular letter to all members.

29. The Committee shall also have power to proceed on matters not specified at a General Meeting if it is clearly in the interests of the Club that it should do so. Action shall only be taken if:-

- (a) such action does not prejudice any resolution passed at a General Meeting.
- (b) it does not involve the expenditure of Club funds other than that strictly necessary for communication with members.

30. At Committee meetings each member shall have one vote with the exception of the Chairman, who shall only vote in the event of a deadlock.

31. Six members shall constitute a quorum at Committee meetings.

SUB-COMMITTEES.

52. The main Committee shall have power to set up Sub-Committees where it considers that this course is desirable in order to deal with special problems arising out of the activities of the Club. Such Sub-Committees shall be responsible to the main Committee whose decision regarding the activities of the sub-Committee shall be final. Interim reports and the minutes of any meetings shall be made available for each monthly meeting of the main Committee.

53. The terms of reference and the membership of each and every sub-committee shall be decided by the main Committee before the sub-Committee is set up.

54. The Sub-Committee shall consist of at least one Main Committee member who shall act as Chairman.

55. The Membership of a sub-committee shall not exceed six in number and need not consist exclusively of Club Members.

56. Voting at sub-committee meetings shall be in accordance with rule 30 and the names of persons voting for and against the motion shall be recorded in the minutes.

FINANCE.

37. The amount of the Annual Subscription shall be 2/6d. payable in advance, and shall become due on the 1st August.

38. Membership of the Club shall close automatically if the subscription is not paid by the 30th September.

39. There shall be no part-annual subscription.

40. Membership lapsing through late payment of subscription may be revived on payment of the full annual amount.

41. Two trustees shall be appointed at a General Meeting to hold the funds of the Club on behalf of the Members.

42. Money received by the Treasurer shall be deposited in the Government Savings Bank.

43. The Warrant withdrawing money from the Savings Bank account shall be signed by the Treasurer and endorsed by a Trustee.

44. The accounts shall be audited annually and a balance sheet prepared for the A.G.M.

GENERAL

45. The rules shall only be altered at the A.G.M. and the proposed alteration shall appear on the agenda of the meeting. Voting shall be confined to the alteration as stated on the agenda.

46. The change shall only become effective if it secures 2/3rd. majority Vote.

8th January,

59

Sir,

I am directed to refer to your letter of the 13th November, 1958, in which you have advised Government of the formation of a new Motor Club in Stanley.

2. I am to inform you that Government is prepared to recognise this Motor Club as the body representing private motorists in Stanley and to continue to accord such recognition for so long as the membership of the club remains at a level that would entitle it to speak authoritatively on behalf of the majority of private motorists.

3. In Government's view, one of the most important tasks the club can perform is to inculcate into its members the need for careful driving in Stanley and to discourage, in particular, the custom prevalent amongst a number of owners of permitting their dogs to run alongside and in front of their cars.

I am,
Sir,
Your obedient servant,

(Sgd.) A. G. Denton-Thompson.

COLONIAL SECRETARY

The Chairman,
Stanley Motor Club,
STANLEY

AGT/LE

Pa
11

Oh dear!
Piff
9.2.59



Stanley Motor Club,
Stanley,
5 th February 1959

The Honourable,
The Colonial Secretary,
Secretariat,
Stanley.

Dear Sir,

The Committee of the Stanley Motor Club wishes to express its appreciation of the recent action taken by the Government, in recognizing the Club as a body representing private motorists.

I am accordingly instructed by the Committee, to place before you a number of matters which have arisen in the normal course of the Club's activities, and which have been accumulating since its inauguration last September. The present status will of course make it possible, in future, to deal with points as they arise and thus to keep correspondence brief.

Firstly, there are before the Committee, four resolutions passed at the last general Meeting which under the terms of the Constitution must be acted upon. The Committee may neither ignore them, nor alter them without first obtaining a mandate from the membership as a whole. None falls into the latter category. These resolutions have been examined carefully and are listed below together with the findings of the Committee.

1. That the "halt" sign by the Infants School in Villiers Street be removed and similar signs erected in John Street on either side of the junction with Villiers Street. No comment is required here since this was recommended by the Walton Committee on Road Safety and has now been put into effect.

2. That steps be taken to relieve the congestion in Ross Road outside the West Store caused by parked Vehicles.

This state of affairs was largely temporary, resulting from the closure of Dean Street for road reconstruction. Congestion was largely the result of Vehicles parking on both sides of Ross Road immediately in front of the West Store. Similar congregations of Vehicles also arise from time to time in other parts of the town. The reopening of Dean Street has in the opinion of the Committee largely settled this particular issue.

From a general point of view, the Committee feels that the number of Vehicles does not justify laying down specific regulations about parking. The roads are of course too narrow to permit bilateral in the same section, but at the moment this arises so infrequently that the situation could easily be handled on the spot, and in the normal course of duty, by a Police Constable. In view of the likely increase in the number of Vehicles, there is much to be said for encouraging parking in certain roads by erecting suitable signs. Recognition of these by the public will defer the time when it may be necessary to prohibit parking in other places. To consider for a moment the specific locality under discussion, there would be a marked improvement from the safety point of view, if all drivers using the West Store left their Vehicles in Dean Street. As it is, there may well be four or five cars parked immediately in front of the entrance to the Store in Ross Road and a driver entering that road from Dean Street will be unable to see the road to the West until he is well out into the carriageway, thus leaving a dangerously small space for the passage of a fast eastbound vehicle. The same situation does not arise in the reverse case since the driver in Dean Street should be practically at a standstill by the time he reaches the corner.

9

3. That a "white" line be placed in the centre of the carriageway around the corner Ross Road - Philomel Street, and also on other corners as far as practicable.

The main reason behind this resolution was to prevent eastbound vehicles from cutting the corner and then taking a wide sweep to the left by the Philomel Store before re-entering the carriageway proper. Both actions are potentially dangerous and unfortunately quite common.

The Committee has examined this proposal very carefully and has reached the conclusion that such "white" lines can have only a limited effect on sharp corners. It is felt however that the proposal should be further examined by a body concerned only with matters of Road Safety and the Club will give full support to such investigations.

4. That the Committee draws up for Submission to the appropriate authorities a scheme of traffic control to enable traffic to flow with the minimum number of halts at cross roads, and in particular to allow uninterrupted movements on one hill from top to bottom of the Town.

This proposal has been investigated in very great detail and the ideal solution would consist in making a ring main road as far as possible around the periphery of the Town. The suggested route is Ross Road, Hebe Street, Davis Street, Dairy Paddock Road, Brandon Road, Magazine Valley and back to Ross Road.

The Committee realizes that this is not practicable at the moment, but wishes to put the suggestion forward before the remaining roads in the network are reconstructed, so that future requirements may be kept in mind. The main stumbling block is the section of Ross Road between Philomel Street and Hebe Street, which is probably the most potentially dangerous section in the whole town. The westend terminates in a blind corner, and in the east, the road forms a double bend just outside the unfortunately situated petrol pump. It is moreover often covered with a sheet of ice in the winter due to improper drainage. Reconstruction of this Section and the approach to the bottom of Hebe Street would be necessary, if the road were to carry a reasonable amount of "through" traffic.

In view of this an alternative suggestion is put forward which has the merit of being immediately practicable.

Philomel Street should be declared a "major" road with halt signs in John Street, Fitzroy Road and Davis Street. The question of "major" roads should be examined most carefully since the most obvious complement in status to Philomel Street are Ross Road and Davis Street, east and west of the junction with Philomel Street. The principal difficulty arises from the question of the signs necessary to delineate main roads - the present choice would be the "Yield - Right of Way" now being tried experimentally in the United Kingdom. Here the onus of avoiding a collision is upon the driver entering the main road, but he is not required to halt if it is clear that he will not impede other vehicles. Such signs would not because of their number, tend to foster disrespect for the specific and mandatory "halt" signs, which should be used sparingly and rigidly enforced.

In putting this matter forward, the Committee takes its stand on the platform of road safety. Very little thought is required to see the possibilities of an accident arising from a laden vehicle attempting to brake hard when descending the hill in bad weather. A vehicle may proceed cautiously downhill on an icy surface when it may be unable to climb the same gradient; any attempt at normal braking will cause loss of control. Even on a normal surface, heavy braking, which may be necessary as a result of an error of judgement on the part of either driver, may have similar consequences. The proposed halt signs would make it clear to each driver what his responsibilities were and thus largely eliminate such errors.

It is quite clear that the foregoing matters are primarily concerned with the all important question of road safety, and, as they were accepted by a unanimous vote at the last General Meeting, it is also evident that the membership as a whole is concerned about the present situation. The Committee, in discharging its duties, wishes to emphasise that Road Safety does not concern only motorists, and that in its view, a permanent body should be set up to deal specifically with such matters. The terms of reference of such a body may well include Traffic Control, since the two are generally closely interlinked. There would be a number of advantages in this action. Firstly all interested parties would be represented. Secondly, the fact that they would be able to present their views and discuss problems ~~and this~~ ^{together} would make it easier to reach decisions. Thirdly the Motor Club would be able to concentrate effort in this sphere over a much narrower front and thus be able to devote more time to other activities for which it was constituted.

Road Construction

Concern is felt about the continued practice of constructing corners of very short radius, and which in some cases means that new kerbs project five or six feet further into the road than the old ones. Representation has already been made verbally to the A.C.S. in the hope that this matter will receive attention in the remaining road reconstruction programme.

It is known that the former Civil Engineer held the opinion that sharp corners would tend to slow vehicles approaching them and would therefore increase the safety factor of narrow roads with blind approaches. From observations made in the field, this opinion does not appear to be based on sound reasoning: terminal speeds are not appreciably affected by obstacles, and vehicles tend to take a wide sweep around obstructions if the drivers consider that the road is clear. A long wheelbase lorry cannot turn on a 15 foot radius (the majority of kerbs are of this order) even on full lock, and when transition arcs are taken into account, the space required to make a neat turn is quite considerable. As a result of these factors, the normal 6 wheel vehicle if travelling in the centre of the left half of the carriageway is just able to make the turn without touching the far side kerb. There have been occasions when such vehicles keeping well to the left because of other traffic, have not been able to make the turn without reversing. It must be remembered that the slower a vehicle is travelling, the heavier the steering, and at rest, it is not possible to move the wheel on a heavy vehicle at all. As speeds are raised steering effort is also increased because of normal castor action. There is thus an optimum speed for each curve negotiated, to which each driver tends to keep as closely as possible.

Observation of these vehicles leaves no doubt whatsoever that the present sharp corners constitute a very real obstruction and the great danger lies in the fact, that a driver's appreciation of the situation, may lead him to believe the road is clear, when in fact it is not. Cutting back the fences on blind corners makes a considerable contribution to safety by increasing the observation time of both drivers approaching a cross road. This is important since most drivers underestimate stopping distances. They may be able to gauge distance from the moment of applying the brakes, but emergency stops are so rare that no real practice in estimating reaction time is obtained. (At 20 m.p.h. the result of the latter gives a gross stopping distance approximately double that of the braking distance alone). As mentioned previously drivers automatically tend to travel at the optimum speed which gives them the sharpest turn (one in which full lock is reached and held for the central part of the transit curve). This speed is too great for absolute safety on many corners and the proposed re-siting of fences should just about provide the necessary safety factor. At the same time left hand corners should where possible be radiused to permit a vehicle to travel at its minimum cornering speed without encroaching on the right half of the road.

11

This will not increase speeds since most drivers are reluctant to encroach on the wrong side of the road which they are entering, if such action can be avoided. It will also minimise the chances of collision arising from an error of judgement: at present there is no latitude whatever. Another important point arising from this, is that the means of dealing with the practice of cutting corners on a right hand turn are readily available. A white line may be suitably placed in the road across which a vehicle should not travel while turning unless in an emergency. This could either be legally enforced or simply used as evidence in presenting a case of careless driving. At present, white lines are of limited usefulness since they cannot delineate each half of the carriageway for both streams of traffic.

It is obviously desirable that some standard be available against which the effectiveness of various measures may be gauged, and the following is put forward for consideration as an ideal at which to aim. Visibility at road junctions should be such, that a vehicle travelling at 10 m.p.h., may pull up before entering the other carriageway with a retardation not exceeding 0.5 g on a level surface. (A retardation of 0.5 g is uncomfortable and may throw unprepared passengers from their seats, but is unlikely to result in injury to them - in an emergency stop retardation with good brakes approaches g).

Vehicle Lighting

The Club is anxious to press for the revision of the law relating to the lighting of parked vehicles at night, since there is widespread feeling that the requirements under local conditions are unnecessarily rigorous. There is a tendency to base some legislation on United Kingdom practice, where in general much wider experience is available, but in this particular issue the conditions are so widely different, that some relaxation may ^{well} be sought.

Firstly there is no such thing as a stream of traffic in Stanley. A driver is not therefore distracted by a great number of oncoming headlights and a miscellany of vehicles of different sizes and speeds travelling in the same direction, with which he must keep some sort of station. Under these conditions, where speeds are of the order of 30 m.p.h. upwards, an unlighted vehicle is obviously a serious menace. Secondly, conditions of bad visibility in Stanley are exceedingly rare, and thirdly road sections are all straight. It is therefore possible to pick out an unlighted vehicle from a considerable distance. It is not reasonable to assume that a motorist may see unlighted telegraph posts in the road, buildings and kerbs that jut out into it, ditches, and pedestrians whether lit up or not, but is likely to collide with a stationary car, unless it is a blaze of light front and rear. Modern cars at night are a blaze of light which cannot be toned down except with the aid of expert electrical knowledge. From the private users point of view the situation would not be so bad if cars were able to cover a reasonable distance, to keep batteries charged in the winter, but the state of the camp tracks makes this prospect far from attractive and possibly worse than useless, because of the necessarily low speeds. Not everyone has the facilities and knowledge for using a battery charger. The obligatory lights on a modern car will discharge a full battery in twelve hours. A battery which has seen some service and which may be perfectly adequate for normal motoring, may not supply the lights for more than three or four hours: moreover a persistently low state of charge seriously impairs battery life and replacements are expensive. These experiences are not the lot of motorists in most other countries and are in themselves sufficient to justify considering conditions as they affect this town only.

The Club therefore asks most earnestly that consideration be given to the following proposals and that a temporary relaxation be granted to see how the scheme works in practice.

All vehicles must by law carry two red reflectors at the rear. These are uncommonly effective and may be seen for distances of half a mile or more with full headlights. Even on dipped lights they are distinguishable at distances of the order of 50 yards. It is therefore suggested that vehicles at night should be parked so that they face the direction of the traffic and ^{with} both obligatory lamps unlighted. The reflectors will ensure that they are adequately distinguishable to overtaking drivers - they will in fact be more readily seen than most of the commonly accepted hazards mentioned earlier. Parking should of course be prohibited at corners as is the case during daytime.

The Club feels that such an experiment would obtain the whole-hearted support of motorists whether members or not and is likely to kindle a spirit which has a more wholesome regard for the law than that which obtains at present.

Think you do

It has been necessary in this letter to omit a number of arguments supporting the various points put forward: to have included everything would have meant producing a very lengthy and involved document. Because of this, some of the issues raised may lack weight and clarity, and the Committee would be grateful to have the opportunity of sending a delegation to discuss matters in more detail should this ~~cause~~ ^{course} be considered advisable.

I am,
Sir,
Yours faithfully,

R. W. Mason

Honorary Secretary

Offic.

13

I shall read at last a week to calm down before dealing with this rubbish. B.U. one week.

L.H.P.

10.2.59.

Bu 17/2/59

Sir, There is no law here which says that a car must be fitted with one reflector. Mason is quite out of order when he states that they must carry two.

(1st. line, page 12)

Mason
c/c

Chief Constable.

Having read through this effusion - which to me seems very much more applicable in the case of a large U.K. city - I can't help feeling that the Committee - or Mason at least, is getting things badly out of proportion and the whole thing is rapidly becoming ridiculous.

Have you any comments - particularly with regard to their representations on the subject of lights?

R.G.F.
15.2.59.

15

H.C.S.

I entirely agree with your remarks, and herewith my comments:-

I would suggest that obstructions, if any, are caused by Club members, and if the Motor Club insist, I will in future proceed by way of summons against offenders in place of the cautions at present administered.

Para 3, page 9. I think this would be a good idea.

Para 4, page 9. The proposal for a 'ring road' is made purely for the benefit of Club members, without a thought for Road safety. There were however 2 accidents in 1958 to lorries through skidding on icy surfaces, in Phillomel Street.

We do not need any further road signs at present.

Lights on Vehicles. Briefly the law in London, not the United Kingdom is as follows:-

Cars may park without lights only if within 25 yds of a lighted street lamp and if they are parked on the correct side of the road.

If they are not within 25 yds of a lighted lamp, or the street lights are ~~extinguished~~ extinguished at M.N they must have a parking light, fitted on the offside of the vehicle showing a white light to the front and red to the rear. The vehicle must not be parked within 25 yds of a corner.

Finally, as regards "the more wholesome respect for the law", mentioned in the penultimate para, I would point out that 70 persons were cautioned for lighting offences in 1958. Does Mason wish us now to prosecute offenders.

24²/59.

[Signature]

16

Off. cc.

Will you arrange for the representatives of this organization to see me at 11.00 on Saturday 25 April.

R.G.F.
11.2.59.

Accl

16. Mr Mason informed,

17/4/59

Bu. 25/4 (to keep r)

[Signature]



Stanley Motor Club,
Stanley.

The Honourable,
The Colonial Secretary,
Colonial Secretary's Office,
Stanley.

Dear Sir,

I am instructed to refer to the subject of dogs as raised in paragraph 3 of your letter of the 8th January 1959, and to assure you that the Committee shares the concern of the Government over the danger inherent in the practice of permitting dogs to run with vehicles. Similar views have been expressed by members.

The Club will do all in its power to persuade dog owners to abandon this practice, but wishes to point out that this is only a part of the problem of uncontrolled dogs, with the whole of which the Club does not consider itself competent to deal. There are quite a number which chase vehicles passing their 'territory' and these in most cases do not belong to Club members. Their activities are if anything more disconcerting than those merely running with their owners. These animals never seem to come to harm and the great danger lies in a driver taking instinctive emergency action. On ice this may have the most serious consequences.

It is the considered opinion of the Committee, that the matter could be preferably discussed by representatives of various sections of the Community, so that any action taken, would then have wider support, than statements made by a body representing only the interests of motorists could secure. It is therefore respectfully suggested that the matter is one which should be dealt with by a Road Safety Committee, the need for which was mentioned in the recent Club report.

I am,
Sir,
Yours faithfully,

Honorary Secretary.

Ack'd
S.P.M.
8/5/59

B. H.
11.5.59

98



Stanley Motor Club,
Stanley.

The Honourable,
The Colonial Secretary,
Colonial Secretary's Office,
Stanley.

Dear Sir,

I am instructed by the Committee to convey to you the profound apology of the Motor Club for the embarrassment caused to the Government through action which arose as a result of a broadcast article in the news of the 20th February for which the Club was responsible.

The Committee wishes to assure you that the cause of the reaction to its criticism was totally unexpected and at no time was there any intention or suggestion of involving the Government or those responsible for Broadcasting in the issues disputed: it is therefore greatly regretted that this situation should have arisen.

Since it is apparent that the expression of opinion through the available channels may easily lead to disputes out of all proportion to their importance, the Committee will in future take considerable care in the handling of public statements. In particular where such statements may lead to controversy, it is suggested that a copy be sent to you at least three days before the proposed broadcast, so that the material may be modified or withdrawn at your discretion. This will ensure that similar unfortunate situations will not arise in future.

I am,
Sir,
Yours faithfully,

Honorary Secretary.

Ack'd
JLW
8/5/59

on file.
EJM
11.5.59.

Bu 15/8.
70
2



19

Stanley Motor Club
Stanley
10th. Oct 1959.

The Honourable
The Colonial Secretary.
Stanley.

Dear Sir

The committee of the above club regret to advise you that at there annual general meeting it was decided that the club should not do any repairs whatsoever to Surf Bay Road as its members thought it to be a major job which could only be carried out by the Government itself.

Thanking you for your co-operation on this matter.

I remain
Yours faithfully

W E Spencer

Hon Secretary.

*Be
C*