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The Vintage Motorcycle Club Ltd.

OFFICIAL
PROGRAMME

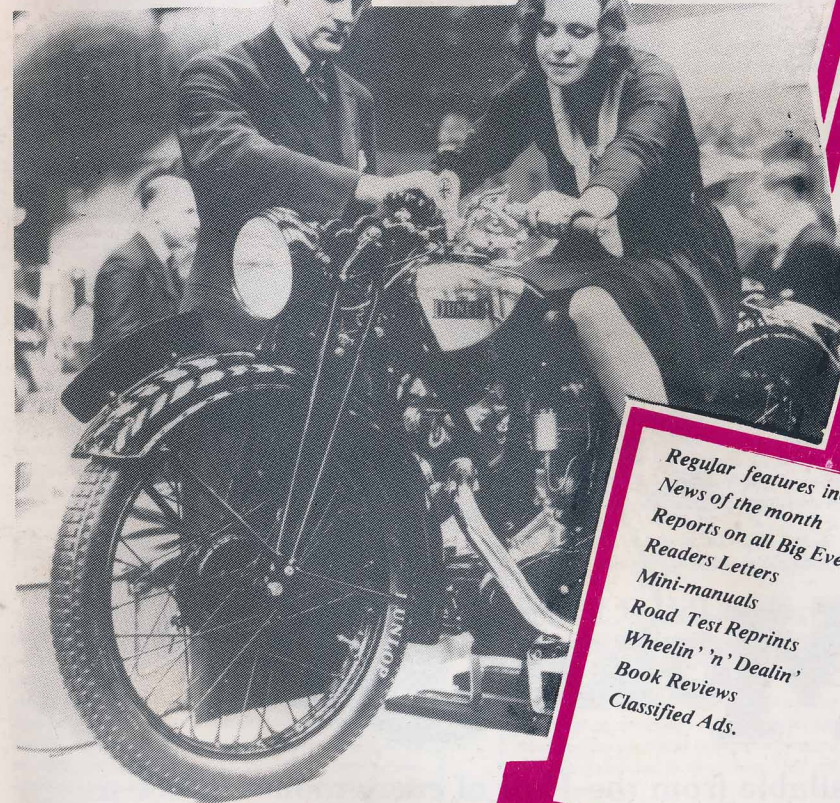


PRICE 10/-
(50p)

FESTIVAL OF 1000 BIKES

at BRANDS HATCH
Sunday, 26th August, 1984

Organised by the West Kent Section - V.M.C.C.

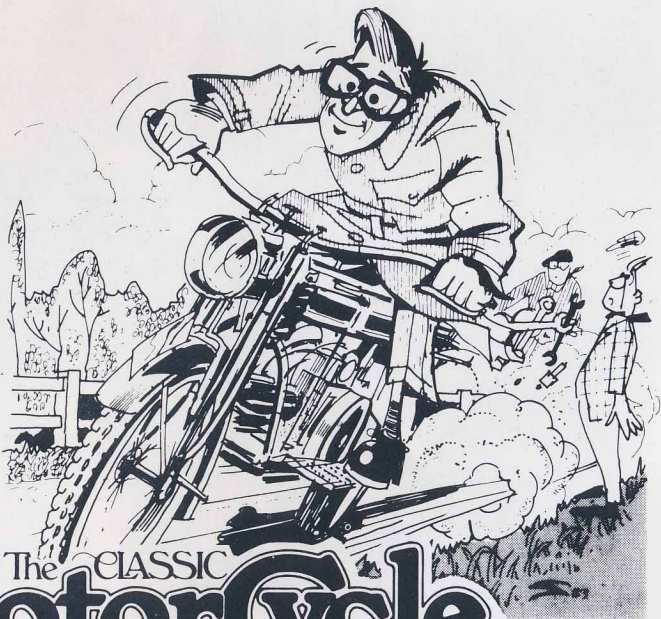


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Conditions of admission

Motor racing is dangerous and persons attending the meeting do so entirely at their own risk.

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land, and the drivers and owners of the vehicles, are absolved from all liability arising out of accidents, howsoever caused, resulting in damage and/or personal injury to spectators, pass and ticket holders, or to their goods or vehicles.

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The promoters reserve the right to amend or cancel the programme without notice or refund. All literary matter in this programme, including the list of competitors and their racing numbers, is copyright, and any person found making illegal use thereof will be prosecuted. Although every endeavour is made to avoid inaccuracies in the descriptions of competing cars, the Club accepts no responsibility for any that may occur.

It is a condition of admission to these premises that photography and filming of any kind for commercial gain or for later resale, including cine films, video films and any other type of filming or photography is expressly forbidden on these premises. Furthermore, Brands Hatch Circuit Limited reserve the right to confiscate and retain possession of any photographs or films made in breach of this condition and without the express consent (in writing) of the said Brands Hatch Circuit Limited.

Flag signals

Yellow flag: Danger ahead; drivers must slow down and not overtake. When waved, signifies greater danger; drivers must be prepared to stop.

Yellow & red flag: Oil on course. When waved, signifies oil slick is particularly hazardous.

Green flag: Danger area passed; drivers may overtake.

Black flag: Instructs driver whose competition number is shown alongside to call at his pit at the end of the lap.

Black flag with orange spot: Indicates to driver whose competition number is shown alongside that there is a mechanical defect with his car. He must visit his pit.

Black & white diagonal flag: Last warning to driver whose competition number is shown alongside that, for reasons of unsportsmanlike behaviour, he will be 'black flagged' for further similar behaviour.

Blue flag: Warns driver that he is being followed closely. When waved, indicates that driver behind is trying to overtake.

White flag: Service vehicle on course.

Red flag: Used only under instructions from the Clerk of the Course. Warns all drivers to slow down, be prepared to stop, and make their way back to the pits or the startline at reduced speed. Simultaneously, black flags will be shown at all marshals' posts around the circuit.

Chequered flag: End of race.

NB: Races at all MCD circuits are started using a system of red & green 'traffic lights'.

Spectator notices

Please do not leave litter about the grounds – take it with you. Remember to drive with care and caution when leaving the grounds. To safeguard both competitors and public – **animals are not admitted. This is most important.**

Prohibited Area Notices: The public are not permitted in the areas where these notices are displayed. The fences are there for protection, and any person or persons found trespassing or wilfully damaging trees, fences etc. will be prosecuted by Brands Hatch Circuit Ltd.

The promoters reserve the right, without notice, to make any alteration in the race programme.

Police Enquiry Office

The above is situated at the rear of the Main Grandstand building and is signposted Police Enquiries. All enquiries relating to property lost or found, children lost or found wandering, theft from cars or other signs of tampering, emergency messages for spectators and other serious problems relating to persons or property should be directed to this office. This applies only to major meetings.

May we ask spectators, officials and competitors to approach and leave the circuit by way of the A20, M25 and not drive through Fawkham village whenever possible. Thank you for your co-operation.

The West Kent Festival committee apologise for the mistakes and omissions contained in this programme which are the responsibility of the printer.



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THE VINTAGE MOTOR CYCLE CLUB LTD.

National Secretary is: -

Jim Hammant
RED OAKS, MILL ROAD,
LOWER SHIPLAKE,
HENLEY-ON-THAMES

Telephone: 0735 224282

Vintage Motor Cycle Club Ltd.

Festival of 1000 Bikes

Sunday, 26th August 1984



Chairman - Dave Mould

Secretary of the Meeting - Ron Wright

Treasurer - Peter Buller

Secretary - Joe McNamara

Chief Marshalls - Jack Everett, Ray Dell and Lionel Place

Clerks of Course - J. Easterbrook and D. Bates

Autojumble Organiser - Peter Buller

Pre-65 Trials Organisers (Joe Francis Trophy Trial) - Organised by The Eltham & D.M.C.C.

Clerk of the Course - Jack Moyce

Liaison Officer - Alex Brett

Commentary and Publicity - D. Bates

The Organisers would like to express their thanks to the following for their help, support and prizes donated.

BP, Brands Hatch Circuit Officials and Staff, Classic Motorcycle Magazine, Kent Motor Engineers Ltd. (Jack Everett), Lewis Leathers, Velofello, Dees of Sidcup, Joe Francis Motors, O.W.L.S. M.C., Eltham & District M.C.C., Len Cole, Kent Youth Trials Club, A.C.U. ("Timber" Woods), Farnborough Hardware, The Kent Constabulary, Roy Woollett (and R.R. Car) and everyone else so generous and too numerous to list

Thank You

For the sake of convenience machines are classified as follows:

A **VETERAN MOTOR CYCLE** is one manufactured before January 1, 1915.

A **VINTAGE MOTOR CYCLE** is one manufactured from December 31st, 1914 and up to December 31st 1930.

A **POST VINTAGE MOTOR CYCLE** is one manufactured from December 31st, 1930 and up to December 31st, 1944.

A **POST WAR MOTOR CYCLE** is one manufactured after December 31st, 1944 and more than 25 years old.

All machines are deemed to have a birthday on December 31st, of the year of manufacture.

(Cover picture 1932 Dunelt at Olympia Show).

FESTIVAL OF 1000 BIKES 1984

Welcome to the BP Festival of 1000 bikes organised by the West Kent section of the Vintage Motor Cycle Club Limited.

We feel sure that you will find many items of interest to you throughout today's programme. If this event fosters a new interest in vintage motorcycling or rekindles old memories, why not come along to one of our club nights? The West Kent section's territory covers the area between the River Thames, River Medway and the western border of Kent. Apart from this event and the London Run, the section organises several local runs and rallies as well as monthly social runs around the byways of Kent.

To find out more information about the section, call at our stand in the Avenue of Clubs, or contact our Secretary, CHRIS AVIS; whose address appears at the end of the Club's section of this programme.

Ron Wright, Secretary of Meeting.

MESSAGE FROM THE CHAIRMAN OF 1000 BIKES COMMITTEE

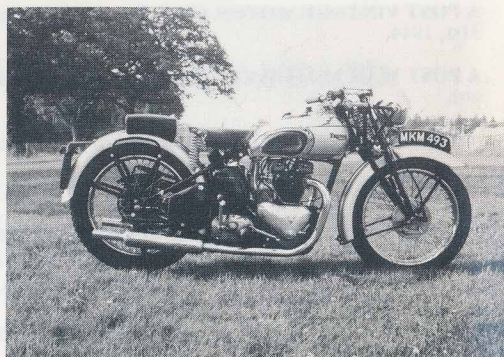
I would like to record my thanks to my Committee and helpers who have made this event possible and to you, the spectators, and competitors for coming and supporting us.

Events of this nature do take many months of careful organisation and your enjoyment is our reward

— as our Transatlantic cousins say . . .

“HAVE A GOOD DAY”

Dave Mould



Vintage Motor Cycle Club Ltd.

“The Vintage Motor Cycle Club with a membership of 6,000 enthusiasts, united by the common appreciation of the engineering skill and vision of those who built the pioneer machines, has ensured that they are not preserved as lifeless exhibits in a museum, but are brought to life on frequent occasions in order that a new generation can marvel at the handiwork of the pioneers, and an older generation can once again view with nostalgia the machines they rode in days gone by.”

VINTAGE . . . “of good and rare quality”

— New English Dictionary.

Today it's an “in thing” to possess anything from the past. Antiques and objects d'art have always been sought out and treasured by the connoisseur but the swinging seventies hungry for the latest and the oldest at one and the same time have made collecting a cult.

The Vintage Motor Cycle Club anticipated this without realising that one day it would be a trend setter.

The Club was really born out of the war time frustration of a few enthusiasts who, perforce cut off from new motor cycles, looked into the past and found such of interest in what has come to be known as the Golden Age of Motor Cycles. This was the period of the roaring twenties when British motor cycles led the world on road and track and British prestige ran high. It was the period when the motor cycle broke away from its pedal cycle ancestry and with the benefit of the Great War engineering development reached a notable standard of speed, reliability and economy. It was a period of enthusiastic designer — rider — manufacturers who produced highly personalized machines for an eager market.

By the late thirties much of the pioneering spirit had gone from the motor cycle industry. Manufacture was largely in the hands of big business and much of the personal touch had gone . . . mostly to Carey Street in the recurring slumps of the twenties and thirties but for all that it took the enforced war time shut down of motorcycling to persuade enthusiasts to look back with nostalgia to the vintage years.

The nostalgia was fostered by the motorcycling papers. There was nothing new to write about so they dug down into history. The lucky few unearthed long discarded machines, brought them to life and discovered a new thrill. Their engineering and riding ability was rewarded to a far greater extent than it had been with the then modern machines which demanded no special skills. Out of these war time experiments grew the conviction that here was an intriguing hobby to be pursued in peace time. Never by the wildest stretch of imagination was it thought that a Vintage Club could grow to a membership of well over 5,000, spread the World over or collectively find shelter for thousands of historic machines.

The Club has in fact created through its members a vast mobile museum which can be seen in action in nearly every part of the country, with major displays every year at Banbury and in the Isle of Man and special races for vintage machines are held at the foremost racing circuits.

From the vast stockpile of members' machines the Club has helped to fill the Motor Museum at Beaulieu in the South and Stanford Park, Rugby, in the Midlands. As a measure of the members' success in seeking out and preserving machines “of good and rare quality” . . . the definition of Vintage in this context . . . they have exhibited the machine which won the first race at Brooklands, the machine which holds the Brooklands lap records, the machine which won the first twin cylinder Isle of Man T.T. in 1907, and representatives of almost every type of Veteran and Vintage motor cycle made.

In this way the Club has ensured for all time a record of Britain's motor cycle history; a task in which the industry itself has failed lamentably.

At a time when the age of motor vehicles is held by many to be a major factor in road accidents . . . and the powers that be consider three year old vehicles suspect, the Vintage Motor Cycle Club can claim without fear of contradiction that its members have the best accident-free record of any group of road users. And its membership list covers probably the biggest cross section of the community of any organisation in the country.

C. E. ALLEN.

FIRST IN MOTOR CYCLE OILS.



Shell Oils

			ENTRIES (cont.)		Name and address
No.	Make	Year	hp or cc	Reg. No.	
1	Brown	1899	2 1/4hp	EL 379	Oakley, Shoreham-by-Sea
2	Rover	1904	4hp	A 261	Ayers, Sanderstead
3	FN	1906	500cc	LMC 941	Lack, Wollaston
4	Brown	1909	3 1/2hp	H 2350	Taylor, Tunbridge Wells
5	NSU	1909	490cc	16 RNM	Kitchen, Cheshunt
6	Corah	1910	3 1/4hp	OB 9968	Leeson, Macclesfield
7	Triumph	1911	490cc	U 1525	Webb, Ashstead
8	BAT	1912	770cc	DH 2847	Cox, Potters Bar
9	BAT	1912	1000cc	W 2919	Yates, Wheathampstead
10	Bradbury	1912	554cc	K 1058	Wills, Ipswich
11	Douglas	1912	2 3/4hp	—	Boydell, Billericay
12	Triumph	1912	3 1/2hp	DU 5974	Jenner, Heathfield
13	Alldays & Onions	1913	3 1/2hp	CJ 2189	Smith, Crawley
14	Rover	1913	3 1/2hp	CE 2234	Cummins, Shoreham-by-Sea
15	Zenith	1913	996cc	IZ 557	Donnithorne, E. Grinstead
16	Douglas	1914	350cc	LL 8103	Cummins, Shoreham-by-Sea
17	Triumph	1914	550cc	CJ 1678	Lambert, Shoreham-by-Sea
18	Triumph	1914	550cc	XB 2773	Stelling, Shirley
19	Calthorpe	1915	2 3/4hp	8608 FM	Dinnage, Dorking
20	Clyno	1919	269cc	XB 2169	Renham, Egham
21	New Imperial	1920	500cc	—	Upham, Wellington
22	Triumph	?	—	—	Perry, Catford
23	ABC	1921	398cc	XL 5556	Redman, London
24	Douglas	1921	595cc	SG 49	Horton, Wickford
25	Martinsyde	1921	678cc	XH 3706	Brett, Eltham
26	Douglas	1922	4hp	PX 1997	Bush, Brighton
27	Matchless	1922	996cc	TB 8220	Carey, Maidstone
28	Raleigh	1922	350cc	BP 6382	Denham, Horley
29	AJS	1923	2 3/4hp	HP 7826	Middleton, Caterham
30	DOT	1923	350cc	DM 3888	Roach, Liverpool
31	Norton	1923	500cc	MF 437	Norton, Gillingham
32	Velocette	1923	249cc	AU 8821	Goody, London N5
33	AJS	1924	349cc	XP 9934	Waghorn
34	BSA	1924	557cc	WW 1920	1921
35	Henley, Blackburn	1924	348cc	XU 3178	Ashenden, Aylesbury
36	Matador	1924	350xx	CO 8011	Clarke, Hatfield
37	Raleigh	1924	2 3/4hp	PY 2800	Sleap, London E17
38	Scott	1924	532cc	NU 2851	Scott, Stanford Le Hope
39	Sunbeam	1924	490cc	SF 5471	Seymour, Ashted
40	AJS	1925	350cc	UF 1925	Brown, London SE23
41	Brough Superior	1925	980cc	IJ 6504	Eaton, Bexley Heath
42	BSA	1925	350cc	DF 1994	Clark, Hatfield
43	BSA	1925	770cc	FO 1798	Morrissey, Leamington Spa
44	BSA	1925	350cc	NR 6985	Shackell, Stevenage
45	Royal Enfield	1925	249cc	XX 7757	Middleton, Caterham
46	Royal Enfield	1925	346cc	OR 7626	Murrell, Crawley
47	Rudge	1925	499cc	VK 4836	Knight, Chelmsford
48	Sunbeam	1925	350cc	—	Browne, Oxford
49	BSA	1926	986cc	DO 5667	Cowling, Ipswich
50	Douglas	1926	2 3/4hp	KM 7297	Reid, Lingfield
51	Dunett	1926	250cc	CM 6484	Payne, Somerset
52	Harley Davidson	1926	986cc	—	Hilton, Maidstone
53	McEvoy	1926	1000cc	YD 9772	Threader, London E17
54	Panther	1926	498cc	—	Driver, Suffolk
55	Raleigh	1926	174cc	YP 14	Sleap, London E17
56	Sunbeam	1926	350cc	FM 6256	Smith, West Kingsdown
57	Triumph	1926	497cc	BA 7149	Smith, Ascot

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ENTRIES (cont.)

No.	Make	Year	hp or cc	Reg. No.	Name and address
58	Zenith	1926	1000cc	YP 3957	Hill, Epsom
59	AJS	1927	500cc	HU 9533	Ashdown, Benenden
60	AJS	1927	7hp	HM 7246	Johnson, Romford
61	Ariel	1927	497cc	PH 365	Mansfield, Dorking
62	Douglas	1927	499cc	—	Brown, Godalming
63	Francis Barnett	1927	477cc	WFX 526	Churchill, Caterham
64	Panther	1927	498cc	—	Driver, Suffolk
65	Rudge	1927	498cc	CF 7852	Rocke, Ipswich
66	Sunbeam	1927	493cc	YU 4435	Self, Coulsdon
67	Triumph	1927	500cc	VT 1	Perry, Catford SE6
68	Triumph	1927	494cc	YF 3454	Southam, Bexley
69	Triumph	1927	494cc	HM 9810	Vince, Coulsdon
70	Ariel	1928	497cc	WD 9804	Gasson, Smallfield
71	Ariel	1928	500cc	DO 9442	Perry, Catford SE6
72	BSA	1928	350cc	YV 4790	Russell, Sittingbourne
73	Cotton	1928	500cc	—	Clarke, Whitstable
74	Douglas	1928	596cc	—	Dent, Twickenham
75	Norton	1928	500cc	VG 1137	Murrey, Buntingford, Herts.
76	Sunbeam	1928	500cc	FC 9064	Browne, Oxford
77	Sunbeam	1928	492cc	TE 3911	Lambert, Redhill
78	AJS	1929	1000cc	UV 3939	Baywss, Sandwich
79	Douglas	1929	494cc	—	Taylor, Sevenoaks
80	Douglas	1929	500cc	—	Field, Charing
81	Dunelt	1929	250cc	RP 7882	Payne, Somerset
82	James	1929	350cc	— 409	Branton, Leicester
83	Matchless	1929	4.95hp	MT 3782	Fair, Stanmore
84	Morgan	1929	980cc	XU 9361	Hatton, Chislehurst
85	Morgan	1929	1100cc	TE 6857	Jones, Gravesend
86	Scott	1929	596cc	GY 8793	Franklin, Guildford
87	Sunbeam	1929	350cc	WFX 342	Freeman, Epping
88	Triumph	1929	227cc	MW 6858	Catt, Stoneleigh
89	AJS	1930	349cc	PL 7118	Carey, Maidstone
90	Brough Superior	1930	998cc	SC 7649	Bailey, Hemel Hempstead
91	Dunelt	1930	500cc	RD 1762	Buller, West Kingsdown
92	Levis	1930	350cc	JO 9024	Victory, Wallington
93	Norton	1930	500cc	VU 3579	Dyer, Alton
94	Rudge	1930	500cc	—	Bove, Brookmams Park
95	Rudge	1930	500cc	—	Page, Berkhamstead
96	Rudge	1930	499cc	—	Rose, Shortlands
97	Rudge	1930	499cc	—	Stallworthy, Leighton Buzzard
98	Scott	1930	500cc	RD 1374	Ringwood, Dagenham
99	Scott	1930	500cc	—	Stanley, Cambridge
100	Sunbeam	1930	350cc	GF 5038	Bailey, Tunbridge Wells
101	Velocette	1930	246cc	—	Keys Worthing
102	AJS	1931	498cc	TL 1807	Eden, London SE25
103	Abcyon	1931	350cc	5863 LE 62	Decreton, France
104	BSA	1931	250cc	DFP 479	Main, Loughborough
105	Coventry Eagle	1931	196cc	CV 5393	Gay, Eastleigh
106	Douglas	1931	750cc	KX 4739	Browning, Cambridge
107	Francis Barnett	1931	196cc	KJ 331	Richmond, Hayes Middlesex
108	Morgan	1931	1098cc	GN 3590	Hilton, Maidstone
109	Vincent	1931	500cc	MV 8787	Dale, Horsham
110	AJS	1932	350cc	NO 38	Harding, Berkhamstead
111	Ariel	1932	500cc	—	Baverstock, Charing
112	Ariel	1932	348cc	UG 2827	Mason, Bookham SY
113	BSA	1932	493cc	541 JGU	Bates, Ipswich

ENTRIES (cont.)					
No.	Make	Year	hp or cc	Reg. No.	Name and address
114	Dunelt	1932	350cc	RB 5774	Payne, Somerset
115	Francis Barnett	1932	147cc	GY 5665	Webb, Dartford
116	Peugeot	1932	350cc	32 FSM 659	Mullier, France
117	Rudge	1932	500cc	—	Richardson, Tring
118	Scott	1932	98cc	FNK 29	Cordery, Hayes Kent
119	Vincent HRD	1932	500cc	MV 4433	Green, Dover
120	Vincent HRD	1932	500cc	CTX 112	Towner, Orpington
121	Velocette	1932	348cc	—	Gasson, Sevenoaks
122	Cotton	1933	500cc	DYT 255	Stafford, New Romney
123	New Imperial	1933	150cc	AKL 576	Chisman, South Darenth
124	Velocette	1933	348cc	—	Worsfold, Croydon
125	Ariel	1934	497cc	RH 500	Gasson, Smallfield
126	Bath	1934	150cc	JAM 31	Clarke, Whitstable
127	BSA	1934	—	BCK 29	Freeman, Epping
128	New Imperial	1934	350cc	CRY 925	Whitehead, Harefield
129	Norton	1934	663cc	AYA 532	Howard, London SE 25
130	Royal Enfield	1934	250cc	—	Fox, Birchington
131	Rudge	1934	250cc	KI 1770	Baldwin, Meopham
132	Rudge	1934	498cc	BEV 340	Pollard, Worksop Notts.
133	S.O.S.	1934	249cc	DG 8675	Gay, Eastleigh
134	Sunbeam	1934	600cc	OC 8932	Long, Fair Oaks, Hants.
135	Brough Superior	1935	990cc	BWB 904	Grundy, Chichester
136	BSA	1935	500cc	HML 563	Ambrose, Dartford
137	BSA	1935	500cc	—	Fox, Birchington
138	BSA	1935	498cc	BMM 415	Newton, Leigh-on-Sea
139	Cotton	1935	500cc	ADD 511	Burrough, Worcester Park
140	Levis	1935	350cc	CXR	Freeman, Epping
141	New Imperial	1935	350cc	—	Edmunds, Bishops Waltham, Hants.
142	Rudge	1935	500cc	—	Hayman, Godalming
143	Rudge	1935	499cc	EVT 258	Taylor, Sevenoaks
144	Rudge	1935	500cc	BXW 88	Tomlins, Bedford
145	AJS	1936	990cc	CKL 627	Cornes, Ashford Kent
146	Ariel	1936	250cc	BON 476	Strange, Camberley
147	BMW	1936	494cc	DMX 530	Washington, Oxford
148	Brough Superior	1936	1150cc	BKW 655	Otley, Chichester
149	Douglas	1936	250cc	—	Anderson, Twickenham
150	Douglas	1936	600cc	JU 7274	Stafford, New Romney
151	New Imperial	1936	246cc	BG 6963	Slade, Ely Cambs.
152	Rudge	1936	500cc	DXD 420	Burren, Crockenhill
153	Rudge	1936	500cc	—	Newland, Luton
154	Rudge	1936	500cc	BYD 366	Pollard, Sheffield
155	Sunbeam	1936	250cc	CLT 845	Vigor, Wadhurst
156	Velocette	1936	350cc	—	Gilham, Dunkirk Kent
157	Velocette	1936	350cc	HV 7681	Prangle, Guildford
158	Velocette	1936	350cc	—	Victory, Wallington
159	Vincent HRD	1936	500cc	—	Guy, Whitstable
160	BMW	1937	596cc	GPF 437	Washington, Oxford
161	BSA	1937	500cc	DLA 196	Crane, Gidea Park, Essex
162	BSA	1937	250cc	EKJ 849	Mills, East Malling
163	BSA	1937	500cc	DXP 973	Penn, Birchington
164	Calthorpe	1937	500cc	EGK 532	Wood, Gravesend
165	Harley Davidson	1937	1200cc	DXL 612	Hunt, Beckenham
166	New Imperial	1937	350cc	EGO 898	Edwards, Pinner
167	Norton	1937	499cc	—	Crouch, Heathfield
168	Norton	1937	350cc	DWE 604	Filby, Meopham
169	Rudge	1937	250cc	ABK 867	Calder, London E13

ENTRIES (cont.)					
No.	Make	Year	hp or cc	Reg. No.	Name and address
170	Rudge	1937	500cc	EGW 395	Lamb, Doncaster
171	Rudge	1937	500cc	—	McComb, Enfield
172	Rudge	1937	500cc	CCG 582	Welch, Bradfield Berks.
173	Triumph	1937	348cc	CRU 880	Marchant, Bexley Heath
174	Triumph	1937	350cc	EUM 19	Youel, Ascot
175	Vincent HRD	1937	500cc	—	Fordham, Cambridge
176	Vincent HRD	1937	499cc	—	King, Barcombe Sussex
177	BSA	1938	500cc	VVW 49 E	Jones, Longfield
178	Francis Barnett	1938	250cc	CDL 806	Parsons, Crowborough
179	Matchless	1938	250cc	CBC 925	Keen, South Darenth
180	Matchless	1938	250cc	GWL 418	Mabb, Sevenoaks
181	Norton	1938	500cc	FO 7309	Barion, Gloucester
182	Panther	1938	698cc	EUV 14	Martin, Reading
183	Rudge	1938	500cc	HV 8000	Hardwick, London E5
184	Rudge	1938	500cc	EKH 215	Sawyer, Ipswich
185	Rudge	1938	250cc	EXY 666	Snyder, Rottingdean SX
186	Scott	1938	596cc	DLV 283	Pettett, Sittingbourne
187	Triumph	1938	350cc	JPF 303	Dow, Horsham
188	Ariel	1939	350cc	JLB 754	Holder, Hockley Essex
189	Ariel	1939	500cc	—	Lewis, London SE22
190	BMW	1939	494cc	FNF 579	Hatley, Epsom
191	BSA	1939	500cc	LWJ 313	Herbert, Basildon
192	BSA	1939	350cc	461 DEL	Mundy, Rochester
193	BSA	1939	500cc	EBJ 54	Whittington, Basildon
194	Francis Barnett	1939	249cc	ERK 236	Beale, Redhill
195	Norton	1939	500cc	—	Clarke, Whitstable
196	Norton	1939	500cc	—	Dienst, Ashford Kent
197	Sunbeam	1939	249cc	HWL 116	Knight, Chelmsford
198	Velocette	1939	250cc	GGK 373	Young, Abingdon
199	Zenith	1939	1150cc	LMK 140	Redman, London N21
200	Ariel	1940	350cc	ESV 905	Whalley, Croydon
201	Indian	1940	1400cc	388 EPX	Campbell, Westerham
202	Matchless	1940	347cc	VLN 438	Jenkins, Maidstone
203	Matchless	1941	500cc	—	Turner, Maidstone
204	Norton	1942	490cc	CKO 947Y	Pett, Dartford
205	Royal Enfield	1943	350cc	KKR 112	Wynn, Rochester
206	AJS	1945	500cc	GYB 619	Summerfield, Liphook
207	Ariel	1945	350cc	GJH 504	Hammond, Swanley
208	Joe Francis Special	1945	350cc	HGC 649	Newstead, Welling
209	Corgi	1945	98cc	—	Neal, Cambridge
210	AJS	1946	350cc	MMD 385	Powell, Orpington
211	Indian	1946	1200cc	608 ETV	Hayes, Tonbridge
212	Matchless	1946	500cc	CUH 489	Edwards, West Drayton
213	Matchless	1946	350cc	HND 114	Louvel, Caterham
214	Matchless	1946	350cc	DTR 581	Richardson, Maidstone
215	Matchless	1946	500cc	HKL 664	Short, London E11
216	Norton	1946	500cc	EOW 375	Threader, London SE27
217	Reliant	1946	747cc	KKE 786	Woodruff, Dover
218	Velocette	1946	250cc	JKK 306	Brown, London SE23
219	EMC	1947	350cc	—	Turner, Harrow
220	Matchless	1947	350cc	JKO 691	Stratford, London SE27
221	Norton	1947	350cc	FOU 427	Baker, Maidstone
222	AJS	1948	350cc	LCV 301	Wilson, Tunbridge Wells
223	BSA	1948	498cc	—	Cowie, Folkestone
224	BSA	1948	350cc	HAX 299	Martin, Burghfield
225	Norton	1948	500cc	KDG 461	Dunster, Ashford
226	Norton	1948	500cc	GTX 959	Hall, Tadworth

ENTRIES (cont.)

No.	Make	Year	hp or cc	Reg. No.	Name and address
227	Norton	1948	500cc	—	Barber, Hampton Hill
228	Rotrax	1948	500cc	—	Hughes, Bucks.
229	Sunbeam	1948	500cc	FDL 329	Gregory, Ventnor IOW
230	Triumph	1948	500cc	—	Gilham, Dunkirk Kent
231	AJS	1949	350cc	NPK 710	Donoghue, Northfleet
232	BSA	1949	350cc	—	Hazeldean, Uckfield
233	BSA	1949	348cc	HGG 447	Wayte, Woking
234	Condor	1949	—	SFN 170	Stafford, Romney Marsh
235	Douglas	1949	350cc	LGJ 150	Jones, Sanderstead
236	James	1949	98cc	RKM 842	Kennett, Epsom
237	Norton	1949	500cc	KUL 29	Bowles, Rye
238	Norton	1949	500cc	LKP 880	Emery, Sittingbourne
239	Norton	1949	500cc	KNK 557	Norridge, Maldon Essex
240	Norvin	1949	1000cc	—	Chandler, Salisbury
241	Scott	1949	596cc	LKP 521	Dodd, Gravesend
242	Triumph	1949	650cc	—	Ellis, Welling
243	Velocette	1949	348cc	—	Place, London SE22
244	Vincent	1949	1000cc	KLO 150	Foreman, Rainham Kent
245	AJS	1950	500cc	VDY 601	Masters, Crowborough
246	Ariel	1950	500cc	AYN 136	Dale, Horsham
247	Ariel	1950	347cc	KMU 712	Nelson, High Wycombe
248	BSA	1950	650cc	NKK 258	Shorter, Romney Marsh
249	Douglas	1950	350cc	GMW 905	Hudd, Bristol
250	Matchless	1950	500cc	—	Lewis, London SE22
251	Matchless	1950	250cc	LPO 906	Talbot, Ipswich
252	Panther	1950	600cc	UKR 648	Button, Ashford Kent
253	Triumph	1950	500cc	MAL 883K	Carey, Maidstone
254	Triumph	1950	650cc	GUN 428	Clayton, New Romney
255	Vincent	1950	998cc	GFY 883	Hughes, Maidstone
256	Vincent	1950	499cc	MKM 520	Lewis, Maidstone
257	Vincent	1950	—	YMC 34A	Mews, London E4
258	Vincent	1950	500cc	291	Perfitt, Orpington
259	Vincent	1950	998cc	LRO 538	White, London E16
260	Vincent	1950	998cc	BRC 519	Mark, Crowborough
261	BSA	1951	650cc	GNT 481	Kemp, Oxted
262	BSA	1951	349cc	WML 507	Moore, Guildford
263	BSA	1951	125cc	APV 582	Osborne, Spalding
264	Douglas	1951	350cc	XTW 133	Frost, Woodford Green
265	Douglas	1951	350cc	UEV 32	Williams, Staines
266	Matchless	1951	350cc	LXT 447	Milton, Tunbridge Wells
267	Norton	1951	—	—	George, Epping
268	Norton	1951	250cc	—	Grudginton, Pitsea
269	Power Pak	1951	49cc	NKT 449	Watts, Bexley Heath
270	Sunbeam	1951	500cc	EJT 663	Bashford, East Grinstead
271	Vincent	1951	500cc	MOD 173	Terry Whipp, Offham
272	BSA	1952	650cc	VMU 776	Bayliss, Sandwich
273	BSA	1952	650cc	MXT 301	Branch, Sidcup
274	BSA	1952	350cc	FHV 500	Knowles, Romford
275	Francis Barnett	1952	197cc	MXF 207	Hansford, Tunbridge Wells
276	James	1952	98cc	ONK 647	Scott, Woldingham
277	Norton	1952	490cc	SPE 311	Cosgrove, Sevenoaks
278	Norton	1952	500cc	NNK 609	Lewis, Billericay
279	Sunbeam	1952	500cc	MOL 16	Keen, Swanley
280	Sunbeam	1952	487cc	PKX 562	Pearce, Gravesend
281	AJS	1953	348cc	OFV 860	Eckersley, Dartford
282	AJS	1953	350cc	VVX 394	Patterson, Feltham

ENTRIES (cont.)

No.	Make	Year	hp or cc	Reg. No.	Name and address
283	AJS	1953	350cc	WNO 403	Ryrie, London SE27
284	BSA	1953	249cc	NYW 560	Andrew, London SE20
285	BSA	1953	250cc	HJG 360	Branch, Sidcup
286	BSA	1953	500cc	WHK	Charles, London SE12
287	BSA	1953	646cc	FHL 420	Hill, East Grinstead
288	BSA	1953	650cc	BHC 754	Smith, Romney Marsh
289	Condor	1953	600cc	PMV 781R	Godwin, Bexley Heath
290	Matchless	1953	500cc	NEW 400	Williams, Maidstone
291	MV Augusta	1953	123cc	—	Benn, New Malden
292	Norton	1953	500cc	—	Clark, Chalfont St. Peter
293	Triumph	1953	500cc	—	Cornelius, Faversham
294	Triumph	1953	650cc	HOJ 681	Masters, Crawley
295	AJS	1954	350cc	YTW 896	Knibbs, Uxbridge
296	AJS	—	350cc	—	Place, London SE22
297	AJS	1954	350cc	856 FUF	Masters, Crowborough
298	AJS	1954	500cc	TKL 86	Morgan, Ashford Kent
299	Ariel	1954	500cc	RLU 459	Payne, Maidstone
300	Ariel	1954	998cc	HDY 539	Vidler, Hastings
301	Berini	1954	50cc	DFP 588	Osborne, Spalding
302	BSA	1954	350cc	—	Cole, Spalding
303	BSA	1954	500cc	—	Hodgkinson, Hastings
304	BSA	1954	500cc	OON 116	Hodgkinson, Hastings
305	BSA	1954	500cc	MOR 712	Martin, Reading
306	BSA	1954	350cc	NKP 27F	Riley, Crayford
307	BSA	1954	150cc	OYK 266	Wallis, Crowborough
308	BSA	1954	350cc	EX 8401	Wodehouse, Belvedere
309	Francis Barnett	1954	197cc	RBP 41	Prangle, Guildford
310	Matchless	1954	500cc	PXA 497	Perry, Crowborough
311	Matchless	1954	350cc	FJD 532	Talbot, Ipswich
312	M.V. Augusta	1954	203cc	—	Benn, New Malden
313	Norton	1954	500cc	JHJ 57	Clarke, Hythe
314	Norton	1954	500cc	HJC 794	Fenn, Chingford
315	Norton	1954	348cc	—	Lumley, Ilford
316	Norton	1954	500cc	VPK 235	Ring, Worthing
317	Norton	1954	490cc	VPH 922	Winglade, London E7
318	Royal Enfield	1954	349cc	SKL 946	Valvona, Margate
319	Triton	1954	500cc	PGF 811	Juby, Dartford
320	Triumph	1954	500cc	SKR 112	Schnorr, West Kingsdown
321	Triumph	1954	500cc	TFN 5T	Stafford, Dymchurch
322	Triumph	1954	650cc	XTW 243	Stevens, Welling
323	Triumph	1954	650cc	—	Tarrant, Frimley Green
324	AJS	1955	350cc	WFX 394	Carey, Maidstone
325	AJS	1955	350cc	XPL 282	Edwards, Sevenoaks
326	AJS	1955	500cc	LRU 191	Pryce, Eddenbridge
327	Ariel	1955	650cc	VKT 422	Smith, New Romney
328	BSA	1955	500cc	SXB 346	Chiles, Eddenbridge
329	BSA	1955	350cc	PYW 485	Gurney, Havant
330	BSA	1955	500cc	UTJ 592	Kinnard, Sudbury
331	BSA	1955	350cc	UPF 161	Siney, Horsham
332	Douglas	1955	350cc	NJO 678	Picaud, Bramley
333	Matchless	1955	350cc	PYX 683	Sampson, Gravesend
334	Norton	1955	497cc	HJL 416	Millington, London W4
335	Triumph	1955	650cc	UAR 437	Brooks, St. Albans
336	Triumph	1955	650cc	—	Webber, London SE12
337	Vincent	1955	1000cc	VPJ 105	Adams, Sidcup
338	Vincent	1955	998cc	CSV 593	Guy, Whitstable
339	Vincent	1955	1000cc	RLX 825	Mablesen, Deal

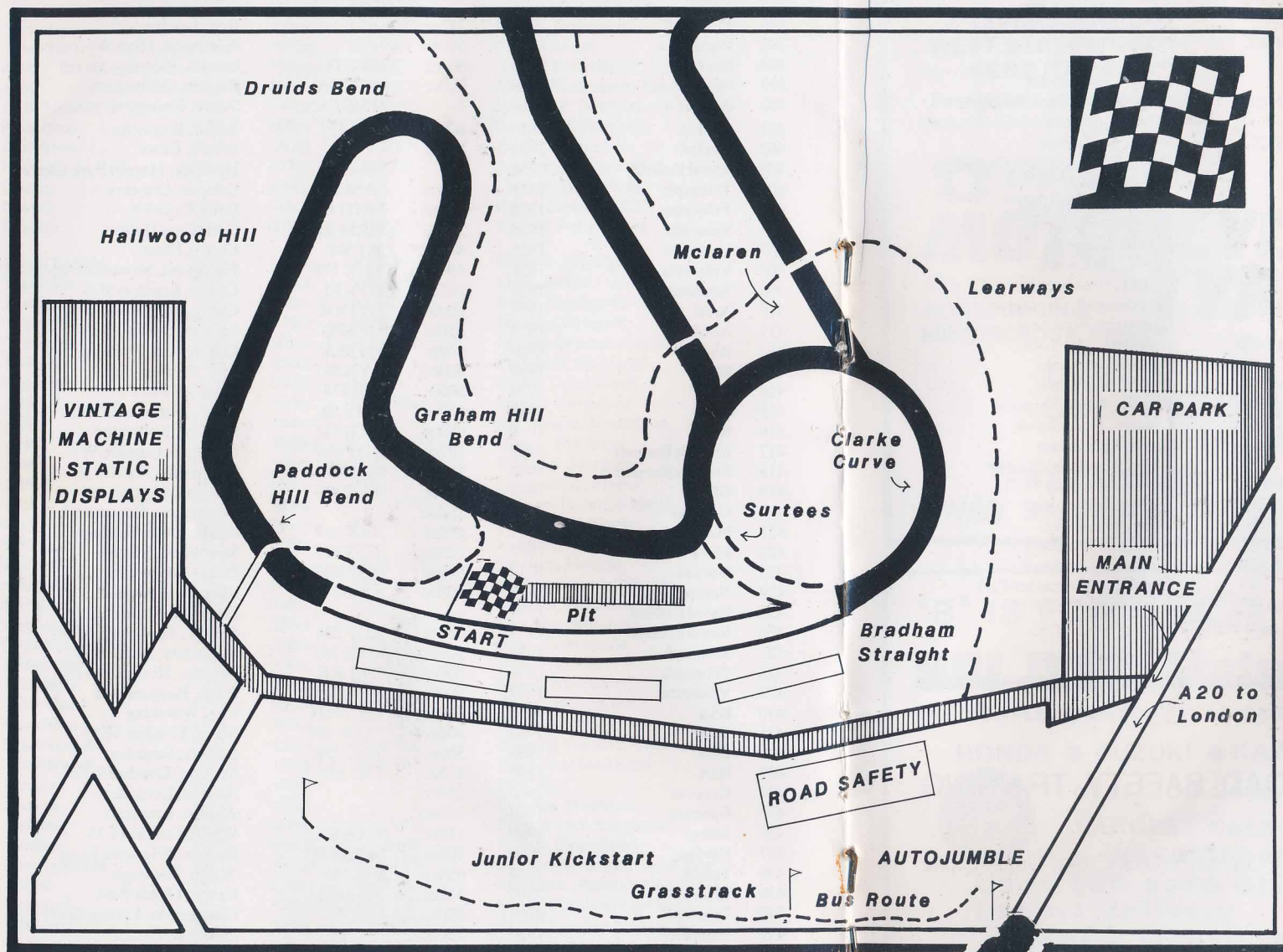
ENTRIES (cont.)

No.	Make	Year	hp or cc	Reg. No.	Name and address
340	AJS	1956	350cc	LPM 907	Hume, Sevenoaks
341	Ariel	1956	1000cc	JJD 791	Croft, Horley
342	BSA	1956	350cc	858 FKT	Avery, Brentwood
343	BSA	1956	600cc	XKN 208	Chitty, Walton-on-Thames
344	F. B. Mondial	1956	197cc	WFX 409	Hardwick, Sunbury-on-Thames
345	Matchless	1956	600cc	XKL 228	Bentley, Gillingham
346	Matchless	1956	350cc	839 MPH	Wolfe, Sevenoaks
347	Norton	1956	497cc	TTG 231	Bourne, Gravesend
348	Norton	1956	499cc	—	Crouch, Heathfield
349	Norton	1956	348cc	—	Place, London SE22
350	Panther	1956	600cc	TGO 213	Walter, Petts Wood
351	Royal Enfield	1956	250cc	NTP 365	Godsiff, Wickford
352	Sunbeam	1956	500cc	450 JMF	Gale, Bucks.
353	Sunbeam	1956	500cc	NDL 282	Kelly, Orpington
354	Triumph	1956	650cc	MFN 770	Hearne, Brasted
355	Triumph	1956	500cc	MBK 986	Moore, Herons Ghyll SX
356	Velocette	1956	350cc	VPO 946	Fullalove, Banstead
357	Velocette	1956	500cc	MDP 477	Head, Dymchurch
358	AJS	1957	350cc	CSV 506	Hawk, Maidstone
359	AJS	1957	350cc	—	Thompson, Northfleet
360	Ariel	1957	1000cc	ULU 739	Harris, Fetcham
361	Ariel	1957	350cc	SGG 972	Murphy, Margate
362	BMW	1957	6hp	2031 CC 59	Destailleur, France
363	BSA	1957	500cc	TYW 595	Barnes, Romney Marsh
364	BSA	1957	650cc	228 DPF	Clarke, Wadhurst
365	BSA	1957	500cc	—	Cottrell, St. Albans
366	BSA	1957	500cc	ECR 195K	Gurney, Havant
367	BSA	1957	650cc	229 AKM	Wilson, Cronbough SX
368	Douglas	1957	348cc	UJJ 359	Charles, Harlow
369	Douglas	1957	350cc	ULL 903	McCabe, Billericay
370	Francis Barnett	1957	250cc	SUB 690	Beer, Copthorne
371	Matchless	1957	500cc	810 AKM	Banks, Dover
372	Matchless	1957	650cc	PHM 74	Carey, Maidstone
373	Matchless	1957	500cc	UJJ 374	Carey, Maidstone
374	Matchless	1957	500cc	VYH 466	Webb, Crawley
375	Moto Guzzi	1957	235cc	82 RNM	Waring, London NW3
376	Moto Rumi	1957	125cc	XKE 961	Giles, Ashford Kent
377	Norton	1957	600cc	—	Bull, Rye
378	Norton	1957	350cc	—	Doodes, Basildon
379	Panther	1957	600cc	WYO 412	Paternoster, London E17
380	Panther	1957	600cc	977 AKR	Walsh, Gravesend
381	Royal Enfield	1957	500cc	540 LMG	Barber, St Leonards-on-Sea
382	Triton	1957	650cc	PMR 613	Mathews, Ashford Middlesex
383	Triumph	1957	650cc	984 LGU	Cross, Farnborough Kent
384	Velocette	1957	500cc	VDP 531	Budd, London SE27
385	Velocette	1957	350cc	NDY 467	Giles, Ashford Kent
386	Velocette	1957	500cc	TUK 87	Massey, Maidstone
387	Velocette	1957	192cc	941 BKK	Mitchell, Higham
388	AJS	1958	600cc	VYW 704	Ewin, Welling
389	AJS	1958	500cc	350 BP	Sands, Uckfield
390	AJS	1958	350cc	126 CKM	Shirley, New Romney
391	BSA	1958	500cc	—	Cottrell, Peas Pottage
392	BSA	1958	650cc	WXV 131	Dinnage, Dorking
393	BSA	1958	650cc	NHM 319	Libbetter, Sidcup
394	BSA	1958	500cc	15 KVO	Watson, Gravesend
395	Capriolo	1958	98cc	—	Barber, Coulsdon

ENTRIES (cont.)

No.	Make	Year	hp or cc	Reg. No.	Name and address
396	Motobi	1958	247cc	—	Ives, Letchworth
397	Norton	1958	500cc	—	Anderson, High Wycombe
398	Norton	1958	600cc	631 CTO	Barnes, Romney Marsh
399	Norton	1958	600cc	659 CYA	Rogers, Gillingham
400	Norton	1958	—	SMW 852	Slater, Ramsgate
401	Norton	1958	600cc	668 LEV	Smith, Hassocks
402	Norton	1958	500cc	—	White, Essex
403	Royal Enfield	1958	—	786 GPG	Haylock, Harold Park Essex
404	Triumph	1958	650cc	SAM 30	Cooper, Crawley
405	Velocette	1958	500cc	MHH 413	Beer, Crawley
406	Velocette	1958	350cc	UAM 886	Catt, Cars Halton
407	Velocette	1958	499cc	36 CKT	Chitty, Fleet
408	Velocette	1958	499cc	VUK 173	Phillipson, Newcastle-upon-Tyne
409	Ambassador	1959	197cc	977 KPJ	Crewe, London SE5
410	Ariel	1959	1000cc	771 DOE	Carey, Maidstone
411	Ariel	1959	250cc	110 SPG	Stielow, Sevenoaks
412	BSA	1959	650cc	616 FLV	Gillingham, Dorking
413	BSA	1959	500cc	XYN 397	Lee, Barking
414	BSA	1959	500cc	DBD 34	Scrase, Lewes
415	BSA	1959	650cc	VHY 50	Smith, Brookland Kent
416	BSA	1959	650cc	YXU 511	Stallard, Folkestone
417	Francis Barnett	1959	197cc	RDP 694	Missiuro, London W3
418	Francis Barnett	1959	197cc	586 LPE	Tompkins, Hartley Kent
419	Gilera	1959	175cc	WUF 407	Gilligan, Colchester
420	Greeves	1959	250cc	—	Thompson, Gravesend
421	Matchless	1959	650cc	XXK 187	Shirley, New Romney
422	Moto Rumi	1959	125cc	672 VMT	Sherwood, Shirley
423	Norton	1959	500cc	683 FKM	Baker, Maidstone
424	Norton	1959	600cc	XYO 592	Skeer, Faversham
425	Royal Enfield	1959	—	—	Haylock, Romford
426	Royal Enfield	1959	500cc	XUF 206	Killick, Tunbridge Wells
427	Triumph	1959	500cc	MKE 363	Eccleston, Maidstone
428	Triumph	1959	500cc	739 LKK	Shorter, Romney Marsh
429	Velocette	1959	500cc	RDR 985	Eade, Burgess Hill
430	BSA	1960	500cc	422 YMH	Lee, Worthing
431	BSA	1960	500cc	YUW 430	Miles, London SE15
432	BSA	1960	500cc	SUO 29K	Rogers, Swanley
433	BSA	1960	175cc	4701 MV	Stelling, London SE25
434	Greeves	1960	250cc	—	Akiens, Leicester
435	Greeves	1960	250cc	—	Akiens, Leicester
436	James	1960	150cc	974 KKR	White, London E16
437	Norton	1960	500cc	588 DKH	Rogers, Wigmores Kent
438	Triton	1960	650cc	JPX 503	Walsh, Rayleigh
439	Triumph	1960	350cc	596 MRL	Crane, Gidea Park
440	Triumph	1960	200cc	SPN 79	Gandon, St. Leonards-on-Sea
441	Velocette	1960	350cc	—	Addison, Pinner
442	Velocette	1960	500cc	963 CGE	Miller, Pinner
443	Aermacchi	1961	250cc	—	Geary, Berkhamstead
444	AJS	1961	650cc	—	Doughty, East Grinstead
445	AJS	1961	650cc	UAP 556	Finch, Ashford
446	Norton	1961	500cc	—	Wolfe, Sevenoaks
447	Triumph	1961	650cc	478 JLB	Bentley, Gillingham
448	Triumph	1961	200cc	749 ZPL	Foot, Winchester
449	Ariel	1962	247cc	CPB 115B	Cooper, London SE15
450	BSA	1962	650cc	HCO 486K	Cantrill, London E11
451	BSA	1962	500cc	987 LNK	Crane, Gidea Park Romford

FESTIVAL PROGRAMME



ON THE TRACK

- 10.00 SPRINT PRACTISE
- 10.40 1955-1958
- 11.00 CYCLECARS & MORGANS
- 11.20 1959 ONWARDS
- 11.40 1941-1950 (excl. Military)
- 12.00 WEST KENT V.M.C.C.
- 12.20 MILITARY MACHINES
- 12.40 PRE-1960 FOREIGN
- 13.00 UNUSUAL/
UNMENTIONABLE
- 13.20 SPRINT
- 14.10 MISS FESTIVAL PARADE
PRE-1920 & CYCLEMOTORS
- 14.40 CLUBMAN & RACING
- 15.00 1921-1930
- 15.20 1951-1954
- 15.40 SPRINT
- 16.20 1931-1940
- 16.40 PRIZE-GIVING AFTER
ONE LAP WINNERS
PARADE
- 17.00 FESTIVAL CLOSES

OFF THE TRACK

- 11.00 to 12.30 GRASS TRACK
- 12.30 to 13.00 MISS FESTIVAL
- 13.00 to 14.00 YOUTH TRIAL
- 14.00 to 15.30 GRASS TRACK
- 15.30 to 17.00 YOUTH TRIAL

TRACK LAYOUT



		ENTRIES (cont.)			Name and address
No.	Make	Year	hp or cc	Reg. No.	
452	BSA	1962	350cc	—	Davis, Bexleyheath
453	BSA	1962	500cc	548 NMK	Miller, Pinner
454	BSA	1962	347cc	—	Rodwell, Ilford
455	BMW	1962	250cc	—	Perry, London SE6
456	Greeves	1962	250cc	NOO 928	Crane, Gidea Park Romford
457	Matchless	1962	650cc	—	Browne, Oxford
458	Norton	1962	600cc	625 ELX	Willis, Rochester
459	Rickman	1962	500cc	—	Watts, Basingbourn Cambs.
460	Norton	1962	600cc	—	Brewster, Rye
461	Triumph	1962	650cc	—	Pitcher, Crockenhill
462	BSA	1963	650cc	90 FYL	Naylor, Aylesford
463	BSA	1963	348cc	—	Rodwell, Ilford
464	Metisse	1963	500cc	—	Wolfe, Sevenoaks
465	Velocette	1963	500cc	221 FUD	Odling, Cranbrook
466	Ariel	1964	247cc	3774 D	MacDougall, Orpington
467	BSA	1964	125cc	—	Osbourne, Spalding
468	Honda	1964	125cc	DAB 642B	Ambrose, Dartford
469	Metisse	1964	500cc	—	Wolfe, Sevenoaks
470	Triumph	1964	500cc	MKM 314W	Baker, Maidstone
471	Triumph	1964	200cc	WRU 666B	Bateup, Hurstpierpoint
472	Velocette	1964	350cc	GUX 100B	Cooper, Hornchurch
473	BSA	1965	175cc	FGH 34C	Cross, Faversham
474	ITOM	1965	49cc	—	Long, Wivelsfield Green
475	BSA	1967	175cc	RJJ 48E	Lewis, Billericay
476	Triumph	1969	350cc	UKX 378E	Dalley, Sevenoaks
477	Norton	1972	750cc	JHX 162K	Lewis, Billericay
478	Suzuki	1972	250cc	VKX 818L	Richards, London E17
479	Suzuki	1975	500cc	UWW 82N	Richards, London E17
480	DKW	1976	296cc	SYW 790S	Donovan, Worcester Park
481	Norton	1977	850cc	PME 554R	Vincent, Hornchurch

KENT COUNTY COUNCIL: ROAD SAFETY TRAINING SCHEME

From: Mike Knowles, Divisional Road Safety Officer, Wrens Cross, Upper Stone Street, Maidstone, Kent.

The Kent Motorcyclists' Training Scheme

A non-profit-making service, administered by the Kent County Council's Road Safety Department and affiliated to The British Motorcyclists' Federation.

There are 16 centres throughout Kent, operating on Sunday mornings and staffed by trained instructors, all enthusiasts. The 8 week course costs £20.00 and aims to bring pupils up to Part I and Part II Test Standard. The Part I Test (cost £16.00) can be taken with the Scheme's own Examiners at the end of each course. See the Part I Test demonstrated here, today, and have a go if you like!

(For more details ring Mike Knowles 0622 671411 Ext. 3448. office hours).

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THE AVENUE OF CLUBS

Motorcyclists have been getting themselves together to form clubs ever since motorcycles first appeared on the road. Before the First War, local motor and motorcycle clubs provided their members with a varied programme of social and competitive events. Popularity for a particular marque gave rise to the one-make clubs whilst others such as the Vintage MCC or the British Two-Stroke Club are non-territorial clubs catering for particular categories of machine.

We are very pleased to welcome the one-make and specialist clubs to join us here today to show their machines and spread some of their enthusiasm. Club life is very important in the historic motorcycle movement, and all these clubs provide their members with services that help to keep the bikes on the road, as well as the social and sporting events that ensure regular opportunities to use them.

Alan Abrahams.

THE BERKELEY ENTHUSIAST'S CLUB

Berkeley Cars were manufactured by the well-known caravan manufacturers, Berkeley Coachworks Ltd. of Biggleswade, Beds., between 1956 and their closure in January 1961.

All of their models were constructed from glassfibre, aluminium and steel, thus allowing easy "modern-day restoration" as well as original lightness. All but one of their 8 models were powered by Anzori, Excelsior or Royal Enfield motorcycle engines of 2 or 4 stroke type from 322cc to 692cc.

The Berkeley Enthusiasts Club was formed in 1964 and now has over 200 members worldwide offering regular magazines, newsletters, technical advice, spares, rallies and meetings.

Details from M. Rounsville-Smith,
41 Gorsewood Road, St. Johns, Woking, Surrey.
Tel. Brookwood 5330.



BRITISH TWO-STROKE CLUB

From: Dave Benson, PRO & Publicity Officer, 24 Glangall Rd. London SE15 6NN

Once again the British Two-Stroke Club has on display a varied selection of two-stroke motorcycles covering different makes and years of manufacture since the formation of the club in 1929.

All two-stroke enthusiasts are welcome to stop by and have a look and a chat especially old members, owners and workers from the the many factories.

CLASSIC RACING MOTORCYCLE CLUB

From: Len Haggis, Membership Secretary, 171 Brighton Road, South Croydon Surrey, CR2 6EH. Tel. 01-680 5244.

The Classic Racing Motorcycle Club is dedicated to the preservation and use of postwar racing and sporting machines, and caters for 4-strokes built between 1945 and 1972, and for 2-strokes from 1945 to 1967 (all years inclusive): certain other models not covered by this classification are also admitted.

Membership is open to anyone with an interest in Classic motorcycles, whether or not he or she already owns one.

The Club's principal aim is to enable owners to air their machines in public, and in furtherance of this races and parades are held as well as a variety of other activities.

Originality is not a fetish, nor even a requirement, but machines are expected to adhere as closely as possible to the model's original appearance. Hybrids such as Tritons, Norvins, etc. are as welcome as thoroughbred Manx Nortons and M.V. Agustas: there's already a good representation of all these and more on the Club Register.

CRMC events cater for all types of enthusiast – straight races for the current competition rider, and regularity and restricted – speed parades for the less competitive spirit.

Join the CRMC and help nostalgia become reality again!

CINIQUE PORTS CLASSIC MOTORCYCLE CLUB

From: E. J. Stafford, Social Secretary, Woodlands Plot, Park Road, Littlestone, New Romney, Kent TN28 8NJ.

This Club was formed about 4 years ago, mainly for the "older" type of enthusiast with his somewhat older-type motorcycle. We have a membership limit of 50, and have a full house plus a waiting list (so we must have something right!). We have machinery, which is ridden to all local events, ranging from a 1912 Rudge Multi, a 1933 Cotton JAP, 1938 OEC Duplex V-twin, etc., right up through to mid-1960's vertical twins of all types. Our events consist of mainly local rallies, village fêtes, parades at local schools, Lydden circuit, etc. We always make provision to take our wives and kids with us so as to make all our events "family" events (no motor cycle widows here!). I consider our greatest accolade to be when someone likened us to a mid-1950's Motorcycle Club!!

Your contact address is my own, as above.

DKW ROTARY OWNERS' CLUB

17 Church Lane, North Weald Bassett, Epping, Essex.
Tel. North Weald (037 882) 2629.



Formed in 1982, for Owners of DKW/Hercules W.2000 Wankel Motorcycles: Membership now exceeds 30. Annual Sub. just £5. Quarterly Newsletter "THE EPITROCHOID": All Wankel Bikes (Suzuki RE 5's, Van Veen OCR 1000's etc), invited to our Annual National Rally. Club has purchased entire stock of W.2000 spares from the Importer: Also has full set of special tools: Discounts offered from Dealers: Overseas Members in USA and South Africa.

Further details from David Cameron, at above address.

ELTHAM AND DISTRICT M.C.C.

From: Ted Langridge, 47 Oxhath Crescent, Bromley, Kent BR2 8BN. Tel. 01.467 4043.

We are the club running the pre-65 trial during this 1000 Bikes Festival. Founded in 1929, we are a very well-known club. True, a small club at present, but very active in both social and sporting events. We now have a piece of land for regular club practice trials, ideal for a beginner and are looking for a field for grass-track racing as our track was ruined by "banger" car racing. Members range from teenagers to "oldies". TRY US! Every Wednesday evening about 9pm at The Prince of Wales, Mottingham Road, Mottingham. We use a hall at the back. You will be made welcome – that's a promise!

GREEVES RIDERS ASSOCIATION (GB)

Launched on June 5th this year to coincide with the date of O. B. Greeves' Birthday, this is the first official public occasion on which the GRA is making an appearance. A lot of interest has been discovered in the marque Greeves which has the unique distinction of world-class success in both trials and moto-cross as well as in circuit racing. This together with the competition-bred road models gives the very individually designed Greeves a special significance in motor cycle history.

For further details contact: The Secretary, Peter Smith,
6 St George's Road,
Winsford, Cheshire.
Tel: 06065 51581.

THE KENT ADVANCED MOTORCYCLISTS' GROUP

The first such Group formed in the country, with the aim of promoting Roadcraft and Advanced Riding to a Standard for Members to take the Institute of Advanced Motorists' Motorcycle Test – Affiliated to the I.A.M.

Club nights are held on the last Monday of each month (the previous Monday if the last is a Bank Holiday) at the Roebuck, Harrietsham (A20) at 8pm. All are welcome. All the usual Club activities, plus a service of observed runs to bring Associate Members up to I.A.M. standard.

(For more details ring 0795-843767 evenings and weekends).

THE LONDON DOUGLAS M.C.C.

From: Len Boydell, Archivist, "Birches", Castledon Road, Downham, Nr. Billericay, Essex CM11 1LH.

The L.D.M.C.C. was formed in 1928 during the heyday of the Douglas sporting machines. This gave rise to the club motto "Facile Princeps" EASILY FIRST. Although a London Club by name it is the only club catering solely for the Douglas enthusiast nationally, as well as world-wide. The club publishes a bi-monthly magazine which is accepted as one of the best one-make club magazines. We also have a spares section which caters for Pre-war models as well as Post-war machines, many of the spares are specially manufactured new for the club, but we also have a large holding of second-hand spares for Post-war machines.

NORTON OWNERS CLUB

From: Chris Willis, F49 Hoo Marina, Hoo, Rochester, Kent. Tel. Medway 252198.

Formed in 1955 with the aim to increase the enjoyment of motorcycling and Norton motorcycling in particular.

Facilities include technical advice, emergency aid scheme, the bi-monthly magazine "ROADHOLDER" and not least, the discount at many dealers on parts, accessories and clothing. Also, UK members are automatically affiliated to the British Motorcyclists' Federation.

Membership can be direct to the club, or, for a little extra cost, through a local branch, of which there are many in the UK and overseas and enjoy the social benefits of local meetings and activities.

P.R.O.: John Evans, "Polgarth", Commercial St., Cheltenham, Glos.

The stand here today is the Kent Branch which meet at "The Chequers", Doddington on the first Wednesday of the month.

BRANDS HATCH - Don't trek to the track

When you're planning to savour the excitement of a major event at Brands Hatch it's something of a let-down if you can't be at the circuit bright and early, ahead of the milling throng. At the end of the day, it's great to be able to enjoy the comfort of an hotel that's not too far from the track.

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RALEIGH SAFETY SEVEN AND EARLY RELIANT OWNERS CLUB

From: Mick Sleaf, Raleigh Club Membership & M/C Spares Secretary, 55 Beacontree Avenue, London E17 4BU.

Raleigh Safety Seven and Early Reliant Owners Club covers Raleigh Motorcycles to 1933, Raleigh Safety Seven Cars and Vans and Reliant Cars and Vans to 1962 Side Valve models. Quarterly Newsletter; Spares; Technical Advice and Club Library Membership Secretary, as above.



VINTAGE JAPANESE MOTORCYCLE CLUB

From: G. E. Blunden, VMCC 4271 VJMC E29. 6 Downland Close, Tattenham Corner, Epsom, Surrey KT18 5SQ.

Vintage Japanese Motorcycle Club is a worldwide club, started in America in 1977 to cater for motorcyclists interested in Japanese machines over 15 years old. The UK membership has passed 200 and is still growing steadily.

Variety is assured in the club as, besides the well-known manufacturers, members have unusual machines like Lilac, Hodaka, Asaki, Marusko, Bridgestone and Tohatsu.

There is now an active racer section where some of the famous racing machines have been acquired and returned to running order.

For more information, contact Dennis Lodge, 65 Greenhouse Farm Road, Runcorn, Cheshire.

WOMEN'S INTERNATIONAL MOTORCYCLE ASSOCIATION

From: Mrs. M. J. Watt, 95 Hythe Crescent, Seaford, East Sussex, BN25 3TZ.
Tel. 0323 89880.

W.I.M.A. was formed nearly 25 years ago to promote and encourage motorcycling among women. Membership is open to all women, be they riders, passengers or enthusiasts; whether they are interested in road-riding or competition, and whether they are a grandmother or a young girl who pillions behind their mother. Members receive a monthly newsletter, which includes a page of future events. The main events every year are the English Annual Rally and week-long Continental Rally in Europe. Other events include camping weekends, treasure hunts and social gatherings; some areas have local meetings. As well as monthly meetings in East Sussex, we also hold a non-competitive trial to raise money for charity, usually in March or April.

Membership Secretary is: Heather McGregor, 23 Huckson Road, Bishops Itchington, Leamington Spa, Warks. CV33 0TF.

VMCC WEST KENT SECTION

From: Chris Avis, Secretary, V.M.C.C. West Kent Section, 64 Squires Way,
Dartford, Kent DA2 7NW.

Hello and Welcome to the 2nd BP Festival of 1000 bikes at Brands Hatch, organised by the West Kent Section of the V.M.C.C. I sincerely hope you have a very enjoyable day in our company and can get around to see all the many and varied exhibits and attractions that are taking place today.

This event, although certainly the biggest we have undertaken, is just one of the many activities, large and small, that this section promotes throughout the year. Our twice-monthly Club nights are held as follows:-

Second Thursday of the month:-
from 8 p.m.

The Pied Bull, Farningham Village,
in the Coach House,
at the rear of the car park.

Last Tuesday of the month:-
from 8 p.m.

The Plough Inn (room at rear)
Bromley Common, almost opposite
Bromley Bus Garage.

There is plenty of parking space at both venues. Our programme for these evenings include Film Shows, Regularity Runs, Quizzes, Bring-and-Buy Sales and many other activities.

In addition to these meetings, there are Social Runs, one Sunday every month - starting at 10.30 a.m.; we have an organised jaunt through the lanes, finishing at a pub around 12.30 p.m.

Many of our Members also support other Sections, and National events, as the V.M.C.C. is a nationwide club, and although it is divided into geographical areas for convenience, you can attend meetings and events in as many sections as you wish - you will be welcome everywhere.

I am proud to say that we are one of the largest and most active sections in the V.M.C.C. and you will find us a friendly crowd, so do please come along to one of our Club Nights, introduce yourself, sample the atmosphere (and the beer, or whatever your tippie) and hopefully we can add you as another member of our ever-growing band of enthusiasts across the country, now well over 5000 strong.

If you would like any further information about the Club in general, or our Section in particular, do write to me (with an s.a.e. please) at above address or give me a ring on CRAYFORD (0322) 58309.

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Talk to Martin Richards and his team at Star Rider – the national motor cycle training scheme sponsored by the motor cycle industry. The friendly one.

Star Rider, 2309/2311 Coventry Road, Sheldon, Birmingham. Telephone: 021-742 8408.



KENT YOUTH TRIALS CLUB AFFILIATED TO THE AUTO-CYCLE UNION

If you are between six and seventeen and finding it a long time to wait for your first road bike, why not join the Kent Youth Trials Club and develop skills that will not only enhance your control of the bike, but also help you pass your driving test first time.

KYTC holds monthly Club Trials and this year hosted a National Trial. Many of you will have seen the 'Kick Start' programmes on Television. Instead of using manufactured obstacles a course is set among trees, logs, rocks and streams which has to be completed by the rider without putting any feet down (dabs). The rider is penalised one mark for one dab, two marks for two dabs, three marks for more than two dabs, and five marks for failing to complete the course (or section). There are usually 15 sections per lap and three laps are completed. Naturally the winner is the one with the least number of points.

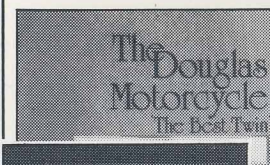
The age of the rider will dictate the class in which he rides and points gained from the monthly Trials eventually provide a 'Rider of the Year'. Although a Trials Motorcycle is required, it is not necessary to have a new bike and second hand ones can usually be purchased from club members together with outgrown equipment. Our social side consists of a camping weekend when parents compete with their children and wish they hadn't, and a Christmas Party and Prizegiving.

We are very keen to attract new members and would welcome visitors to a Trial or Practice to acquire further information. Why not ring Ron Knight, our membership secretary on Medway 716320.

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The Douglas Motorcycle 'The Best Twin'

Revised and Enlarged Edition by Jeff Clew

Starting in the back streets of Bristol, this is the full story of this once famous marque. A tale alternating between unqualified success and acute depression.

The author owns and often rides his Douglas MkIII and the story is enriched by this fact.

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Velocette

by Rod Burris

A fascinating history of the development of the MSS, Venom, Viper, Thruxton and Scrambler models.

Many suppliers' part numbers are listed, and there is a wide selection of photographs and illustrations many previously unpublished.

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The Sunbeam Motorcycle

by Robert Gordon Champ

Often overlooked by restorers and historians, the Sunbeam nevertheless had an important part to play in the fabric of the British motorcycling industry. The author, a real Sunbeam enthusiast, has produced probably the definitive work on these interesting machines.

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Whatever happened to the British Motorcycle Industry

by Bert Hopwood

Much rubbish is talked about the demise of our bike industry, and much more has been written. Here, at last, is the inside story written with conviction and knowledge. Every historian should have a copy.

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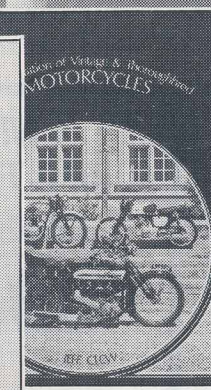
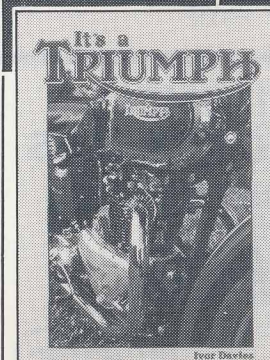
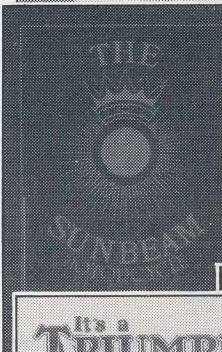
The Restoration of Vintage and Thoroughbred Motorcycles

by Jeff Clew

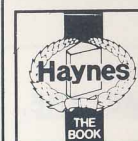
The book gives a comprehensive, illustrated and experienced guide to the purchase, restoration and preservation of any motorcycle thought by its owner to be worth saving.

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VINTAGE MARQUE SPECIALISTS

From: Tony Donnithorne.

We are pleased to welcome some of the 80 Marque Specialists who will be displaying machines and relevant literature in the Avenue of Clubs.

These members have in some cases specialised in their marque for many years, often being employees of the manufacturers or employed in the motor cycle trade, and willingly give their knowledge to assist in the identification and restoration of their specific marques.

Should you not find your own specialist, please contact the National Secretary, Jim Hammant in the Vintage Club tent.

MISS FESTIVAL COMPETITION 1984

This competition is open to Ladies of all ages who share an interest in motorcycling. Miss Festival 1984 takes a different format to that of 1983 in that the contestants are not judged by appearance alone. Each will be asked to appear on a motorcycle and will be interviewed briefly by one of the judges to assess her wit and personality. Entry to the competition is free and each entrant will receive a prize and a memento of the occasion.

Ladies if you think you could be Miss Festival 1984 come and see Jane Brown or Tony Liddell at the Grovewood suite to enter the competition.

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7. Alison Humphreys, Tavistock
8. Janet Payne, Bromley
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Organisers: JANE BROWN
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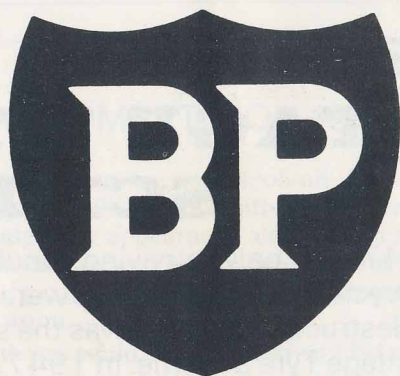
NOTES

THE VINTAGE TYRE SCHEME

In 1947, the only surviving moulds for motorcycle beaded edge tyres were saved from destruction and this was the start of the Vintage Tyre Scheme. In 1947 only 4 sizes were manufactured and now, 36 years later, the Scheme can offer over 40 sizes and tread patterns. Sizes range from a 26 x 1 3/4 beaded edge for a 1908 Fairy to a 300 x 20 ribbed for a Vincent Black Shadow and in between tyres for such diverse bikes as Round Tank BSA and Corgi. Without tyres the machines you see today would be only museum pieces. Please help to keep them on the road by enquiring FIRST and not last from THE VINTAGE TYRE SCHEME whenever you require rare or unusual tyres or inner tubes. Phone me any evening on 0438 87 519.

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Bendish House, Bendish, Nr Whitwell, Herts.

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SPRINT DEMONSTRATION

There would seem to be little doubt that Sprinting was the first form of motor-cycle sport to be organised and doubtless sprang from the competitive spirit that has always been part of the make-up of the true motor-cyclist; one can imagine the first two happening alongside one another – a gleam in the eye, a nod of the head, and a mutual sprint took place; those years are long gone away, but still the challenge is there.

Many claim that sprinting performance lays within the machine, the rider having little to do with the result. This is a total misconception for unless the rider has perfect balance and excellent reaction time, then all the power in the world will not get him across the finish line in good time.

A man to watch in today's demonstration, which in essence is confined to starts due to the restrictions of the course, is ALAN MORGAN on his 500 Rudge. The bike is light – so is Alan – this, plus a reaction capability that belies his years, provides a classic example of the theory and practice.

Also with us today will be BASIL KEYS, a man whose sprinting career spans from the early thirties; his bike is one of the legendary Brighton specials built by "The Learned Professor of Sprint", Francis Williams; Basil's machine a Vee twin J.A.P. within a Featherbed frame, is, I believe, the first built of these models and is still capable of some surprising performance.

We as organisers were gratified by the response to last year's demo' and we trust that the sights and sounds will once again provide the stimulus to happy memories, and perhaps encourage some to "have a go" – for sprinting is still going strong and enjoyed by many.

Phil Manzano.

SPRINT DEMONSTRATIONS ENTRIES

1000cc

1. Tony Brown, Super Nero
2. David Crouch, Norton-Vincent
3. Basil Keys, Norton-J.A.P.
4. Charlie Rous, Moto Vincent

600cc

5. Colin Clifford, Douglas
6. Gordon Colquhoun, Norton
7. Paul Colquhoun, Norton
8. Phil Manzano, Douglas

350cc

27. Paul Wood, Norton
28. Colin Clifford, Douglas (Display)

250cc

31. Shelagh Neal, Velocette
32. Shelagh Neal, Triumph (Display)

500cc

11. Geoff Brandon, Ariel
12. Graham Colquhoun, B.S.A.
13. Sean Colquhoun, Norton
14. Bill Dent, Douglas
15. Alan Morgan, Rudge
16. Richard Morgan, Rudge
17. Mick Rogers, Rudge
18. Guy Roussel, Sunbeam
19. Murray Rainey, Douglas
20. Dennis Taylor, Douglas
21. Peter Hodgkinson, B.S.A. Gold Star
22. Gerry Belton, Grindlay Peerless
23. Graeme Brown, Douglas
24. Shelagh Neal, Scott (Display)

Side cars – Three Wheelers

40. Ossie Neal, Scott 500cc S/c
41. Joy Rainey, Morgan 1100cc T/w
43. Ossie Neal, Scott S/c (Display)

Demonstration Organisers: Tom Snow, Phil Manzano and Assistants.