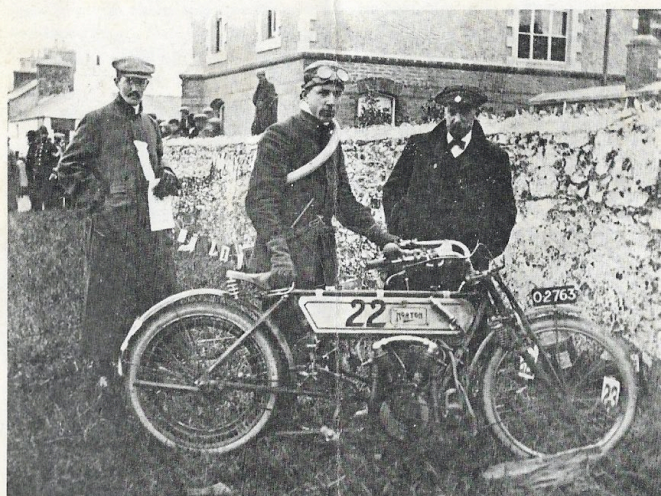


The 21st
Vintage Assembly
in TT week
organised by the
Vintage Motor Cycle Club
on 12th, 14th & 16th June 1977.



Nortons first win – 1907, Twin Cylinder Class. H. Rem Fowler

Official Programme 25p

OFFICIALS

Chief Marshal	E. Langridge assisted by members of The V.M.C.C.
Clerk of the Course	Mrs. M.D. Ward 3 West View, Lower Foxdale, Douglas, I.O.M.
Secretary of the Meeting	Eric Thompson, 28 Glover Road, Pinner, Middlesex. 01 866-0964
I.O.M. address	Eskdale Hotel, Queens Drive, Ramsey, I.O.M. 81-3283

TIMETABLE OF EVENTS

12th June	There will be a run in the south part of the Island starting at 2 p.m. with no competitive element.
14th June	Assemble Mooragh Park, Ramsey, at 10.30 a.m. A speed judging event will be organised in the north part of the Island, followed by a Concours d'Elegance in Mooragh Park.
16th June	Assemble at rear of Grandstand, Douglas, 10 a.m., leave for Peel where machines will assemble on the promenade. The Demonstration Run starting at St. Johns at 3 p.m. over the short T.T. Course followed by a "loop" south of about 12 miles. There will be a Concours d'Elegance on Douglas promenade at 6 p.m. opposite the Gaiety Theatre. A Prize Giving ceremony will be held at the Villa Marina at 9 p.m.

APPRECIATION

Our thanks are tendered to the following for their co-operation and helpfulness, without which this event would not be possible.

His Worship, the Mayor of Douglas and the Douglas Corporation

The Peel Town Commissioners The Ramsey Town Commissioners

The Chief Constable and all the Manx residents who extend to us such a warm welcome

and to

The Isle of Man Tourist Board.

THIS YEARS EVENT

In this the 70th year since the start of the T.T. Races it seems very fitting that there should be so strong an interest in the motor cycles of years gone by. This interest is evident by the large and varied entry list and the distances some of the riders have travelled in order to compete, for this truly is an International entry - America, Australia, Africa, Denmark, Germany and many other countries being represented, and we as organisers are delighted to welcome them all to the land of motor cycling.

It is also fitting that the route to be followed on Thursday afternoon is still that taken by the riders in the first ever Tourist Trophy Race back in 1907, and the school yard at St. John's where the riders assemble prior to this run was the original Paddock 70 years ago.

We have kept formalities to the minimum this year, so there should be plenty of time to admire the machinery - and chat, of course.

In welcoming the spectators I would ask them to remember that these are old machines and have not the performance - particularly braking - of your newer super bikes, so please enjoy your view, but give them plenty of room and time to manoeuvre.

Have a good holiday.

Marjorie Ward
Clerk of the Course.

We extend a hearty welcome to all attending our Twenty-first event and are delighted to have such an 'International' entry. We have riders from Australia United States, South Africa, Rhodesia, and several Countries in Europe, all riding interesting machines, many of which are unusual to most of us. We look forward to good weather so that competitors and spectators gain maximum enjoyment.

Eric Thompson
Secretary of the Meeting.

For the Concours d'elegance machines will be in the following Classes:

- Class "A" - Solo Veteran Machines (up to 1914)
- Class "B" - Solo Vintage Machines (up to 1930)
- Class "C" - Solo Post Vintage Machines (up to 1952)
- Class "D" - Sidecars or Three-Wheelers (up to 1952)

CLASS "A" Solo Motor Cycles up to 1914

- 1 1905 IMPERIAL
An early side valve of 417cc, note the disc brake on the rear wheel.
J.D. WAGHORN - Dartford, Kent.
- 2 1911 PREMIER
The 3½hp engine has a Premier auxillary exhaust valve, driving through an Armstrong 3 speed hub in rear wheel.
F. RIDEALGH - Preston, Lancs.
- 3 1912 BRADBURY
This engine is a larger side valve, 554cc with direct belt drive.
M.I. WILLS - Coventry, Warwicks.
- 4 1914 NEW HUDSON
A popular lightweight touring machine with the two stroke engine of 211cc and a two speed gearbox.
W.D. PILE - Camberley, Surrey.

CLASS "B" Solo Motor Cycles up to 1930

- 5 1919 RUDGE MULTI
A large single cylinder of this famous racing marque. The engine is of 750cc, with overhead inlet & side exhaust valves and multigear.
G.J.A. GOODEY - Oxford.
- 6 1921 COULSON-B
The Blackburne engine fitted has sidevalves, and rear springing to the frame. They were built at Kings Cross London. Rider is Midland editor of The Motor Cycle.
R.F. CURRIE - Birmingham.
- 7 1921 SUNBEAM
This 500cc sidevalve machine is similar to the one used by T.C. de la Hay to win the 1920 Senior TT.
H. ROWELL - Braddon, IOM.
- 8 1923 SUNBEAM
A 500cc side valve engine is used in this sporting solo.
Dr. H.J. STUART - California, U.S.A.
- 9 1923 DOUGLAS
The famous 2½hp, chain cum belt drive machine, with horizontally opposed side valve engine.
J.R. HASTINGS - Corby, Northants.
- 10 1924 MATADOR
BRADSHAW
Fitted with the 2½hp oil cooled ohv engine designed by Granville Bradshaw.
E.A. QUIRK - Peel, Isle of Man.
- 11 1924 A.J.S.
The Model DI fitted the 7hp vee twin engine for use mostly with sidecars. Three speed gears and all chain drive. Rider solo today.
G.J.A. GOODEY - Oxford.

- 12 1924 B.S.A.
This is a 250cc engine with overhead valves. The machine is original and unrestored.
A.A. BELL - Tatsfield, Kent.
- 14 1924 A.J.S.
A 2½hp side valve touring machine from the famous race renowned factory.
W.J. BROWN - London SE 23.
- 15 1925 D.K.W.
A nicely prepared machine with a 500cc engine brought over by its rider from its country of origin.
A. SEIFERT - Germany.
- 16 1925 A.J.S.
A Racing model 348cc ohv being an actual works machine of that year.
J. CATCHPOLE - Ramsey, Isle of Man.
- 17 1925 DOUGLAS
Another H.O. twin 2½hp machine with belt drive, model TS25.
K.C. MOSS - Biggin Hill, Kent.
- 18 1925 BROUGH
SUPERIOR
An early SS100 model fitted with 1000cc JAP vee twin ohv engine. One of the Rolls Royces of Motor Cycles.
D. REED - Jurby, Isle of Man.
- 19 1925 H.R.D.
This machine has a 498cc ohv racing JAP engine being a replica of the Senior TT winning machine of that year.
F.P. HEATH - Leicester.
- 20 1925 JAMES
One of the few remaining 3½hp vee twins. This one a side valve with 3 speed gear box.
C. CRAINE - Ballaugh, Isle of Man.
- 21 1926 COTTON
The make famous for its roadholding and low saddle position. This 350 has only had one owner. A TT replica.
D. KNOWLES - Birmingham.
- 22 1926 A.J.S.
This model 'B' has 350cc side valve engine and 3 speed gear box, all chain drive is employed.
J.K. KENNAUGH - Onchan, IOM.
- 23 1926 A.J.S.
A larger version with the 498cc ohv engine and 3 speed gear box.
P.A. FREEMAN - Hull, N. Humberside.
- 24 1926 SUNBEAM
The Model 9 has a 500cc ohv engine. This machine is believed to an ex 'works' model.
D.G. WRIGHT - London SE 23
- 25 1927 SUNBEAM
Another 'flat tank' Model 9 with the 500cc ohv engine.
J.M. STONE - Cranleigh, Surrey.

- 26 1927 FRANCIS BARNETT One of the famous 'built like a bridge' machines. The frame consisting of straight tubes bolted together, with the 172cc super sports Villiers engine.
N. MAGHAY - Godalming, Surrey.
- 27 1927 B.S.A. This Model L27 has the 350cc ohv engine with 3 speed gear box.
M. JONES - Kirk Michael, IOM.
- 28 1927 NORTON An 'unapproachable' with side valve engine and three speed box.
J.S. WARD - St. Johns, Isle of Man.
- 29 1927 B.S.A. A 3 speed 250cc side valve model, from a factory noted for its large range of models.
R.E. THOMAS - St. Johns, IOM.
- 30 1927 NORTON A 490cc side valve model from the famous Bracebridge St. works.
A.R. BRASSINGTON - Newcastle, Staffs.
- 31 1927 MOTOSACOCHÉ A 350cc model from the famous Swiss factory, rider from Geneva.
D. FLAMMENEGGER - Geneva.
- 32 1928 ARIEL This Model 'E' has the super sports twinport engine of 497cc and overhead valves.
R.L. BRASSINGTON - Cheadle, Cheshire.
- 33 1928 SCOTT A two speed 'Squirrel' with the water cooled twin two stroke engine of 498cc.
J.P.R. GUTTERIDGE - Buxton, Derbyshire.
- 34 1928 SUNBEAM A 'Longstroke' model with 492cc side valve engine. This is the last year of the flat tanks.
R. PETTY - California, U.S.A.
- 35 1928 NORTON The CSI with the 490cc ohc engine has many racing successes to its credit. A fine example.
R. FIELD - Wetherby, W. Yorks.
- 36 1928 SUNBEAM This 350cc ohv model with the 'flat' tank has been restored by its rider.
T. DAY - Leek Staffs.
- 37 1928 SUNBEAM Another John Marston product. The Longstroke model with the sv 492cc engine.
I. SLADE - Haddenham, Cambridgeshire.
- 38 1928 ARDIE A 500cc side valve model from Nuremburg factory in Germany. Ardie is an abbreviation of the makers name.
A. SEEL - Germany.

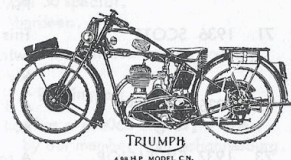
- 39 1928 TRIUMPH This is the 'TT' model with the 498cc ohv engine. fast but quite a handful.
C.M. STILES - London SE 23
- 40 1929 RUDGE A 'TT' replica model with the 4 valve ohv engine of 499cc.
WHITWORTH
J. HORTON - Sutton Coldfield, Warwicks.
- 41 1929 GUZZI A 500cc ohv example from this famous Italian firm brought over by its rider from Switzerland.
A. GFELLER - Zolli Kofen, Switzerland.
- 42 1929 B.S.A. A large 'Sloper' with 596cc side valve engine.
R. CLEVELAND - Willerby, N. Humberside.
- 43 1929 VELOCETTE This model KNS has the 348cc oh camshaft engine with 3 speed gear box made by Veloce. A make so closely associated with the TT races.
P.A. CLEWS - Holmes Chapel, Cheshire.
- 44 1930 B.S.A. Another 'Sloper', this one with the ohv twin port engine.
W.H. CHRISTIAN - Bride, IOM.
- 45 1930 SCOTT A 596cc Flying Squirrel, a much admired machine.
P. WARING - Hampstead, London NW 3.
- 46 1930 SUNBEAM Another model '9' with the 493cc ohv engine but now fitted with saddle tank.
D. BURNS - Wirral.

CLASS 'C' Solo Motor Cycles up to 1952

- 47 1931 SUNBEAM This 500cc side valve model is ridden by our visitor from Pretoria.
E. HERBERT - Pretoria, Republic of South Africa.
- 48 1931 DOUGLAS A 600cc ho engine is used in the T6.
E. DEACON - Salisbury, Rhodesia.
- 49 1932 ARIEL An early Red Hunter with 4 overhead valves.
L.G. ORE - Cinderford, Gloucester.
- 50 1932 DOUGLAS A 500cc horizontally opposed twin with side valves. Known as the 'Bulldog'.
C.E. MILLS, N.S.W. Australia.
- 51 1932 VELOCETTE A KSS overhead camshaft machine ridden by a lady. An excellent example of this make.
Mrs. Joan GOODEY - Oxford.
- 52 1932 DOUGLAS Another Bulldog with the ho twin 500cc engine.
J. SIMPSON - Bedfordview, South Africa.

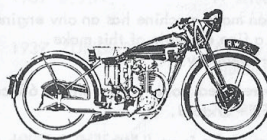
- 53 1932 SUNBEAM This model '90' with its 493cc ohv engine was entered for the Manx Grand Prix of the year. Cdr. E. SLOAN, RN - Liverpool, Merseyside.
- 54 1933 F.N. This model has a side valve engine of 500cc with 3 speed gear, made two years after the factory's last TT entry. A. PIHL - Sigridsvagen, Sweden.
- 55 1933 VELOCETTE A KTT model with the ohc engine, used at Brooklands and other meetings. W. PAGE - Castleford, Yorks.
- 56 1933 VELOCETTE Another KTT racing model from the same factory. T.G. RUSHBY - Castleford, Yorks.
- 57 1933 FRANCIS BARNETT This 250cc Villiers engined 'Cruiser' model was made in the first year of introduction, continuing until 1939. An interesting machine. Mrs. Hazel LOWE - Church Broughton, Derbys.
- 58 1933 SCOTT A 596cc twin water cooled two stroke engine in this Shipley model. W. FLEMING - Fife, Scotland.
- 59 1933 MOTOSACOCHE A 500cc ohv engine is fitted to this model from Switzerland. E. BRUNNER Sen. - Neftenbach, Switzerland.
- 60 1934 TRIUMPH An ohv - 497cc engine is used in this model 5/4 - single cylinder with twin port head. G. HODGSON - Darwen, Lancs.
- 61 1934 SCOTT A much modified TT Replica of 600cc, its rider being a renowned tuner. C. WAYE - St. Albans, Herts.
- 62 1934 SUNBEAM A 350cc ohv model of this famous make. N.T. SWANN - Bromley, Kent.
- 63 1934 NORTON This is a Model 30, the 490cc International ohc similar to so many seen in the TT. M. PORTMAN - Kidderminster, Worcs.
- 64 1934 RUDGE A 'Sports Special' model with the 500cc ohv engine, with hand gear change. R.W. STOBART - Birmingham.
- 65 1935 EXCELSIOR The small 150cc engine has overhead valves, and was listed at £28.10.0. when new! B.E. REEVES - London SE 25.
- 66 1935 RUDGE This 250cc has radial valve engine. This make scored first second & third in 1934 Lightweight TT. T.E. HULKS - Evesham, Worcs.
- 67 1935 EIBER A make not often seen in the Island. The engine is an experimental racing design of 500cc with overhead camshaft. H. LUNDBERGER - Sveridge, Sweden.

BRIAN R. VERRALL & COMPANY



After 20 years experience dealing in early motor cycles, mostly of the 'flat-tank' period, we feel we can claim to be exclusively established in this activity and known for the high quality and variety of our stock.

We also recognise quality machines of collector interest of any age by paying the best prices for them, either singly or as complete collections. Part exchanges are also welcome.



A S.A.E. will secure an Illustrated List of early type
MUDGUARDS, SADDLE COVERS & ACCESSORIES for Sale

20-22 TOOTING BEC ROAD, LONDON, SW17

Telephone 01-672 1144

(50 yards from Tooting Bec Underground Station)

- 68 1935 A.J.S. This is a 350cc ohv 'Plumstead' make machine and is fitted with coil ignition, priced at 40 gns. when new.
A. DAVIES - West Wickham, Kent.
- 69 1936 NORTON Another ohc model with the 500cc engine, rider claims machine faster than him.
S. MOFFAT - Swinton, Berwickshire.
- 70 1936 EXCELSIOR A Manxman with the 350cc ohc engine, a successful racing design.
P.M. STEVENS - Dunstable, Beds.
- 71 1936 SCOTT This is a standard Flying Squirrel with a 500cc twin w/c engine.
M. AKROYD - Preston, Lancs.
- 72 1936 TRIUMPH A 350cc ohv engine is fitted to this model 3/2.
R. FLEMING - Cardenden, Fife.
- 73 1937 EXCELSIOR A Manxman with the 250cc overhead camshaft engine. Discovered derelict and recently restored.
P.J.C. LOWE - Derby.
- 74 1937 O.E.C. A large machine with 1000cc engine in the interesting duplex steering frame made by the Osborne Engineering Co.
T. MARTIN - London SE 23.
- 75 1937 RUDGE An 'Ulster' model with 4 overhead valves & coupled brakes. Brooklands 'cams' are fitted.
J.H. LATHAM - Wigan.
- 76 1937 N.S.U. This German made machine has an ohv engine of 350cc, a fine example of this make.
K. LUSA - Germany.
- 77 1937 NORTON A recently restored 'long' stroke ohv of 600cc.
L. BELCHER - Oxford.
- 78 1937 RUDGE This 4 valve Rudge is an 'Ulster' model with a bronze head, still capable of 100 mph.
D. McMAHON - Coventry, W. Midlands.
- 79 1938 DOUGLAS A side valve twin with side valves with a capacity of 600cc. Rebuilt from a frame found in a garden.
E.M. MORLEY - Greenford, Middx.
- 80 1938 VICTORIA This make comes from the Nuremburg factory, having a twin port two stroke engine of 250cc and unit construction.
W. HALE - Liverpool.
- 81 1938 A.J.S. The lightweight 'silver streak' with a 350cc ohv engine.
J.P. ZIEMBA - Darwen, Lancs.

- 82 1938 VELOCETTE This ohv version with a 495cc engine, 4 speed gear box built from scrap. Its third Island trip.
M.A. SCARGILL - Leeds.
- 83 1938 RUDGE A 4 valve 500cc single 'special'. This one has a chrome tank & is coloured. Cost 30/- extra in 1938.
E. LESSITER - Oxford.
- 84 1938 NORTON Another 'International' with the ohc engine of 490cc. A model 30 special.
D. SILVER - Aberdeen.
- 85 1938 VELOCETTE The MAC has a 350cc push rod engine and 4 speed gear box.
W.G. DODGE - Birmingham.
- 86 1939 ARIEL The 'square four' has a 1000cc engine, a fine example ridden by our member from Johannesburg.
C. OAKHILL - Johannesburg, S. Africa.
- 87 1939 NORTON This 490 'push rod' ES2 model has an International tank fitted, ridden by the Club's founder.
C.E. ALLEN BEM - Burton Joyce, Notts.
- 88 1939 COVENTRY EAGLE A utility machine with the 147cc Villiers two stroke engine.
D.A. WARD - St. Johns, IOM.
- 89 1939 NORTON A model 50 having a 350cc ohv engine.
D. ELLIS - Reading, Berks.
- 90 1939 B.S.A. A 'silver star' model with 350cc ohv engine.
D. ELLIS - Winchester, Hants.
- 91 1939 ZUNDAPP A very attractive two stroke of 250cc from this Nuremburg or Munich factory which specialized in two strokes.
H. RINKER - Germany.
- 92 1939 SUNBEAM A 350cc ohv engined model ridden by our visitor from South Africa.
W.M. GROBELER - Pretoria, South Africa.
- 93 1939 VELOCETTE Another 350cc ohc model used by owner most of the year.
R.G. POTTER - West Wickham, Kent.
- 94 1941 MATCHLESS An ex W.D. machine as used by the Army in the War. Has 350cc ohv engine.
H. PLACE - East Dulwich, London.
- 95 1944 NORTON Another W.D. machine, this one from Brace-bridge St. in army livery. The 500cc side valve engine is used.
D. RILEY - Bothwell, Lanarkshire.

- 96 1946 DOUGLAS A 350cc twin with overhead valves.
J.H. KILLEY - St. Johns, IOM
- 97 1946 ARIEL This one is in original condition. Has a 500cc ohv engine.
R.W. MOSES - Ross on Wye, Herefordshire.
- 98 1947 DOUGLAS The flat transverse twin 350cc engine has overhead valves and 4 speed gear box. Tele forks are fitted.
R. FIELD - Burnley, Lancs.
- 99 1947 B.S.A. A 'civilian' model M20, a machine used extensively by DR's during the war. The engine is a sidevalve of 500cc.
G. GIBSON - Mirfield, W. Yorks.
- 100 1948 B.S.A. The Model M33 has a 500cc ohv engine. In original condition.
A. PRICE - Birmingham.
- 101 1949 A.J.S. This 350cc ohv machine was ridden in the 1949 TT by W.J. Corley.
W.A.C. RICHARDS - London E11.
- 102 1949 TRIUMPH This 500cc ohv machine has the 'square' barrel, developed from the Works winning machines in the 1948 I.S.D.T.
R.E.B. WHITE - Chorley, Lancs.
- 103 1949 NORTON An overhead camshaft 'International' 500, fitted with manx cambox, fuel & oil tanks.
G.A. MEAD - York, N. Yorks.
- 104 1949 B.S.A. A 350cc ohv 'gold star' B32 model.
Lt. Col. A.J. AYRES - Sanderstead, Surrey.
- 105 1949 TRIUMPH A Trophy model with the 500cc ohv engine and is a much used trials machine.
B. HANNIBAL - Newport, Gwent.
- 106 1949 VINCENT HRD A Series 'B' Meteor with the single cylinder 500cc ohv engine.
W.A.D. MURPHIE - Castle Douglas, Kirkcud.
- 107 1949 SUN A lightweight machine with Villiers engine in unit with 2 speed gear box.
T.A. FILARDI - New York, U.S.A.
- 108 1950 VINCENT This 'Comet' is the single cylinder model with 500cc ohv engine.
P.J. WILKINS - Kidlington, Oxon.
- 109 1951 DOUGLAS A 350cc ohv transverse flat twin known as the Mark V.
D.K. UREN - Port Erin, IOM.

- 110 1951 NIMBUS The four cylinder engine of 746cc has overhead camshafts.
S. RASMUSSEN - Vorbingvord, Denmark.
- 111 1951 NIMBUS A similar machine to the previous one. Riders are brothers from Denmark.
P. RASMUSSEN - Vorbingvord, Denmark.
- 112 1951 DOUGLAS A "Plus 90" with the 350cc ohv twin stated to be in daily use.
L. HAMILTON - Bury, Lancs.
- 113 1951 B.S.A. A lady rider on a Bantam, the lightweight with the two stroke 123cc engine.
Mrs. J. CRAINE - Ballaugh, IOM.
- 114 1951 B.S.A. A larger model, the 350cc ohv single - a B31 model with plunger rear suspension.
P. WARD - Foxdale, IOM.
- 115 1951 DOUGLAS A "Mark IV" model, with the 350cc transverse twin engine with overhead valves.
B.T. WILLIAMS - Perivale, Middx.
- 116 1951 JAMES A lightmachine with the unit construction engine-gear box.
S. ADKINS - Johannesburg, S.A.
- 117 1951 SUNBEAM The 'S8' has a 500cc twin ohc engine 'in line' with shaft drive to rear wheel.
R.C. KINVIG - Colby, IOM.
- 118 1952 MATCHLESS A 500cc single cylinder with overhead valves brought from Switzerland.
E. BRUNNER Jnr. - Neftenbach, Switzerland.

CLASS "D" (Sidecar Machines)

- 119 1912 TRIUMPH This delightful outfit is ridden by its second owner. The 498cc side valve engine drives via belt through a 3 speed hub in the rear wheel.
B.H. FRANK - Goole, Yorks.
- 120 1914 BRADBURY A single cylinder engine of 554cc is employed with three speed all chain drive. The sidecar is a Bradbury also.
L.H. WILLS - Coventry, Works.
- 121 1918 MOTOSACOCHE A large machine, with 1000cc engine from the Swiss factory, brought over from Geneva.
E. BEZON - Grand Lancy, Geneva.
- 122 1922 ROYAL ENFIELD These fine outfits were renowned for hard work with the 1000cc V twin engine & 2 speed gear.
B. POPE - Langport, Somerset.
- 123 1923 DOUGLAS This interesting Douglas is a replica of the 1923 sidecar TT winner with the actual banking side-

- car used by Freddie Dixon.
R.D. THOMAS - Ramsey, IOM.
- 124 1925 RUDGE
WHITWORTH This early 4 valve 500cc engined outfit has the four speed gear box and electric lighting.
G. MAPLE - Douglas, IOM.
- 125 1925 ROYAL ENFIELD This V twin outfit is making its 13th trip to the Island, its rider is a great enthusiast.
J.H. LIGHT - Gillingham, Dorset.
- 126 1928 ARIEL These large side valve machines of 557cc gave excellent service for sidecar work.
E. JOHNSON - Leigh, Essex.
- 127 1928 B.S.A. A 'medium' Twin engine of 770cc is used in this machine, with side by side valves.
M. WEST - Sidcup, Kent.
- 128 1929 D-RAD A machine made in Berlin by Deutscherwerke being their model R-09, brought over by its rider. Originally an armaments factory the name meaning German Bicycle.
S. FISCHER - Munchen, Germany.
- 129 1935 B.M.W. Another German product. The famous ho twin engine of 750cc is used. An R12 model.
G. FRENKEN - Düren, Germany.
- 130 1936 NIMBUS A four in line with overhead camshaft has a Bendur sidecar built in Denmark.
F.E.D. BURKE - Cheltenham, Glas.
- 131 1937 ROYAL ENFIELD A larger 'V' twin engine is used in this one, 1140cc making an ideal 'family' outfit.
G. SCOTT - Co. Antrim, N. Ireland.
- 132 1947 VINCENT HRD Another 'big twin' with 998cc overhead valves. A series 'B' Rapide with Steib sidecar fitted.
D.J. MAKINSON - Southport, Merseyside.
- 133 1949 NIMBUS A rebuilt Military model with 796cc engine with ohv. The sidecar is larger than the normal civil one.
C.S. HANSEN - Denmark.
- 134 1949 MATCHLESS A single cylinder G80 model with 500cc ohv engine. The sidecar is a Garrard Grand Prix.
R. WYATT - Stonehouse, Gloucester.
- 135 1950 B.S.A. A large single with 600cc side valve engine, ideal for pulling the single seater sidecar.
W. LOVELADY - Tewkesbury, Gloucester.
- 136 1950 B.S.A. This is a 650cc "Gold Flash" with overhead valves.
K. DAFT - Luton, Bedfordshire.
- 137 1951 HOREX 400cc ohv engine pulling a steib sidecar.
W. SCHMIDT - West Germany.

VINTAGE BOOKS FROM



The undermentioned BMS-produced "Scene" series books are photographic albums with technical captions. They typically contain 100 to 125 photographs in each, of machines (many plus riders) of the period involved but as surviving in the last couple of years. The Pictures are selected for their wealth of clear mechanical detail. Each book is printed on high-class art paper.

THE VETERAN SCENE: Covering pre-1915 mounts, many as participating in the Brighton Pioneer Run. British, Continental and American marques featured. £1-75 postpaid to any UK or foreign address.

THE FIRST VINTAGE SCENE: Mainly roadsters but a few racers. Covers 1915 to 1930 inclusive and strong on the 1976 Banbury Run. £1-75 postpaid.

THE FIRST POST-VINTAGE SCENE: From 1931 on to the 25-years-back rule, that is 1931 to 1951 inclusive. Almost all are currently surviving roadsters. £1-75 postpaid.

THE FIRST VINTAGE RACING SCENE: Pre-1931 machines (including some pre-1915 veterans), roadsters and racers, as seen at the Vintage MCC/BP meeting Mallory Park 1976. £1-75 postpaid.

THE FIRST POST-VINTAGE RACING SCENE: As above but 1931-1951 inclusive with a few post-1951 classics like the Porcupine. £1-75 postpaid.

THE FIRST SCOTT SCENE: Shipley and Aerco, 498 to 630, roadsters and racers, solos and sidecars, as seen at the Scott club's 1976 Evesham Annual Rally. £1-75 postpaid.

VINTAGE ROAD TEST JOURNALS: Four volumes to date, by club Founder Titch Allen. Typically 40,000 words and 200 pictures per book. Any one volume at £2-95 postpaid.

Bruce Main-Smith Retail Ltd, 312 High Street,
Dorking, Surrey --- Telephone Dorking 2255.

Special Manx T T Week Attraction

**IN MOORAGH PARK, RAMSEY,
ISLE OF MAN**

(At North end of the Lake)

Tuesday, 14th June, 1977.

Assembly Time — 10.30 a.m.
and

**THE VINTAGE MOTOR CYCLE
CLUB'S MANX WEEK RALLY**

will be held 3rd — 10th September '77

Three Classes —
Veteran, Vintage and Post Vintage.

Free Admission