

# ISLE of MAN international T.T. RALLY

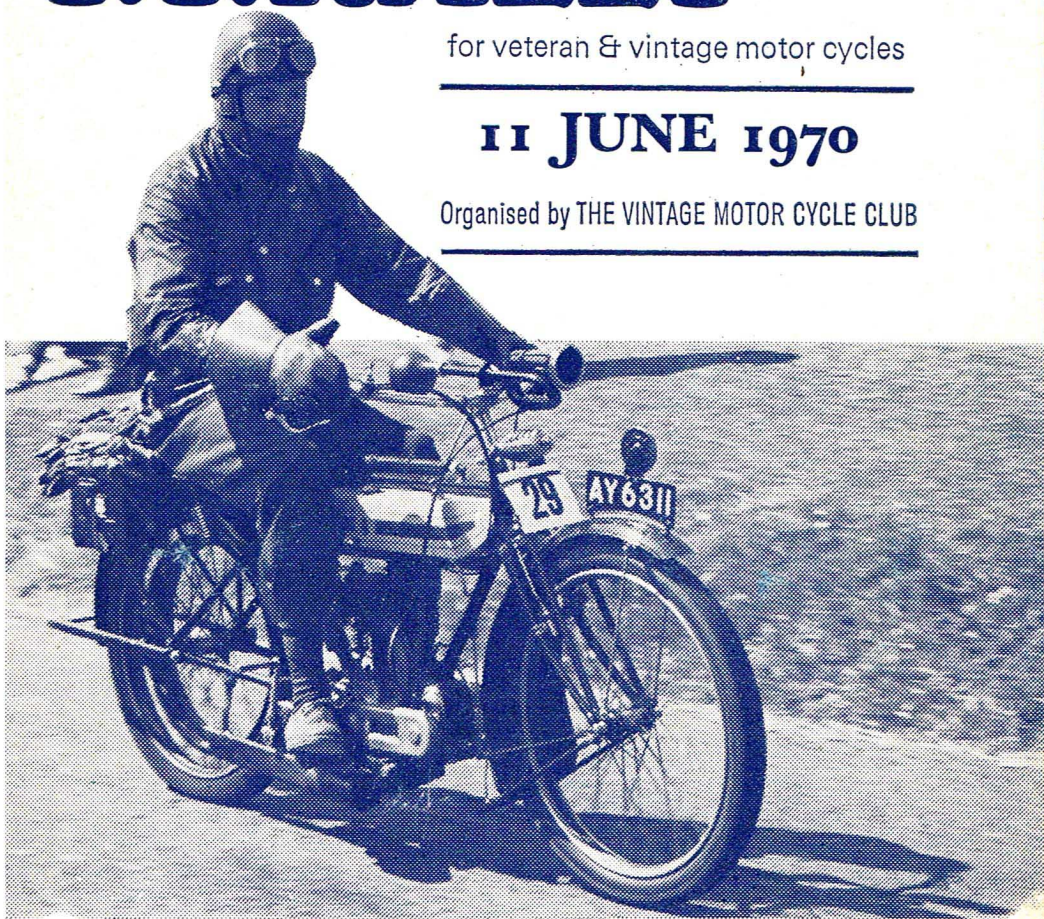
for veteran & vintage motor cycles

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**11 JUNE 1970**

Organised by THE VINTAGE MOTOR CYCLE CLUB

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**Motor  
Cycle**

THE RIDER'S  
PAPER

WEDNESDAY 1s.



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"The Vintage Motor Cycle Club, with more than 2,000 members, 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."

### SEE YOU AT ST. JOHN'S !

By BOB CURRIE, of "MOTOR CYCLE"

NO DECEPTION, gentlemen, we do assure you. In the long, long ago there really were bikes with double-barrelled names like Rex-Acme, and Grindlay-Peerless, and Beardmore-Precision—though, at times, squeezing all that into the tiny space on a licence disc was a problem.

This was the Vintage era, when motor-cyclists went to rallies on Raleighs, Rugged it not trudged it, and (very probably) let out wild whoops of "Scotts wha' hae!" while all around the Sunbeams shone.

Wait a minute, though: what has all this to do with the Isle of Man, and in T.T.-time at that? Well, the T.T. Races have a past, too, you know. They haven't always been held over the present 37½-mile Mountain Circuit.

It all began back in 1907 in a happy-go-lucky kind of way, when the very first T.T. riders set out from the village green of St. John's (using the playground of the school across the way as their paddock) to navigate a triangular course by way of Ballacraine—which would be a left-hander to them—and through Glen Helen following the present-day T.T. circuit as far as Kirk Michael. There they left-turned again, to return to St. John's via the coast road and the outskirts of Peel.

In the Vintage M.C.C.'s T.T. Rally we honour those pioneers by gathering at St John's green, then setting off, one by one, to cruise around the old, original course. But though the "Old Course" ride is the highspot of our rally, it is not by any means the whole of it.

We happen to believe that history is worth preserving and, moreover, preserving in running order and as near to showroom condition as we can get. So don't just stand at the roadside and wave as we go by. Come up to Noble's Park before the ride starts, or to St. John's green, or to the Douglas Promenade compound later in the afternoon. There you'll see such an array of intriguing models, and of makes long forgotten, that you'll be talking about them for weeks afterwards.

Study them, admire them, but ask us about them, too. There's nothing a Vintage clubman likes better than to explain the finer points of his machine or recount its history. And it's ten-to-one that you, too, will catch the Vintage fever—for which there is no known cure, and who wants one, anyway?

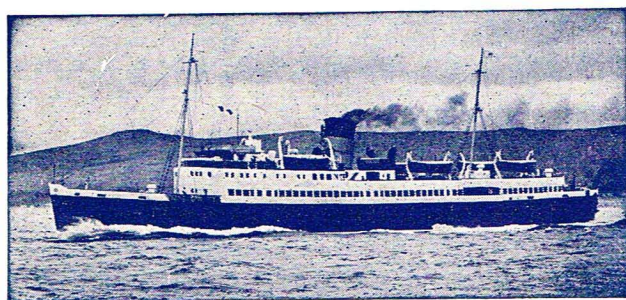
This, though, we would ask. Please, please bear in mind that our cherished machines were made many years ago, in the days before brakes, tyres, gears and clutches had reached their present standard of perfection. So we do need a little more room in which to manoeuvre than do you and your modern model, Fair's fair, eh?



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### GREETINGS FROM THE MAYOR OF DOUGLAS

I AM DELIGHTED to have the opportunity of extending greetings and a most hearty welcome to all competitors and their friends on the occasion of the Club's Fourteenth Veteran and Vintage Rally to be staged in our beautiful Island.

The wonderful display of veteran and vintage products increases year by year and provides a unique opportunity to all T.T. enthusiasts to study the development of the motor-cycle, from its infancy to the mature machines with which we are familiar.

I have no doubt that there are thousands of holiday-makers looking forward to their annual holidays in the Island and will derive much enjoyment from the effort of your Club's T.T. Rally, which we in Douglas hope will once again prove a great success.

E. C. HAMILL,  
Mayor.

### Time-table : Thursday, 11th June, 1970

9 a.m.—Assemble on Car Park at rear of T.T. GRANDSTAND

11 a.m.—Leave for PEEL, via Bray Hill, Quarter Bridge, Crosby, Ballacraigne, St. John's.

12 noon - 2 p.m.—Machines parked on Peel Promenade whilst competitors lunch.

3 p.m.—Depart St. John's (Tynwald Hill) on two laps of the 1907-1910 "Short" T.T. Course, via Ballacraigne, Glen Helen, Kirk Michael, Peel and St. John's.

5.30 p.m.—Concours d'Elegance, Promenade, Douglas.

A RALLY AND CONCOURS D'ELEGANCE will be held on the PEVERIL PIECE, RAMSEY, on TUESDAY, 9th JUNE.

Assemble at 10.00 a.m.

Awards for this event will be presented by Mr. H. G. Plumb, J.P.,  
Chairman of Ramsey Town Commissioners, at 4.15 p.m.

*Colour Action Shots of All  
Riders will be Taken During  
the T.T. Rally*

● SEE OUR DISPLAY ●

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*Welcome to . . .*

## **ROYAL RAMSEY**

*Shining by the Sea!*

### **Special Attractions in T.T. Week . . .**

**TUESDAY, 9th JUNE**

### **VINTAGE MOTOR CYCLE CLUB'S RALLY at MOORAGH PROMENADE**

**11 a.m. to 4 p.m.**

**THURSDAY, 11th JUNE**

### **MOTOR CYCLE SPRINT on MOORAGH PROMENADE**

**1.30 to 5 p.m.**

### **Visit also . . .**

RAMSEY's showpiece and family playground—  
**THE BEAUTIFUL**

### **MOORAGH PARK and MARINE LAKE**

(only two minutes from Mooragh Promenade)  
featuring BOATING, GOLF, BOWLS, TENNIS, PUTTING  
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INDOOR SWIMMING POOL  
WITH CAFE — on the QUEEN'S PROMENADE**

SANDY SHORES — HALF-MILE LONG PIER  
GOOD SHOPPING CENTRE

**RAMSEY offers . . .**

**SOMETHING for EVERYONE**

## **THE VINTAGE MOTOR CYCLE CLUB FOURTEENTH T.T. RALLY DOUGLAS, ISLE OF MAN**

**11th JUNE, 1970**

**A.C.U. Permit No. Q324**

#### **Stewards :**

**MR. W. C. HALSALL, MR. P. M. CHIVERS, MR. D. JENNISON**

**Machine Examiners : MR. E. HILL, MR. P. WILKINSON**

**Judges : MR. W. C. HALSALL, MR. D. DUNFORD**

**Clerk of the Course and Secretary of the Meeting : MR. J. W. ROBBES**

**Paddock Marshals : MR. M. HOLBEN, MR. R. GEESON**

**Announcements and Commentary : MR. W. C. HALSALL**

**Club Office : VILLA MARINA, DOUGLAS**

THE MACHINES listed in this programme provide a unique opportunity to study the development of the motor-cycle from its infancy to the fully grown-up machine with which we are familiar. Usually Rallies are one-day events, but on this occasion the majority of the machines will be in the Isle of Man for the whole of T.T. Week. You will see them being ridden by their owners in the course of their normal business and pleasure activities, and the chances of close examination and comparison with modern machines will be numerous.

Most of the details of the machines and riders have been supplied by the riders themselves. The Vintage Motor Cycle Club, whilst confident of the knowledge and modesty of its members, cannot accept responsibility for the accuracy or otherwise of the information.

Neither can the Club accept responsibility for any accidents, injury or damage to spectators. Please give the riders plenty of room at all times, especially when they are starting their machines by the time-honoured "run and bump" method.

Events of this nature cannot be organised without a lot of hard work by a lot of people. Many of these people remain unnamed, but to all of them the Club expresses its thanks. We owe thanks also to the Isle of Man Tourist Board, the Isle of Man Board of Education, His Worship the Mayor of Douglas and the Douglas Corporation, the Peel Town Commissioners, the Ramsey Town Commissioners, the Chief Constable and all the members of his Force, the Royal Automobile Club, J. H. Allen & Sons Ltd., all programme advertisers, and last but not least, to the competitors and spectators, without whom there would be no Rally.

#### **CLASS 1**

**Machines manufactured before 1st January, 1915**

- 1 D. H. FRANK (Goole)—1905 TRIUMPH, 2 h.p.** One of the first Triumphs fitted with an engine of their own manufacture, direct belt drive.
- 2 DR. HELMUT KRACKOWITZER (Austria)—1905 F.N., 360 c.c.** A shaft drive machine without a clutch, made in Belgium.
- 3 R. WILSON (Penrith)—1910 PREMIER, 246 c.c.** A small capacity machine having single-speed direct drive by belt.
- 4 R. LANCASTER (Preston)—1911 INDIAN, 3½ h.p.** The name Indian is usually associated with vee-twin engines, this is one of the rare singles with the rearward sloping cylinder only, chain driven, two gears and clutch, worthy of a second glance.
- 5 G. RUSHTON (Bolton)—1912 EXCELSIOR, 4½ h.p.** Belt driven with a three-speed hub gear, direct from the engine. Compare this with the "Manxmen" entered in the later class.



- 6 J. CLEGG (Milnrow)—1912 SUN-PRECISION, 498 c.c. Three-speed hub gear with clutch, a rare machine seldom seen outside a museum.
- 7 B. H. FRANK (Goole)—1912 ELSWICK S/CAR, 4½ h.p. A very nicely restored combination, three gears and clutch with belt transmission.
- 8 W. S. BASSETT (Doncaster)—1913 TRIUMPH. One of the renowned 3½'s that gave such faithful service during the '14-18 war.
- 9 W. J. MARTIN (Redruth)—1914 OVERSEAS, 494 c.c. A belt-driven machine with a three-speed hub gear, made in Ladywood, Birmingham, by the Overseas Motor Co. Ltd., who were in business between 1909 and 1916. A Gold Medal winner in the A.C.U. Six Days Trial, this must surely be the only one of the marque left.
- 10 L. H. WILLS (Coventry)—1914 BRADBURY, 554 c.c. Three-speed gearbox with clutch and all-chain drive. Made in Oldham at the Wellington Works, Bradburys were very popular, they had a large number of awards in various long distance trials; the engine's ability to pull at very low revs, coupled with reliability, was a factor in this. Note the method of making the crankcase a part of the frame. This one is coupled to a Coventry-made Whitley sidecar.
- 11 R. AINSCOPE (Worsley)—1914 TRIUMPH, 3½ h.p. Direct belt-drive T.T. Model.
- 12 A. DOUGHTY (Daybrook)—1914 TRIUMPH, 3½ h.p. This is a genuine T.T. Model similar to No. 11, but has been modified with a three-speed hub gear which was an optional extra at that time.
- 13
- 14 J. MACAULEY (Ballindalloch)—1914 TRIUMPH, 3½ h.p., fitted with the three-speed hub gear.
- 15 J. STYNES (Dublin)—1914 TRIUMPH, 3½ h.p. Chain and belt drive.
- 16 W. GARRARD (Ealing)—1914 ROVER S/CAR, 5 h.p. A three-speed all-chain drive outfit driven by the maker of a rather luxurious sidecar which bore his name.

## CLASS 2

Machines manufactured between 31st December, 1914,  
and 1st January, 1924

- 17 W. J. McCOMBE (Co. Antrim)—1915 CALTHORPE, 292 c.c., two-speed, chain and belt drive, no clutch.
- 18 P. FIELDEN (Broadstone)—1915 HARLEY DAVIDSON, 998 c.c. Three speed. All-chain drive and clutch. This massive vee-twin engined machine is loaned for this event by Lord Montagu of Beaulieu. For reasons of safety it has had a front brake fitted.
- 19 R. J. LANCASTER (Preston) — 1915 SPARKBROOK, 2½ h.p. A two-speed chain-cum-belt lightweight, restored by the rider before he was old enough to ride.
- 20 D. R. CARLTON (Liverpool) — 1915 TRIUMPH, 550 c.c.
- 21 F. RIDEALGH (Weymouth) — 1916 A.J.S., 550 c.c. Model "A" This machine was produced for two years only, one of the features being the non-detachable cylinder heads, contrary to normal A.J.S. practice. This particular example was most successful in many long distance trials in the hands of the late E. W. Choldcroft.
- 22 B. THOMAS (Merthyr Tydfil) — 1918 MONARCH, 268 c.c. Two-speed.
- 23 S. PLEVIN (Aughton) — 1918 IXION, 269 c.c. A direct-drive lightweight with two gears.
- 24 W. PIGOTT (Dublin) — 1919 ROYAL ENFIELD, 1,000 c.c. An all chain driven machine with the Enfield two-speed gear which has clutches incorporated.
- 25 K. B. TOTHILL (Gillingham) — 1919 A.J.S. SIDECAR, 799 c.c. Model D. Another of the machines used by the late W. E. Choldcroft, on which he won awards in 1920.
- 26 MRS. I. MACAULAY (Ballindalloch) — 1920 TRIUMPH, 2½ h.p. Known as the "Baby Triumph," this little two stroke enjoyed a great measure of popularity comparable with the Bantam of a later era.

- 27 R. FRANK (Goole) — 1920 LEVIS, 211 c.c. Two stroke; single gear. Entered for this event before he was old enough to ride.
- 28 C. MURRAY (Santon) — 1921 TRIUMPH SIDECAR, 4 h.p. A standard combination as produced by Triumphs.
- 29 H. M. ROWELL (Kewauig) — 1921 SUNBEAM, 492 c.c. Three-speed gear with all-chain drive. For reasons of safety a modified front brake has been fitted.
- 30 SIR CLIVE EDWARDS (Milntown) — 1921 A.B.C., 398 c.c. O.H.V. transverse flat-twin engine, with integral four-speed gearbox, spring frame and light weight makes it very delightful to ride.
- 31 E. C. POOLE (Weston-super-Mare) — 1922 NORTON S/CAR., 490 c.c.
- 32 R. PEARS (Penrith) — 1922 RALEIGH, 2½ h.p. Chain-cum-belt drive with three-speed gearbox.
- 33
- 34 R. D. THOMAS (Milntown) — 1922 VAUXHALL, 930 c.c. Four cylinder; three-speed shaft drive. This is the one and only remaining example of this machine, one of six made by the Vauxhall Co. It did not achieve such fame as the big open touring cars with the fluted bonnets. Nevertheless, it is a most interesting exhibit.
- 35 E. E. THOMPSON (Pinner) — 1922 A.B.C., 398 c.c. Similar specification to No. 30.
- 36 J. DIAMOND (Birmingham) — 1922 RALEIGH, 399 c.c. Three-speed, chain-cum-belt transmission. The oldest Raleigh known to be fitted with the 4 h.p. engine.
- 37 R. C. KINVIG (Colby) — 1922 SUNBEAM, 600 c.c. Combination.
- 38 S. LYLE (Co. Antrim) — 1923 DOUGLAS, 346 c.c. Three-speed, chain-cum-belt drive. One of the popular fore-and-aft twins.
- 39 N. PERREN (Stowmarket) — 1923 NER-A-CAR, 285 c.c. T/S The first time one of these remarkable friction-drive machines has entered this event. The mechanics of this type of drive gives a choice of ratios, and all of them will be required during the day.
- 40 P. V. JENKINS (Manchester) — 1923 B.S.A. SIDECAR, 4½ h.p.
- 41 D. R. WEETMAN (Wrexham) — 1923 RALEIGH, 2½ h.p.
- 42 CHRISTIAN ZIMMERLIN (W. Germany) — 1923 B.M.W., 500 c.c. Model R 32; three-speed, shaft drive.
- 43
- 44 J. A. PEACE (Barwell) — 1923 A.J.S. SIDECAR, 799 c.c. A genuine manufacturer's combination of the period.

## CLASS 3

Machines manufactured between 31st December, 1923,  
and 1st January, 1931

- 45 R. TATTERSHALL (Northampton) — 1924 B.S.A., 349 c.c.
- 46 W. YOUNG (Ramsey) — 1924 SUNBEAM, 598 c.c.
- 47 L. ORE (Wallington) — 1924 COVENTRY EAGLE, SIDECAR 8 h.p., three-speed, all-chain drive.
- 48
- 49 E. A. QUIRK (Peel) — 1924 MATADOR BRADSHAW, 350 c.c. One of the Bradshaw-designed engines using oil to cool the cylinder.
- 50 F. BURTON (Windsor) — 1924 LEVIS, 225 c.c. T/S Three-speed, chain-cum-belt. A later version of the model which won the 1922 Lightweight T.T.
- 51 R. E. BRIDSON (Port Erin) — 1924 B.S.A. SIDECAR, 557 c.c.



- 52 N. R. STEPHENSON (Virginia Water) — 1924 SUNBEAM, 493 c.c.
- 53
- 54 E. A. BECKHAM (Fulham) — 1925 GRINDLAY PEERLESS, 996 c.c.  
Barr and Stroud sleeve-valve engine, three-speed, all-chain drive. Grindlay offered a range of machines using proprietary engines, some of them very potent. They also manufactured sidecars on a small scale.
- 55 B. T. WILLIAMS (Perivale) — 1925 DOUGLAS, 600 c.c.
- 56 P. WOODWARD (Hitchin) — 1925 RALEIGH, 2½ h.p.
- 57 J. K. KENNAUGH (Douglas) — 1925 TRIUMPH, 550 c.c.
- 58 J. HORTON (Lichfield) — 1925 ROYAL ENFIELD S/CAR., 976 c.c.
- 59 J. GIBSON (Douglas) — 1925 A.J.S., 350 c.c.  
One of the famous "Big Port" machines, popular amongst the sporting fraternity in the '20s.
- 60 W. L. ALLEN (Roa Island) — 1925 SUNBEAM, 350 c.c.
- 61 J. H. LIGHT (Gillingham) — 1925 ROYAL ENFIELD S/CAR., 976 c.c.  
This outfit ridden by an elderly gentleman all the way from Dorset to Liverpool.
- 62 P. G. SHILLINGS (Howden) — 1926 TRIUMPH, 499 c.c.  
Model P. It would have been possible to get ten of this model in 1926 for the price of one today.
- 63
- 64 H. R. BRIGGS (Bridlington) — 1926 JAMES, 350 c.c.  
A once-popular machine which, like vintage Ariels, have become scarce.
- 65 J. H. ROGERS (Manchester) — 1926 ARIEL SIDECAR, 550 c.c.  
A very nice touring outfit without any fancy trimmings.
- 66 I. R. COOMBER (Horsham) — 1926 B.S.A., 250 c.c.  
A small side-valve utility machine, made in vast numbers.
- 67 K. R. GOODALL (Ripley) — 1926 A.J.S., 347 c.c.
- 68 HELMUT LANGHANKI (W. Germany) — 1926 B.M.W., 500 c.c.  
Model R 42. Three-speed, shaft drive. Travelled all the way from Wuppertal.
- 69 M. H. JONES (Kirk Michael) — 1927 B.S.A., 349 c.c.  
O.H.V.
- 70 D. TABERNER (Manchester) — 1927 SUNBEAM, 493 c.c.
- 71 S. E. LYTHAM (Newton) — 1928 DOUGLAS, 596 c.c.  
Model E28. A fore-and-aft side-valve flat twin, with three-speed box, chain drive and flywheel clutch.
- 72 T. I. CLEMENTS (Chalfont St. Giles) — 1927 SUNBEAM, 492 c.c.
- 73 W. FLEW (Bristol) — 1927 NORTON, 490 c.c.
- 74 J. F. RHODES (Macclesfield) — 1927 BROUGH SUPERIOR, 680 c.c.  
The small vee twin model bearing this famous name.
- 75 J. S. WARD (Lower Foxdale) — 1927 NORTON, 490 c.c.  
One that has escaped from the Murray Museum.
- 76 C. BOOTH (Rolvenden) — 1927 AERO MORGAN Three-Wheeler, 1076 c.c.  
Two-speed "dog box" combined with various sizes of sprocket and two chains. Made in the days when three-wheelers WERE three-wheelers.
- 77 J. LATHAM (Wigan) — 1927 SCOTT, 596 c.c.  
Water-cooled two-stroke twin engine, three-speed box.
- 78 F. EGGLETON (Coventry) — 1927 B.S.A., 496 c.c.  
One of the most popular models, now hard to find.
- 79 J. H. KILLEY (St. John's) — 1927 B.S.A., 250 c.c.

- 80 C. JENNER (Handcross) — 1927 MORGAN Three-Wheeler, 980 c.c.
- 81 G. St. J. LARKIN (High Wycombe) — 1927 B.S.A., 350 c.c.
- 82 IAN STEVENSON (Pentre) — 1927 NORTON, 490 c.c.
- 83
- 84 J. ELLIS (Co. Kildare) — 1927 HARLEY DAVIDSON SIDECAR, 998 c.c.  
Another big vee-twin machine from the States.
- 85 HEINZ METZMAIER (Germany) — 1927 B.M.W., 500 c.c.
- 86 J. P. HARE (Chichester) — 1928 SUNBEAM, 492 c.c.
- 87 A. E. JAMES (Wrexham) — 1928 SUNBEAM, 492 c.c.
- 88 MRS. J. M. CRAINE (Ramsey) — 1928 SUNBEAM, 346 c.c.
- 89 C. C. CRAINE (Ramsey) — 1928 SUNBEAM, 492 c.c.
- 90 A. DENT (Windermere) — 1928 A.J.S., 498 c.c.
- 91 KARL MEYERHOFER (Switzerland) — 1928 RUDGE WHITWORTH, 499 c.c.  
Four-speed, all-chain drive. A quality product of a bygone era.
- 92 J. BRIGGS (Bridlington) — 1928 NORTON, 490 c.c.
- 93 F. SPOONER (Rainhill) — 1928 NORTON, 490 c.c.  
C.S.I. O.H.C.
- 94 G. WHITCOMB (Wincanton) — 1928 B.S.A., 493 c.c.  
One of the famous "Slopers," which were noted for economy and a fair turn of speed.
- 95 ERIK FROJD (Sweden) — 1928 NORTON, 490 c.c.
- 96 J. S. LAWRIE (St. Boswells) — 1928 ROYAL ENFIELD SIDECAR, 976 c.c.
- 97 K. A. LYNDSSELL (Brighouse) — 1928 PANTHER, 600 c.c.  
A Yorkshireman loyal to the county marque.
- 98 D. FOX (Buntingford) — 1928 NORTON, 490 c.c.
- 99 D. GILBERT (Sutton Coldfield) — 1928 TRIUMPH, 494 c.c.  
Model "N" de Luxe. One model from Meriden that did not "catch on."
- 100 C. J. WRAGG (Birmingham) — 1928 A.J.S. SIDECAR, 799 c.c.
- 101 MRS. A. L. SLEATH (Long Eaton) — 1928 RALEIGH, 250 c.c.  
The third of our lady riders — and good luck to you all!
- 102 MISS M. TUFFY (Liverpool) — 1929 RADCO, 147 c.c.  
A low-priced little bike in the hands of another lady.
- 103 D. RICHMOND (Hayes) — 1928 DOUGLAS, 494 c.c.
- 104 M. GARTLAND (Hull) — 1929 SUNBEAM, 492 c.c.  
The rider celebrating forty years of the T.T. Races.
- 105 W. J. LINEY (Paddington) — 1929 SCOTT, 596 c.c.
- 106 C. S. MASON (Gt. Bookham) — 1929 NORTON, 588 c.c.
- 107 E. NASH (Buxton) — 1929 VELOCETTE, 348 c.c.  
Model KNS.
- 108 E. F. MILLER (Ware) — 1929 VELOCETTE, 348 c.c.
- 109 HEINZ WITSCHI (Switzerland) — 1929 MOTOSACOCHE SIDECAR, 500 c.c.  
Three-speed gearbox, all-chain drive, this outfit is worthy of close inspection — pity we do not see the inside.



- 110 G. PREECE (Cheltenham) — 1929 SCOTT, 490 c.c.  
Three-speeder —
- 111 IAN GIBSON (Douglas) — 1929 FRANCIS BARNETT, 196 c.c.  
One of our very young competitors.
- 112 1929 N.S.U., 200 c.c.
- 113 E. J. WILLIAMS (Ammanford) — 1928 SUNBEAM, 492 c.c.
- 114 S. F. LEWIS (Maidstone) — 1929 VELOCETTE, 348 c.c.
- 115 T. R. STEPHENSON (Virginia Water) — 1930 SUNBEAM, 493 c.c.
- 116 C. W. MAKIN (Bolton) — 1930 NORTON SIDECAR, 588 c.c.
- 117 J. MEALING (Bristol) — 1930 SCOTT, 596 c.c.
- 118 D. MacDIARMID (Luton) — 1930 A.J.S., 248 c.c.  
The Racing Secretary having a quiet day out.
- 119 A. B. CLAPHAM (Yeadon) — 1930 SCOTT, 596 c.c.
- 120 A. F. WINSTANLEY (Blacon) — 1930 BROUGH SUPERIOR, 980 c.c.
- 121 P. RHODES (Macclesfield) — 1930 RALEIGH, 250 c.c.
- 122 M. C. JACKSON (Ware) — 1930 SCOTT, 498 c.c.
- 123
- 124 A. J. CHITTY (Horsham) — 1930 VELOCETTE, 247 c.c.
- 125 W. H. CHRISTIAN (Bride) — 1930 B.S.A., 493 c.c.  
A nice example of the "Sloper."
- 126 D. WILLIAMS (Towcester) — 1930 SCOTT, 498 c.c.
- 127 E. G. CRINGLE (Ballabeg) — 1930 DOUGLAS, 596 c.c.
- 128 J. A. CLAGUE (Port St. Mary) — 1930 SCOTT, 596 c.c.
- 129 MANFRED LANGER (Hamburg) — 1930 ARDIE, 200 c.c.  
This has a J.A.P. engine in an aluminium frame very similar to a well-known make on the market today.
- 130 N. ENNETT (Castletown) — 1930 SUNBEAM, 346 c.c.
- 131 R. N. EVANS (Shrewsbury) — 1930 SUNBEAM, 346 c.c.
- 132 G. D. WARD (Rugby) — 1930 SCOTT, 498 c.c.
- 133
- 134 C. E. CURTIS (Douglas) — TRIUMPH, 500 c.c.

#### CLASS 4

Machines manufactured between 31st December, 1930,  
and 1st January, 1940

- 135 M. HOPE (Walsall) — 1931 ROYAL ENFIELD, 1000 c.c.
- 136 J. CUNLIFFE (Manchester) — 1931 SUNBEAM, 493 c.c.
- 137 G. SLEATH (Long Eaton) — 1932 SCOTT, 596 c.c.
- 138 W. D. BECKINGHAM (Liverpool) — 1932 BROUGH SUPERIOR  
SIDECAR, 680 c.c.  
Fitted with an O.H.V. J.A.P. engine. This was the first year for the  
bevel drive for the magdyno to be taken from the front cam wheel, thus  
allowing a positive-stop footchange to be fitted to the four-speed gearbox.

- 139 J. E. CORKILL (Crosby) — 1932 NEW HUDSON, 500 c.c.  
Four-speed gear. Like the James, this fairly common name of the vintage  
years is seldom seen.
- 140 M. HATFIELD (London) — 1932 B.S.A., 986 c.c.
- 141 P. DAVY (Hersham) — 1932 NEW HUDSON SIDECAR, 550 c.c.  
S.V. engine, four-speed Moss gearbox, enclosed engine. This combination  
is in "as found" condition, complete with vintage woodworm holes in  
the sidecar!
- 142 KARL REESE (W. Germany) — 1932 N.S.U., 350 c.c.  
Four-speed gear, type Bullus. As one could refer to the early camshaft  
Nortons as type Moore.
- 143 D. W. FISHER (Richmond) — 1932 B.S.A., 350 c.c.
- 144 IAN MCGILL (Burgess Hill) — 1933 MORGAN THREE-WHEELER,  
980 c.c.  
Sports model. This is one of the first with a three-speed gearbox and  
single chain to the rear wheel.
- 145 S. CORLETT (Douglas) — 1933 ARIEL SIDECAR, 349 c.c.  
Four-speed gear.
- 146 J. A. BATES (Exeter) — 1934 SUNBEAM, 600 c.c.
- 147 G. HALLETT (Oxford) — 1934 B.S.A., 498 c.c.  
Vee-twin. Four-speed.
- 148 C. G. MARSTON (Pudsey) — 1934 SCOTT SIDECAR, 498 c.c.
- 149 C. A. JENNER (Orpington) — 1935 VINCENT H.R.D., 500 c.c.  
Four speed. A much-coveted machine which started as the H.R.D. and as  
such made its mark in T.T. history, as did the man who designed it.
- 150 P. HODGKISS (Bewdley) — 1935 EXCELSIOR "MANXMAN", 348 c.c.  
Model ER.12. The rider is a competitor in the Manx G.P. and hopes to  
ride again this year on a Mk. VIII Velo.
- 151 W. S. DAY (Poole) — 1935 RUDGE "ULSTER", 499 c.c.  
A one-owner-from-new machine.
- 152 L. G. PINFIELD (Birmingham) — 1935 B.M.W., 750 c.c.  
Four-speed, shaft drive.
- 153
- 154 R. FINDLAY (Stanmore) — 1936 VELOCETTE, 348 c.c.  
K.S.S.
- 155 M. G. SHIELDS (Bolton) — 1936 B.M.W., 400 c.c.
- 156 MATS MUNKLINDE (Sweden) — 1936 HUSQVARNA, 348 c.c.  
Three-speed gear. The last of the Continental entries, and the Vintage  
Motor Cycle Club bids them welcome and wishes them well.
- 157 MISS E. TRICKETT (Ramsey) — 1936 VELOCETTE, 348 c.c.
- 158 P. MILES (Harrow) — 1936 VELOCETTE, 348 c.c.
- 159 M. SWINDELLS (Manchester) — 1936 VELOCETTE, 348 c.c.  
K.S.S.
- 160 J. COWE (Kelso) — 1936 SUNBEAM, 500 c.c.
- 161 C. G. TAYLOR (Knutsford) — 1937 B.S.A., 986 c.c.  
Model G.14 combination.
- 162 E. K. FAZAKERLEY (Bootle) — 1937 EXCELSIOR "MANXMAN"  
348 c.c.
- 163
- 164 B. C. THOMAS (Castle Bromwich) — 1937 A.J.S., 250 c.c.
- 165 W. G. DODGE (Birmingham) — 1937 EXCELSIOR, 348 c.c.



- 166 G. MAPLE (Sittingbourne) — 1937 RUDGE "ULSTER" SIDECAR 499 c.c.  
 167 R. READ (Bletchley) — 1937 RUDGE, 250 c.c.  
 Three-speed.  
 168 D. HAMER (Rawtenstall) — 1938 TRIUMPH, 498 c.c.  
 169 W. J. LOVELADY (Portleven) — 1938 BROUGH SUPERIOR SIDE-  
 CAR, 990 c.c.  
 S.S.100. A powerful O.H.V. machine favoured by all Brough fans.  
 170 G. A. T. BRETT (Eltham) — 1938 TRIUMPH, 498 c.c.  
 171 A. E. ALLEN (Aughton) — 1938 A.E.R., 250 c.c.  
 Two-stroke, four-speed.  
 172 M. A. WILKINSON (Leicester) — 1938 VELOCETTE SIDECAR, 495 c.c.  
 M.S.S.  
 173  
 174 J. SYKES (Brighouse) — 1938 VELOCETTE, 348 c.c.  
 175 W. A. LOWE (Birmingham) — 1938 B.M.W.  
 176 B. J. BLISS (Northway) — 1939 ARIEL SQUARE FOUR, 600 c.c.  
 177 P. ADAMS (Ilfracombe) — 1939 A.J.S., 249 c.c.  
 178 I. WILLIAMS (Bawtry) — 1939 BROUGH SUPERIOR, 1000 c.c.  
 S.S.100. Ex-Sheffield Police bike, used for patrol work.  
 179 M. G. EMBLING (Abingdon) — 1939 RUDGE "ULSTER", 499 c.c.  
 180 C. B. OAKHILL (Sevenoaks) — 1939 RUDGE, 499 c.c.  
 181 B. HANNIBAL (Newport) — 1939 ROYAL ENFIELD SIDECAR, 570 c.c.  
 182 J. TURNER (Chorley) — 1939 ARIEL SQUARE FOUR, 997 c.c.  
 A smooth four-cylinder, ideal for sidecar work.

DON'T MISS THE . . .

## WHITE CITY AMUSEMENT PARK

### ONCHAN HEAD

A mile of Side-Shows : All the Fun of the Fair

ROLLER COASTER : DODGEM  
 GO-KARTS : BOATING LAKE  
 CAR RACING

● OPEN WET OR FINE ●

## VILLA MARINA

The Centre of Amusements in Douglas

### IN THE GARDENS

MORNING AT 10.30

**KEITH HURFORD**

AT THE HAMMOND ORGAN

AFTERNOONS AT 2.30

**GRAHAM DALLEY**

AND HIS MUSIC

IF WET, PERFORMANCES WILL BE HELD IN THE HALL

### IN THE ROYAL HALL

EVENINGS AT 8 P.M.

MONDAY - WEDNESDAY - FRIDAY

DANCING to  
**GRAHAM DALLEY & His Music**

also . . . AT 9 O'CLOCK

PRESENTATION OF TROPHIES TO WINNERS OF T.T. RACES

TUESDAY AND THURSDAY

INTERNATIONAL ALL-STAR

**WRESTLING**

with THREE THRILLING BOUTS and a  
 FOUR-MAN ROUGH AND TOUGH TAG MATCH



# WEDNESDAY- DUMPA DOLLY DAY

