

PROGRAMME

of the ISLE of MAN

T T RALLY

organised by the
Vintage Motor Cycle Club



For Motor Cycles over 25 years old, to commemorate the T.T. Races held on the "Short" Course from 1907 to 1910.

Official Programme 10p

THE FIRST VINTAGE ROADTEST JOURNAL Big 9 x 12 inch pages. Art paper. Large type. Big, clear pictures. Superb reproduction, all details being clear to assist restorers. Over 165 never-before-published pictures. Some 50,000 words by C.E. Allen, Founder of Vintage MCC. Technical specifications, colour and repainting data, performances. Vintage MCC writeup. Contents are 1927 AJS H6, 1904 3½ Ariel, 1925 Brough Superior SS100, 1913 BSA, 1924 BSA Roundtrank, 1913 Ladies Douglas, 1914 350 Douglas, 1920 Harley-Davidson, 1926 HRD-JAP, 1921 Levis Popular, 1920 BS Norton, 1928 Norton Model 18, 1912 Rudge, 1930 Rudge Ulster, 1926 Scott Super Squirrel, 1930 Scott Flying Squirrel, 1910 Singer sidecar, 1927 Longstroke Sunbeam, 1911 Triumph TT Roadster, 1923 Triumph Ricardo 4-valve, 1919 Velocette twostroke, 1928 350 ohc Velocette. Superb period colour cover of Allen in full flight on SS100. Sent anywhere for £1-50 postpaid

THE SECOND VINTAGE ROADTEST JOURNAL Exactly the same lavish specification as first Journal. Another 165 new pictures. But different machines of course, namely 1920 ABC, 1925 AJS sidecar, 1929 Ascot Pullin, 1914 Bradbury, 1929 BSA Sloper, 1928 Brough Superior outfit, 1903 Clement Garrard, 1923 Chater-Lea, 1928 596 Douglas, 1915 Harley-Davidson sidecar, 1930 Ivory Calthorpe, 1930 Duplex OEC, 1930 Raleigh sidecar, 1925 4-valve Rudge, 1929 TT Scott, 1914 TT Triumph, 1923 Model G Velocette, 1927 Model K Velocette. Another superb colour cover with Allen letting himself loose on the OEC at Curator John Griffith's Stanford Hall emporium. Sent anywhere for £1-85 postpaid

PIONEER MOTORCYCLES 50 drawings by vintage illustrator Harold Connolly plus technical descriptions and a wordy treatise on the early days by C.E. Allen. Machines featured are 1897 AJS, 1900 Ariel Tricycle, 1902 Aurora, 1902 Bradbury, 1904 BSA, 1904 Buchet, 1896 Butler, 1902 Clement, 1903 Clement-Garrard, 1901 Coventry Motette, 1886 De Dion Steamer, 1901 Enfield, 1905 Fairy, 1902 Fournier, 1903 Gamage, 1903 Gibson, 1905 Henderson, 1902 Hillman, 1904 Hobart, 1898 Holden, 1903 Hulbert-Bramley, 1902 Humber, 1898 Humber-Electric, 1903 Iris, 1903 Jehu, 1903 Kerry, 1899 Lawson, 1901 Matchless, 1903 Minerva, 1903 Morris, 1900 P & M, 1897 Pennington, 1901 Puch, 1892 Rootes Tricycle, 1903 Rosler, 1902 Royal, 1902 Royal Sovereign, 1903 Scott, 1902 Shaw, 1903 Sidecar, 1903 Siggonaud, 1901 Singer, 1903 Starley, 1901 Trailer, 1904 Triumph, 1904 Two-engined German, 1900 Werner, 1903 Whippet, 1903 X'Il'ail and 1905 Zenith. High-class reproduction to the usual BMS standard. Order now for June publication. Price £1-00 postpaid to any world address.

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VINTAGE MOTOR CYCLE CLUB

SEVENTEENTH

T. T. RALLY

RAMSEY & DOUGLAS, I.O.M.
JUNE 4th & 6th 1974

Held under the General Competition Rules of the A.C.U. Permit No. Q594

OFFICIALS

Stewards of the Meeting:	P.M. CHILVERS, L.E. SHELLEY (appointed by V.M.C.C.)
I.O.M. Centre A.C.U. Steward:	N. BROWN
Machine Examiner:	M.A. Vangucci (to be appointed)
Judges:	R.D. THOMAS
Clerk of the Course:	E.E. THOMPSON,
Secretary of the Meeting:	28 Glover Road, Pinner, Middlesex. 01 866 0964

TIMETABLE

Tuesday 4th June 1974

Assemble in Mooragh Park, Ramsey, 10.30 a.m. when competitors will take part in a Regularity Run, returning to the Park. A Concours d'Elegance will be held during the afternoon.

Thursday 6th June 1974

Competitors will assemble at the rear of the Grand Stand, Douglas, from 10.00 a.m. leaving for Peel at 11 a.m. Machines will be displayed on Peel promenade from noon until 2 p.m. when they proceed to St. Johns, the site of the original races 1907 to 1910.

At 3 p.m. competitors are started in pairs to proceed to lap the 'short' course via Ballacraigne, Glen Helen, the 'hairpin' at Kirkmichael, the Devils Elbow on to Peel and St. Johns.

This is not a race, but a demonstration of elderly and very interesting motor cycles.

A Concours d'Elegance will be held on Douglas Promenade from 6 p.m. until 7 p.m.

CLASS A

Machines manufactured before 1915

- 1 1911 CLYNO This machine has all chain drive with 2 speed countershaft gear operated by expanding clutch. Its first outing after a rebuild.
B. CRAGGS - Purley, Surrey.
- 2 1912 ARNO A 3½ h.p. machine of one of the lesser known makes. A most attractive machine and a good performer.
C.A. JENNER - Orpington, Kent.
- 3 1912 TRIUMPH This 4 h.p. machine constructed in 1912 with new 3 speed gear for the 1913 models. The oldest sidecar outfit in the Rally. One owner from new.
B.H. FRANK - Goole, Yorkshire.
- 4 1914 TRIUMPH A 3½ h.p. model with 3 speed hub gear and belt drive.
A. DOUGHTY - Daybrook, Notts.

CLASS B

Machines manufactured after 1914 and up to 31st Dec. 1925

- 6 1915 DOUGLAS A good example of the famous 2¾ h.p. machines famous for their service during 1914-1918 war. Two speed final belt drive.
W.A.T. JENNER - Orpington, Kent.
- 7 1915 ROYAL ENFIELD A 6½ h.p. J.A.P. engine model. A medium sized twin cylinder with 2 speed gear and all chain drive.
G. SCOTT - Co. Antrim.
- 8 1915 TRIUMPH Another 4 h.p. 'Trusty' which was actually used in France as a D.R. machine during 1914-18 war.
D.R. CARLTON - Liverpool.
- 9 1918 DOUGLAS The larger edition of the flat twin, a 4 h.p. ideal for sidecar work, smooth belt drive and very reliable.
R.F. MAIN - Stroud, Glos.
- 10 1919 B.S.A. A 4½ h.p. single cylinder machine with three speed gear. The sidecar is a CANDELET of 1914 manufacture.
J. SANDIFORD - Radcliffe, Lancashire.
- 11 1921 A.B.C. A fine example of the Sopwith made horizontal twin OHV engine - gear box unit with 4 speeds.
SIR C. EDWARDS - Ramsey, I.O.M.
- 12 1921 SUNBEAM A 'big twin' model usually attached to sidecar. A make noted for quality of material and finish.
B.W. CLARKE - Weston Super Mare.

- 13 1921 NORTON A Brooklands road special with 490cc side valve engine not usually attached to a 'chair'.
Discovered after 39 years in roofless shed, renovated by present owner.
E.C. POOLE - Weston Super Mare
- 14 1921 TRIUMPH A 3½ sidecar outfit, with sprung sidecar wheel
Almost completely original, first registered only 7 years ago.
C.A. MURRAY - Santon, I.O.M.
- 15 1922 TRIUMPH A 4 h.p. model S.D. with 3 speed gear box chain cum belt drive. Awaiting complete restoration.
R.C. MATHEWS - Hull, Yorkshire.
- 16 1922 SUNBEAM This outfit is in original condition, no replacement parts have been fitted.
R.C. KINVIG - Colby I.O.M.
Passenger - B.E. KINVIG
- 17 1922 A.J.S. One example of the famous 7 h.p. twin sidecar outfit, has 3 speed gear box and all chain drive.
W.D. DAVIES - Sutton Coldfield, Warks.
Passenger - Mrs. J.R. DAVIES
- 18 1922 A.J.S. A similar machine to the previous number, ridden solo which demonstrates the versatility of the model.
A. MATTHEWS - Hull, Yorkshire.
- 19 1922 TRIUMPH A 3½ h.p. model similar to the machines used in the 1921 T.T. Races.
C.E. CURTIS - Douglas, I.O.M.
- 20 1923 SCOTT An early 596cc example of this famous twin two stroke machine renowned for their handling in this period.
G.T. SHOOTSMITH - St. Mary Bourne.
- 21 1923 NEW HUDSON The popular Tourist model with 211cc two stroke engine and 2 speed gear chain and belt drive.
No clutch is fitted to this machine.
W.D. PILE - Gt. Bookham, Surrey.
- 22 1923 BANSHEE G. RAPER - Aspatria, Cumberland.
- 23 1923 RAVENHALL & HAILSTONE Fitted with 147cc Villiers T/S engine driving a 2 speed Albin gear box with final belt drive.
Priced at 29 guineas when new - Clutch and kick starter £3.10.0. extra!
A. DAVIES - Rugby, Warks.
- 24 1924 B.S.A. A large 'single' of 557cc with sidecar, the outfit has been in the Isle of Man for 50 years.
R.E. BRIDSON - Port Erin, I.O.M.

- 25 1924 SUNBEAM This sidecar outfit has the Sunbeam 494 side valve engine and is equipped with Lucas 'Magdyo' lighting.
W. MARTIN - Redruth, Cornwall.
- 26 1924 TRIUMPH Another representative of this popular make with the $4\frac{1}{2}$ h.p. side valve single engine of Triumph manufactures.
C.M. STILES - London S.E. 23.
- 27 1924 SUNBEAM A $2\frac{3}{4}$ h.p. with overhead valves, one of the earliest supplied to the public. In this year similar machines finished 1st and 2nd and 5th in the Amateur T.T. - 350 class.
H.M. ROWELL - Braddan, I.O.M.
- 28 1924 SUNBEAM The larger $4\frac{1}{2}$ h.p. side valve single. Another fine example of the 'Gentleman's' motor cycle.
W.G. YOUNG - Ramsey, I.O.M.
- 29 1924 TRIUMPH These 550cc side valve single cylinder machines with three speed gear box and final belt drive proved their worth.
L.J. MYERSCLOUGH, Burscough, Lancs.
- 30 1924 NORTON Model 18 490cc ohv one of the earliest overhead valve models.
D. FIELDING - Penrith, Cumbria.
- 31 1924 SCOTT 'Super Squirrel' with the 596cc engine. This is the two speed model fitted with a Scott two seat sidecar.
E.W. FARGUS
- 32 1924 RALEIGH A 3 h.p. side valve single, a make renowned for reliability. This machine has been ridden by its owner for 10 years since rebuild.
T. RICHARDSON, Wigton.
- 33 1924 B.S.A. A $2\frac{3}{4}$ h.p. of this popular make, a side valve single with three speed gear box.
D.I. FOSTER - Carlisle.
- 34 1925 JAMES This 350cc single from a factory in high repute.
H.R. BRIGGS - Bridlington.
- 35 1925 ROYAL ENFIELD A big twin fitted with sidecar, just the job for touring in comfort.
J.H. LIGHT - Gillingham, Dorset.
- 36 1925 A.J.S. This $2\frac{3}{4}$ h.p. machine was a 'works' practice model in 1925. The ohv engine with 3 speed gear box and all chain drive.
J. CATCHPOLE - Ramsey, I.O.M.
- 37 1925 A.J.S. Another $2\frac{3}{4}$ ohv engined example of this popular sporting machine.
J. GIBSON - Douglas, I.O.M.

- 38 1925 ROYAL ENFIELD One of the most favoured touring outfits in its day, with the 'big vee' twin engine and all chain drive.
Lt. Col. A.J. AIRES - Sanderstead, Surrey.
- 39 1925 RALEIGH The Vee twin engine of 798cc capacity pulls a single seater sidecar, all chain drive is employed.
J. LLOYD - Oakham, Rutland
- 40 1925 RALEIGH A smaller example from the same manufacturer as the previous runner. The engine is a $2\frac{1}{4}$ h.p. side valve single.
F.B. FISH - Ware, Herts.
- 41 1925 BROUGH SUPERIOR SS100, fitted with 986cc ohv J.A.P. engine and Sturmey Archer 3 speed c.r. gearbox. Has been owned by rider for 33 years.
C. CLUTTON - Ramsey, I.O.M.

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- 42 1925 RUDGE
WHITWORTH An early 499cc 4 valve engine 4 speed gear box,
so useful for sidecar work.
G. MAPLE - Douglas, I.O.M.
- 43 1925 JAMES A good example of these rare 500cc sports twins,
which were guaranteed to exceed 65 m.p.h.
The list price was £60.00
C.C. CRAINE - Ballaugh, I.O.M.
- CLASS C
- Machines manufactured after 1925 and up to 31st December 1930
- 46 1926 NORTON A well known make in the I.O.M. and a popular
Clubman 500cc single. This machine just
restored by owner after 40 years' 'rest'.
C. LOMAX - Heanor, Derbyshire.
- 47 1926 SUNBEAM The large 4½ side valve single which makes an
ideal rally machine, in which it is constantly
used.
R. KITCHEN - Cheshunt, Herts.
- 48 1926 TRIUMPH The model 'P' was introduced as an inexpensive
500, offered at £45. It has a 3 speed gear box
and all chain drive.
R. HUDSON - Twickenham, Middx.
- 49 1927 NORTON The 'big brother' with a single cylinder 588cc
engine, 3 speed gears and all chain drive.
P.J. CLARKE - Highbridge, Somerset.
- 50 1927 ROYAL ENFIELD The 500cc single cylinder engine of their own
manufacture.
R. CASTLE - Rugby, Warks.
- 51 1927 B.S.A. A 'big twin' sidecar outfit, Colonial model, one
of the first offered with electric lighting.
T. EDWARDS - Runcorn.
- 52 1927 B.S.A. Now a small single with ohv engine of their own
manufacture, as was the 3 speed gearbox.
M.H. JONES - Kirk Michael, I.O.M.
- 53 1927 A.J.S. Most of this make's singles around this time were
350's, this model is a 500.
R. GILL - Hull, Yorkshire.
- 54 1927 NORTON This 500 single is made to work hard pulling a
sidecar.
W.J. FLEW - Bristol.
- 55 1927 NORTON A 490cc single ridden solo, from Charlie
Murray's museum.
J.S. WARD - St. John's, I.O.M.
- 56 1928 SCOTT A 596cc 'open frame' as used in the models in
'early twenties' but with 3 speeds.
D. REED - Jurby, I.O.M.

- 57 1928 SUNBEAM This a nice example of the 350cc ohv models,
the last year of the 'flat tanks'.
W.L. ALLEN - Barrow-in-Furness.
- 58 1928 B.S.A. The model L28 is a 349cc ohv single. This
machine had one previous owner from 1928 to
1964.
G.A.T. BRETT - Eltham, S.E. 9.
The CS1 is an early 490cc 'Cammy' so famous on
the T.T. Circuit.
R.B. FIELD - Wetherby, Yorkshire.
- 60 1928 ARIEL A 497cc single with a much travelled history in
International Rallies. Previously used for all
kinds of sport, raced on grass and road. Only
one previous owner.
C.S. MASON - Gr. Bookham, Surrey.
- 61 1928 SUNBEAM Another much travelled 'flat tank' 500cc ohv
single cylinder, in constant use long distance
events.
E.J. WILLIAMS - Gurwen, S. Wales.
- 62 1928 B.S.A. A 493cc 'Sloper' model S28, a popular all
purpose machine of the era.
G. WITCOMB - Wincanton, Somerset.
- 63 1928 A.J.S. This machine has a 350cc big port T.T. engine,
A.J.S. 3 speed gear box with hand change.
C.J. TATTON - Surbiton, Surrey.
- 64 1928 SUNBEAM A lady rider on a 346cc ohv single of this make.
Mrs. J.M. CRAINE - Ballaugh, I.O.M.
- 65 1928 ARIEL This 500cc single cylinder machine is the Super
Sports model 'E' with a touring sidecar of the
same make.
L. ORE - Cinderford, Glos.
- 66 1928 SAROLEA This Belgium made 500cc ohv, the last year a
'flat tank' was used.
P. BUTTON - Hillegom, Holland.
- 67 1929 SUNBEAM The model 9 has a 500cc ohv single port engine,
and the all enclosed chain baths.
P. LEE - Rochdale, Lancashire.
- 68 1929 TRIUMPH The model ND 'de luxe' has the larger 549cc
engine for sidecar work.
A. GRANT - Newcastle-upon-Tyne.
- 69 1929 NORTON Another CS1 - 490cc ohv engine, so popular
over the years for racing.
M. TYSON - Keswick, Cumbria.

- 70 1929 DUNELT A make so popular in its day, but now almost extinct. This is the smaller version the 250cc 'super charged' two stroke similar to one used for 'double twelve record' at Brooklands in 1928. Mrs. S. NASH.
- 71 1929 SUNBEAM The first year Sunbeam fitted a saddle tank. This fine example of Model 5, the transfers and tank enamel are original. J.S. DALE - Uplawmoor, Scotland.
- 72 1929 SCOTT A 596cc machine, much used despite its immaculate appearance. Made 5 previous visits to this Rally. P. WARING - Hampstead N.W. 3.
- 73 1929 HOREX With the 500cc side valve engine fitted to a Stoye sidecar. W. SCHMIDT - Hofheim, W. Germany.
- 74 1929 B.S.A. Another Sloper with the 500cc ohv twin port engine. Three speed gear box of B.S.A. manufacture. C. MAKIN - Bolton, Lancashire.
- 75 1929 INDIAN This enormous 4 cylinder Ace engine of 1265cc driving through a 3 speed gear box to final chain drive. P. FIELDEN - Broadstone, Dorset.
- 76 1930 RUDGE WHITWORTH The 'Special' has 4 overhead valves and 4 speed gear box. They handle very well and are quite fast. Mrs. C. BUTTON
- 77 1930 SUNBEAM 500cc, yet another example of the 'Gentleman's motor cycle'. A.S. BURNITT - Hull, Yorkshire.
- 78 1930 O.E.C. A rare example of the products of the Osborne Engineering Co. of Gosport & Portsmouth. A. NICHOLSON - Leicester.
- 79 1930 SUNBEAM 350cc with the usual excellent finish, for which this make was famous. R.N.C. EVANS, Shrewsbury
- 80 1930 B.S.A. A smaller edition of the 'Sloper' a 350cc ohv which is quite rare. L.R. WITCOMB - Wincanton, Somerset.
- 81 1930 CALTHORPE The model was named the 'Ivory' with optional finish in black. The 350cc ohv engine is of their own manufacture. D.P. MOONEY - Bridlington, E. Yorks.

- 82 1930 B.S.A. Another twin port Sloper of 493cc single cylinder engine. W.H. CHRISTIAN - Bride, I.O.M.
- 83 1930 B.S.A. How popular these machines are. W.K. COOPER - Bristol.
- 84 1930 B.S.A. 493cc D.J. ADLEM - Wimbourne, Dorset
- 85 1930 DOUGLAS The model T6 a horizontally opposed twin cylinder of 596cc, a 3 speed gear box with flywheel clutch. E.G. CRINGLE - Ballabec, I.O.M.
- 86 1926 ROYAL ENFIELD A 350cc side valve model. J. HILL - Mitcham, Surrey.
- CLASS 'D'
- Machines manufactured between December 31st, 1930 and 1st January 1940
- 89 1931 B.S.A. 350cc ohv. The start of a long line of very potent singles. J.A. CORLETT - Andreas, I.O.M.
- 90 1932 NORTON A 490cc single cylinder machine. H.G. ILOTT - Ware, Herts.
- 91 1932 NEW HUDSON A 500cc single cylinder machine, now quite rare. J.E. CORKILL - Crosby, I.O.M.
- 92 1933 SUNBEAM Another 500cc example of this famous marque. Mrs. E. YOUNG - Ramsey, I.O.M.
- 93 1933 ARIEL A 350 model with ohv engine, regarded as small for sidecar work. C.D. GADD - Kirk Michael, I.O.M.
- 94 1934 TRIUMPH A model TWN from overseas, with the 493cc engine. A. JACOBS - Hofheim, W. Germany.
- 95 1934 DOUGLAS The Endeavour has a 494cc h.o. twin with side valves. Unit construction employed with a 4 speed gear box operated by hand change, final drive by shaft. A. ULLMAN - New York, U.S.A.
- 96 1934 SCOTT Flying Squirrel, 3 speed hand change the engine is of 596cc. A. CATHCART - London W. 5.
- 97 1934 B.M.W. Model R2 of the famous German makers of h.o. twins. This machine is a rare single of 198cc with 3 speed gear. A. WANSCHURA - Aichach, W. Germany.
- 98 1935 B.S.A. This little 149cc was the model X350, the frame being identical to its 250's of that date. W.J. COOPER - Bristol.

- 99 1935 SUNBEAM This is a 600cc model 9 with two port head, the gear box has 4 speeds.
W. PIGOTT - Dublin, Ireland.
- 100 1935 RUDGE ULSTER The 4 valve bronze head, twin port single with 4 speed gear box.
W.S.I. DAY - Poole, Dorset.
- 101 1936 ARIEL A RED HUNTER model with the 350cc ohv engine. Rebuilt from 'heap of rust' says owner.
A.H. ANDREWS - Oxford.
- 102 1936 EXCELSIOR The famous Manxman model with 350 ohc engine. A popular racing machine of its time.
D.N. STEVENS - Dunstable, Beds.
- 103 1936 B.S.A. The Empire Star model with 496cc ohv engine was a popular sporting machine.
G.H. BRANDON - Walton on Thames.
- 104 1936 H.R.D. VINCENT The 499cc engine, the smaller edition to the later big twins. This machine was rebuilt by owner in 1948 and has since covered 61,000 miles.
B.G. FLOOD-THAIN - Hailsham, Sussex.
- 105 1936 NORTON The International Model. This one with a 350cc ohc engine.
W.G. DODGE - Birmingham.
- 106 1936 H.R.D. VINCENT Another 500 Meteor model.
E. PRATT Jnr. - Greenwich, London.
- 107 1936 A.J.S. Colonial model, so called because it had excessive ground clearance - footboards etc., suitable for rough terrain. The big Vee twin engine was of 990cc, foot operated clutch and hand gear change on left side.
V.E. EDWARDS - Wigan, Lancs.
- 108 1936 RENE GILLET This French side valve Vee twin engine of 1000cc drives through a 4 speed gear box having hand or foot operated clutch. One of the oldest French makes. The sidecar is of Loui Varrod manufacture.
J.T. GARRIGUES - Boulogne, France.
- 109 1936 RUDGE WHITWORTH A 499cc valve ohv twin port engine.
J. FACKRELL - Bournemouth, Hants.
- 110 1936 NORTON This is a model 50 of 350cc. One owner until 1970.
C. GOUGH - Rhondda, Glam.
- 111 1936 B.M.W. The model R17 is rare as only 450 were made. The engine is of 730cc fitted in pressed steel frame.
D. GILBERT - Sutton Coldfield, Warks.

- 112 1936 B.S.A. A 500cc Empire Star with twin port single cylinder engine. One previous owner.
P.C.J. LOWE - Burton on Trent.
- 113 1937 RUDGE WHITWORTH The 499cc 4 valve engine with twin ports.
G.M. WALLACE - High Wycombe, Bucks.
- 114 1937 RUDGE WHITWORTH How popular these 4 valve Rudges are, with their 499cc engine.
R. FLEMING - Fife, Scotland.
- 115 1937 NORTON This was a 16H (side valve model) but has had a 1938 ohv engine fitted. Just rebuilt.
B.C. THOMAS - Birmingham.
- 116 1937 COTTON A 250cc example of this make which made its mark in the T.T. races in the 20's.
E.A. QUIRK - Peel, I.O.M.
- 117 1937 EXCELSIOR This manxman is a fully equipped road going machine, with the 350 ohc engine.
W.A. LOWE - Birmingham.
- 118 1937 BROUGH SUPERIOR This 1150 is an ex-Sheffield Police machine fitted to the 'petrol' tube sidecar chassis. A much travelled outfit.
F.E.D. BURKE - Cheltenham, Glos.
- 119 1937 VELOCETTE This is a model KSS - Mark II with the ohc 348cc engine and 4 speed gear box of same make. A make with many Island successes.
J. SHAYLER - Nottingham.

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120	1937	ROYAL ENFIELD	A 500cc single cylinder model with 4 overhead valves. R. DORE - Ware, Herts.
121	1937	RUDGE WHITWORTH	An 'Ulster' with the 4 valve single cylinder 'semi-radial' head of 499cc. Note the Brooklands 'Cans'. J.H. LATHAM - Wigan, Lancashire.
122	1938	ARIEL	A 1000cc square 4, a very interesting machine. A 'top gear' machine with a good turn of speed. N.R. STEPHENSON - Perth, Australia.
123	1938	BROUGH SUPERIOR	Model SS100 with 1000cc Vee twin engine with overhead valves. The sidecar is a touring model. A much travelled outfit. W. LOVELADY - Tewkesbury, Glos.
124	1938	RUDGE WHITWORTH	A 'Special' with 499cc single cylinder with 4 overhead valves. O. HOLM - Eslov, Sweden.
125	1938	NORTON	The big single engine of 633cc is an ideal sidecar machine. K.R. DRANFIELD - Stockport, Cheshire.
126	1939	BROUGH SUPERIOR	This 1000cc is an ex Sheffield Police machine with the Vee twin engine. I. WILLIAMS - Doncaster, Yorkshire.
127	1939	ROYAL ENFIELD	A sidecar outfit from this famous factory specialising in machines for this purpose. This one is powered by the 570cc engine. B. HANNIBAL - Newport, Gwent.
128	1939	TRIUMPH	An early 'speed twin' with the 500cc ohv engine. R.B. LAW - Rossendale.
129	1939	B.M.W.	This is a model R51 with a 500cc engine. Interesting to compare with the other models from the famous German factory. K.E. FROJD - Landskrona, Sweden.
130	1939	COVENTRY EAGLE	This little machine with its 148cc two stroke engine, is light and handy for local travel. Miss S.P. WARD - St. Johns, I.O.M.
131	1939	SCOTT	This 596cc twin two stroke is still in course of rebuilding! But just ready for the trip to the I.O.M. R. MASON - Hull, E. Yorks.
132	1939	B.M.W.	This machine has the 740cc engine was produced for the German Army very different from the machine which won the Senior T.T. that year. A. DAVIDSON - Edinburgh.
133	1932	VELOCETTE	350cc overhead camshaft of course. D. DUNFORD - Southampton.

CLASS E

Machines manufactured after 1939 and before 1st January 1949

136	1939/40	INDIAN	This large machine with an engine capacity of 1200cc was an American Army machine. Has been used with a sidecar attached. Saw service with the 39th A.A.R. Battalion. F. RIDEALGH - Weymouth, Dorset.
137	1946	DOUGLAS	A post war model from this famous factory with an engine capacity of 350cc. J.H. KILLEY - St. Johns, I.O.M.
138	1947	TRIUMPH	Model 3T with 350cc engine. Found by owner in Somerset and re built. Similar to his 1949 model raced in 1949 Clubmans T.T. Races. W.H. WILSHERE - Watford, Herts.
139	1948	E.M.C.	This is one of the rare 'split singles' about 200 were made. The engine is of 350cc and drives through a Burman gear box. M.C. JACKSON - Ware, Herts.
140	1948	SUNBEAM	This model S7 differs from previous models. Built as a luxury touring machine, has many unusual features. Capacity 500cc. Shaft drive was employed. G. LARKIN - Wooburn Green, Bucks.

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 Isle of Man Tourist Board
The Peel Town of Commissioners
The Ramsey Town of Commissioners
The Chief Constable and all the Manx residents who extend to us such a warm welcome.

WELCOME TO ROYAL RAMSEY

SHINING BY THE SEA

Special Attractions in T T Week

Tues. 4th June **VINTAGE MOTOR CYCLE CLUB'S RALLY**

in Mooragh Park (alongside children's swings at N.
end of Park)

10.30 a.m. to 4.00 p.m. Free Admission.

Tues. 4th June **MOTOR CYCLE SPRINT**

at Jurby Airfield (nr. Ramsey) 12.30 p.m. to 4.30 p.m.

Admission 20p. including programme.

Wed. 5th June **ROYAL MARINES MOTOR CYCLE
DISPLAY TEAM**

7.30 p.m. Admission 10p. Children under 14 yrs. 5p.

Thur. 6th June **BSA OWNER'S CLUB RALLY**

in Mooragh Park. Free Admission.

EXHIBITION OF T T PHOTOGRAPHS

in SWIMMING POOL CAFE, from 30th May to 9th June. Open
Daily. Free Admission.

Visit also Ramsey's showpiece - the beautiful MOORAGH PARK &
MARINE LAKE featuring boating, golf, bowls, tennis, putting &
special children's amusements. Cafe & snack bars.

The Modern heated indoor SWIMMING POOL.

Sandy shores. Glorious Glens & Scenery.

**Ramsey offers something
for everyone**