

The Vintage Assembly in TT week

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

organised by the
Vintage Motor Cycle Club
on 1st 3rd and 5th June 1975



The start of the T.T. Race from St. Johns in 1908. No. 5 Jack Marshall won the Single Cylinder Class on a Triumph.

Official Programme 20p

BOOKS FROM



THE THIRD VINTAGE ROADTEST JOURNAL Latest in the BMS big-page artpaper picture-book series, with 50,000 words by C.E. Titch Allen. More photographs than ever before, almost 200. Coverage is 1931 AJS Vtwin, 1932 Brough Superior Austin-7, 1925 Dunelt, 1929 Francis-Barnett, 1930 Matchless Silver Arrow, 1912 New Imperial, 1927 Norton CSI, 1932 Norton 500 International, 1914 Royal Enfield Vtwin, 1920 Rudge Multitwin, 1929 Scott, 1920 Triumph Junior, 1924 Triumph 344, 1910 Trump Vtwin, 1913 Velocette Model A. Ready now, price £2-10 postpaid any world address

THE KEIG COLLECTION A BMS 3-volume album comprising 600 yes 600 TT photographs 1911-1939 showing stationary riders and machines thus revealing technical detail. Volume One with its 201 pictures now ready. Volumes Two and Three, each with 200 photos, ready at 2½ month intervals. Big pages, art paper, photographs at 5 x 7 inches. All three volumes for £9-00 the set postpaid

ROADTESTS REPUBLISHED Volume One came out last November and covers 1930-1940. The latest from BMS is Volume Two, now ready, for 1955-1960. Tests from Motor Cycling and Motor Cycle, with masses of pictures to aid restorers. The usual BMS artpaper too. Some 12 volumes planned, every three months, and we shall return to the 1930's again (next will be 1960-1965, then 1945-1955). Any volume at £2-10 postpaid

PIONEER MOTORCYCLES Two-colour picture book from BMS, being 50 Connolly drawings, 50 Titch Allen captions, and a CEA lengthy treatise on the industry and its products in the formative pre-1905'ish years. Price £1-20 postpaid

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VINTAGE MOTOR CYCLE CLUB VINTAGE ASSEMBLY IN TT WEEK

**TO BE HELD IN THE ISLE OF MAN ON
1st, 3rd & 5th JUNE
1975**

TIMETABLE OF EVENTS

- | | |
|----------|--|
| 1st June | There will be a run in the south part of the Island starting at 2 pm with no competitive element. |
| 3rd June | Assemble Mooragh Park, Ramsey at 10.30 am. A speed judging event will be organised in the north part of the Island, followed by a Concours d'elegance. |
| 5th June | Assemble at rear of Grandstand, Douglas, 10 am, leave for Peel on specified route incorporating a time judging competition. The Demonstration Run starting at St. Johns at 3 pm over the short TT Course followed by a 'loop' south of about 12 miles. Concours d'elegance on Douglas Promenade at 6 pm. |

OFFICIALS

Stewards of the Meeting: Capt. R. Hovendon (RN Rtd).
L.E. Shelley.
(appointed by the V.M.C.C.)

Chief Marshal: P. Fielding

Machine Examiner: M.A. Vangucci

Clerk of the Course: R.D. Thomas,
Milntown,
Ramsey IOM. 81-2321

Secretary of the Meeting: Eric Thompson,
28 Glover Road,
Pinner,
Middlesex. 01-866-0964

I.O.M. Address	Eskdale Hotel, Queens Drive, Ramsey. 81-3283
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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 Commissioners.
The Chief Constable and all the Manx residents who extend to us such a warm welcome.

Classification of Machines

- CLASS 'A' VETERAN MACHINES
(manufactured before 1915)
- CLASS 'B' VINTAGE MACHINES
(manufactured before 1931)
- CLASS 'C' POST VINTAGE MACHINES
(manufactured before 1950)

For Concours d'elegance awards passenger machines have a special Class 'D' shown against their entry in the programme, but are listed in date order.

CLASS 'A'

- 1 1907 REX Has S.V. 3½ hp engine with belt drive, two rear brakes and exhaust whistle. Found in pieces in Kent and recently rebuilt.
C.M. STILES - FOREST HILL, LONDON.
- 2 1912 ARNO A 3½ hp side valve engined machine with single speed direct belt drive. These machines were made in Coventry for very few years.
Interesting frame design and colours. A rare specimen.
C.A. JENNER - ORPINGTON, KENT.
- 3 1914 TRIUMPH The 3½ hp engine drives through a 3 speed hub gear by belt, a racing edition of the popular roadster.
A. DOUGHTY - NOTTINGHAM.

CLASS 'B'

- 4 1919 RUDGE MULTI A 5/6 hp model, this will be its first season on the road for over 50 years. It was found at Balley in original condition. The large edition of these sporting bikes.
P.J. DEVLIN - TOWCESTER, NORTHANTS.

- 5 1919 SKOOTAMOTA These little machines were fitted with a single cylinder engine designed by Granville Bradshaw. Direct chain drive is employed without a clutch.
Mrs. K. THOMPSON - PINNER, MIDDX.
- 6 1920 NORTON An ex. Victor Horsman T.T. Model with direct belt drive and no clutch.
H.R. BRIGGS - BRIDLINGTON, HUMBERSIDE.
- 7 1921 B.S.A. A 771cc vee twin ridden solo. This machine has had only one owner from new.
B. WALKER - ASHBURNHAM, SUSSEX.
- 8 1921 A.B.C. A trials version of this unique Bradshaw design transverse twin with four speed gear unit. A welcome is extended to our visitor from the USA.
C. FIELD - BROOKLYN, N.Y., U.S.A.
- 9 1921 B.S.A. This large single cylinder engine of 575cc is an early model from the famous factory.
B. PIGOTT - DUBLIN, EIRE.
- 10 1921 A.B.C. The Bradshaw unit with HO twin and four speed gears, made by Sopwith Aircraft Co.
Sir CLIVE EDWARDS - RAMSEY, Isle of Man.
- 11 1921 A.B.C. Another fine example of these very advanced design machines with spring frame and electric lighting. Engine capacity is 398cc.
M.A. VANGUCCI - KINGS LANGLEY, Herts
- 12 1921 NORTON This 490cc side valve engined machine has single speed and belt drive, Model 9. A sportsman's mount of the day.
G.V. BALLARD - READING, BERKS.
- 13 1921 JAMES This is a lightweight two stroke with the 2¼ hp engine and two speed gear box.
R. DERRICK - BRISTOL.
- 14 1922 SUNBEAM This machine is in original condition, no replica or replacement parts having been fitted. It is in regular use. The engine is a 590cc single cylinder.
R. CANNELL-KING - COLBY, Isle of Man.
- 15 1924 MATADOR BRADSHAW Fitted with the Bradshaw oil cooled 350cc ohv engine.
E.A. QUIRK - PEEL, ISLE OF MAN.
- 16 1924 SUNBEAM Another of the Marsden products noted for quality and reliability. 4¼ hp side valve engine.
W. YOUNG - RAMSEY, ISLE OF MAN.

- | | | | | | | | |
|-----|------|------------------|--|-----|------|--------------------|---|
| 17 | 1924 | TRIUMPH | The 'Trusty Triumph' was an apt description for these sturdy machines for solo or sidecar use. The side valve engine is 550cc.
J. MYERSCOUGH - BURSCOUGH, Lancs. | 27 | 1925 | BROUGH
SUPERIOR | An early SS100 fitted with the J.A.P. big twin KTOR racing engine. The gear box is a Sturmey Archer three speed. A 'super bike' of the 'twenties'. |
| 18 | 1924 | JAMES | A popular machine in its day - an OHV version was used on the cinder tracks in the late 'twenties'. Engine vee twin 500cc.
C.C. CRAINE - BALLAUGH, Isle of Man. | 28 | 1925 | HUSQVARNA | D. REED - JURBY AIRPORT, Isle of Man.
An early example of this popular Swedish make of such long standing. This example has a side valve 175cc engine. We welcome this rider on his 'home' manufactured machine. |
| 19 | 1924 | SCOTT | A 1924 Squirrel fitted with the 596cc engine and has 'squirrel' type inlet tract but 'super squirrel' cylinder block and water cooled head.
D. COX - CHADDESLEY CORBETT, WORCS. | 29 | 1925 | A.J.S. | K. ERIKSSON - SWEDEN.
This machine, now beautifully restored, was a 'works' practice machine in the T.T. of that year. |
| 20D | 1924 | SCOTT | Scott two-speed squirrel fitted with 2-seat Scott sidecar. In present owner's stable since 1950.
E.W. FARGUS - HIGH WYCOMBE, BUCKS. | 30 | 1925 | TRIUMPH | A real thoroughbred sporting 350.
J. CATCHPOLE - RAMSEY, ISLE OF MAN. |
| 21 | 1924 | B.S.A. | The famous round tank model. As used by the G.P.O. for telegram delivery in that year.
Fitted with BSA 250cc side valve engine.
W.J. MARTIN - REDRUTH. | 31 | 1925 | A.J.S. | Another model 'P', the utility machine at a popular price from a factory renowned for quality.
C. EDMOND - DRIFFIELD, N. Humberside. |
| 22D | 1925 | SUNBEAM | Rider is second legal owner from new, of this 4½ hp single machine was taken off the road in 1932 and lay out in the open for most of the time until 1967 when it was stolen. Found dismantled in a field 1969. Still undergoing restoration.
J. SEAMAN - WIRRAL, MERSEYSIDE. | 32 | 1925 | SCOTT | This 'Big Port' was developed from the machine, which won the 1921 Senior and Junior T.T. Races and many subsequent racing successes.
I. GIBSON - DOUGLAS, ISLE OF MAN. |
| 23 | 1925 | FN | A 350cc engined machine from this famous Belgian factory, noted for their 4 cylinder models. A welcome visitor from Sweden.
G. ANDERSSON - SWEDEN. | 33 | 1925 | SUNBEAM | A 498cc Squirrel restored during winter by owner and was used at one time for Grass Track racing.
J.H. LIGHT - GILLINGHAM, DORSET. |
| 24 | | | | 34 | 1926 | TRIUMPH | These large singles with the 4½ hp engine were used for sidecar use mainly. A Sunbeam three speed gear box and oil baths for the chains was a feature.
W. MORRIS - LEICESTER. |
| 25D | 1925 | ROYAL
ENFIELD | A fine touring outfit with the 'big-twin' engine. These machines gave good service for many years, thriving on hard work.
Lt.Col. A.J. AYERS - SANDERSTEAD, Surrey. | 35D | 1926 | A.J.S. | In original condition only having one previous owner, unused from 1930-1970. The engine is a 494cc side valve.
J.P. MELLISH - RAMSEY, ISLE OF MAN. |
| 26 | 1925 | TRIUMPH | The Model 'P' was introduced for the 'popular' market, offered at £42.17.6. at the 1924 show, wonderful value. With 3 speed gear box and all chain drive. 1000 machines a week were envisaged. Rider is motor cycle Curator at National Motor Museum.
D. DUNFORD - SOUTHAMPTON. | 36 | 1926 | RUDGE | This 'medium' twin was very popular from 1914 and throughout the twenties pulling large family sidecars. The vee twin engine has a capacity of 799cc.
E.B. WORKMAN - LEEDS. |
| | | | | | | | An early 'four valve' Rudge with four speed gear box, this one has the 500cc engine.
D. WILLIAMS - TOWCESTER, NORTHANTS. |

37 1926 NORTON

The 16H model was introduced in 1922 and continued until after the war, during which many were used by despatch riders.

E. LANGRIDGE - BROMLEY, KENT.

38 1926 NORTON

The Model '18' was a popular OHV 490cc sports machine, this one was rebuilt in 1967.

G. WILSON - LITTLEBOROUGH, LANCS.

39 1926 ROYAL
ENFIELD

The popular 350cc side valve engine is fitted with a three speed gear box, ridden by a lady rider.

Mrs. P. DERRICK, BRISTOL.

40 1927 WERRY

A unique machine with single cylinder two stroke and twin opposed pistons. The capacity is 250cc.

A. PICKERING - RATBY, LEICESTER.

41D 1927 NORTON

Another Model '18' this one with sidecar which it could handle and still have a good turn of speed.

W. FLEW - KINGSWOOD, BRISTOL.

42 1927 B.S.A.

The 'Sloper' engine of 500cc proved itself over several years especially as a sidecar machine. Reliable and durable.

D.L. MARSH - GILLINGHAM, DORSET.

43 1927 NORTON

The 16H models were made for over twenty years with modifications, but always a 490cc side valve engine. This model has a 3 speed gear box.

J.S. WARD - ST. JOHN'S, ISLE OF MAN.

44 1927 B.S.A.

An early overhead valve model from the 'gun factory', with a 350cc engine.

M.H. JONES - KIRK MICHAEL, Isle of Man.

45 1928 B.S.A.

Model L28, with 349cc OHV engine magdyno lighting and ignition, 3 speed B.S.A. gearbox and still in original finish. One previous owner to 1966.

G.A.T. BRETT - ELTHAM, LONDON.

46 1928 SUNBEAM

Although described as the 'Gentleman's Motor Cycle' this delightful 250cc machine is ridden by a lady member.

Mrs. J.M. CRAINE - BALLAUGH, I.O.M.

47D 1928 HOREX

Our member's machine from W. Germany is fitted with the s.v. Columbus engine of 496 capacity, the sidecar being a Stoye of the same date.

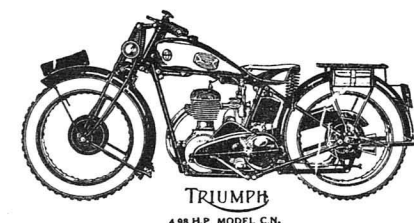
S. WERNER - WEST GERMANY.

48 1928 NORTON CSI

One of the first camshaft Norton's to be raced in the Isle of Man 1927-1928 T.T.'s and ridden hard ever since.

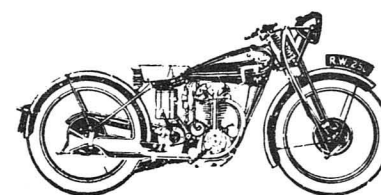
R. FIELD - WETHERBY, YORKSHIRE.

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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.

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- | | | | | | | | |
|-----|------|-----------|--|-----|------|--------------------|---|
| 49 | 1928 | SUNBEAM | A 'longstroke' with the 492cc side valve engine, regularly used in many long distance events. It was developed from the machines which won the 1920 and 1922 Senior T.T.
I. SLADE - ELY, CAMBS. | 60 | 1929 | SCOTT | This is a 498cc T.T. Replica model from the famous Shipley factory.
D. WHITTLE - WHITWORTH, LANCASHIRE. |
| 50 | 1928 | SCOTT | 3 Speed Super Squirrel with the twin two stroke water cooled engine.
P. WARING - HAMPSTEAD, LONDON. | 61 | 1929 | HARLEY
DAVIDSON | This large American 'big twin' has been brought from Sweden by its owner.
S.O. GUSTAVSSON - SWEDEN. |
| 51D | 1928 | ARIEL | These popular machines with the 557cc side valve engine were excellent for sidecar use.
E. JOHNSON - ATHERTON. | 62 | 1929 | SUNBEAM | A 350cc ohv model from the Marsden factory which produced such excellently finished machines.
A.S. BURNITT - HORNSEA, EAST YORKS. |
| 52 | 1928 | NORTON | 'Unapproachable' was the description justly earned and these overhead camshaft models were destined to win many T.T.'s
P. GIBSON - GUILDFORD. | 63D | 1929 | INDIAN | From Switzerland this rider brings his superb 750cc Vee Twin Indian outfit. We wish him a pleasant visit.
F. KOPPEL - SWITZERLAND. |
| 53D | 1928 | MATCHLESS | This make were renowned for 'big twin sidecar machines, but this one is a single of 498cc and eminently satisfactory.
J. STONE - CRANLEIGH, SURREY. | 64 | 1929 | DOUGLAS | This is an example of the 'Dirt Track' model with its H.O. twin engine of 500cc, which achieved success on the Speedways at that time.
L. HAMILTON - BURY, LANCASHIRE. |
| 54 | 1928 | A.J.S. | These popular sporting 350's with the ohv engine as used so successfully in the T.T. races. This is ridden by our member from Sweden.
E. PAALAR - SWEDEN. | 65 | 1929 | SCOTT | 2-speed Super Squirrel with traditional oval petrol tank and 498cc engine capacity.
P. MYATT - LAVANT, SUSSEX. |
| 55 | 1928 | SUNBEAM | The model 9 has the 493cc overhead valve engine with a single port head. A three speed gear box is fitted.
W.L. ALLEN - BARROW-IN-FURNESS. | 66 | 1929 | NORTON | Another of the famous CSI models, used regularly in sprints.
M.H TYSON - CARLISLE. |
| 56 | 1928 | SUNBEAM | This is a model 8. The 350cc version port head and overhead valves. One owner from new until 1970 when acquired by rider.
A.F. DAY - CHEDDLETON, Nr. Leek, Staffs. | 67 | 1930 | ARIEL | The large side valve engine is very tractable, a three speed gear box is fitted.
G. OWENS - WIRRAL, MERSEYSIDE. |
| 57D | 1928 | A.J.S. | A much travelled deluxe combination, pulled by the 799cc vee twin engine a three speed gear box is used.
C.J. WRAGG, BIRMINGHAM. | 68 | 1930 | CALTHORPE | The model was named the 'Ivory' with optional finish in 'Ebony Black'. A two port ohv single cylinder engine of their own manufacture is fitted.
D. MOONEY - BRIDLINGTON, E. YORKS. |
| 58 | 1929 | SUNBEAM | Rider states that it is an ideal machine for this type of event, good turn of speed and 99.9% reliable.
J.S. DALE - UPLAWMOOR, SCOTLAND. | 69 | 1930 | SCOTT | This machine was once the property of the late G.S. Davison, 'T.T. Special' and T.T. winner. It has flying Squirrel de Luxe 'Scott Forks' fitted.
J. TANNER - WOLVERHAMPTON. |
| 59 | 1929 | TRIUMPH | Model ND de luxe with the 550cc side valve engine designed for sidecar use, but very satisfactory as a solo mount.
A.G. GRANT - NEWCASTLE-UPON-TYNE. | 70 | 1930 | SUNBEAM | This make is well represented in this event, and this 500cc ohv model is a good example.
A.S. BURNITT - HULL, E. YORKS. |
| | | | | 71 | 1930 | B.S.A. | These overhead valve 500's were very popular for both solo and sidecar work, known with affection as 'Slopers' because of their sloping single cylinder engine.
G. BUCKLEY - OLDHAM, LANCASHIRE. |
| | | | | 72 | 1930 | B.S.A. | Another 'Sloper' which proves their popularity.
W.K. COOPER - BRISTOL. |

CLASS 'C'

- 73 1931 A.J.S. A lightweight 350cc ohv restored for vintage racing. Believed to be a work's machine, purchased in the Isle of Man last June and still needing a lot of restoration work.
A. NICHOLSON - LEICESTER.
- 74 1931 B.S.A. This model with the 350cc single cylinder overhead valve engine was a popular size for touring or sporting use.
J.A. CORLETT - ANDREAS, ISLE OF MAN.
- 75 1931 DOUGLAS A popular machine, mainly used for pulling a sidecar, produced by the old established Bristol firm. We welcome this member on his visit from South Africa.
C. OAKHILL - MARSHALLSTOWN, R.S.A.
- 76 1932 NEW HUDSON We see so few of this make, this big single with its 500cc ohv engine is a good example.
J.E. CORKILL - CROSBY, ISLE OF MAN.
- 77 1932 DOUGLAS Light 500 (224 lbs) rebuilt as Vintage 'Trials' machine. We welcome our member from the States.
M. WILLSON - NEW YORK, U.S.A.
- 78 1932 SUNBEAM A genuine model 90 which spent its first two years in the Isle of Man. It is believed to have been entered in the 1932 Manx. Currently the machine is in full road trim.
Lt.Cdr. E. SLOAN R.N. - WINSLEY, Wilts.
- 79 1932 DOUGLAS The Bulldog model, a 'tax dodger'; so called as it came within the 224lb limit ruling at that period. Our visitor from California is making his first visit to the U.K.
M. MADIGAN - CALIFORNIA, U.S.A.
- 80 1932 VELOCETTE A KSS model of this famous factory's overhead camshaft 350, winner of many T.T. Races since 1926, a year after its inception. The rider has come a long way to ride. We wish him luck.
E. DEACON - SALISBURY, RHODESIA.
- 81 1933 SUNBEAM The 'Lion' model was the successor to the famous 'Longstroke' and retained the 492cc side valve engine.
Mrs. E. YOUNG - RAMSEY, ISLE OF MAN.
- 82D 1933 ARIEL A 'lightweight' sidecar outfit. The Model NH has a 350cc overhead valve engine.
D. GADD - KIRK MICHAEL, ISLE OF MAN.

- 83 1934 RUDGE A four valve radial ohv 250cc engine, and four speed gear box.
A. COX - CORBETT, WORCS.
- 84D 1934 B.S.A. These 'three wheelers' are rare these days, the side valve 1075cc engine drives through the front wheels.
C.H. CONSTABLE - BRISTOL.
- 85D 1934 B.S.A. Proving the versatility of these 350cc ohv machines. This one has a sidecar attached.
R.E. BRIDSON - PORT ERIN, ISLE OF MAN.
- 86 1935 B.S.A. A small machine from the famous 'Small Arms' factory who produced so many types. This one has a 149cc ohv engine.
W.J. COOPER - BRISTOL.
- 87 1935 NORTON A model ES2 with the 490cc ohv engine from The Bracebridge St. factory.
M. COOMBES - STROUD, GLOS.
- 88 1935 RUDGE This 'Ulster' model with bronze 4 valve head. One owner from new, but no in standard trim this year.
W.S.I. DAY - POOLE, DORSET.
- 89 1936 NORTON An early 'International' model with the 348cc ohc engine.
W.G. DODGE - BIRMINGHAM.
- 90 1936 ARIEL The 350cc ohv 'Red Hunter' was a popular sportsman's mount in the 30's.
A.H. ANDREWS - OXFORD.
- 91 1936 VELOCETTE This machine, a KSS model, has achieved success in winning the Scottish 6 Days and Scott Trials in 1936 in the hands of T.W. Tiffin - now owned by the rider.
D. FOSTER - CARLISLE.
- 92 1936 NORTON Another of these 16H models with the 490cc single cylinder side valve engine.
G. SCOTT - Co. ANTRIM, N. IRELAND.
- 93 1936 EXCELSIOR The 'Manxman' was aptly named, this one has the 350cc ohc engine of their own make, capable of 80 mph. Rider wishes they were being made now!
D.N. STEVENS - DUNSTABLE, BEDS.
- 94D 1936 B.S.A. Another of these desirable three wheelers with the front wheel drive. The big vee twin engine is used. Rebuild started in March this year.
B.N. CRAGGS - PURLEY, SURREY.

95	1937	RUDGE	An 'Ulster' model with single cylinder - 4 valve semi-radial engine to racing spec. Coupled brakes are a feature. J.H. LATHAM - WIGAN, LANCASHIRE.
96D	1937	RUDGE	This 'Ulster' has a sidecar attached. The ohv engine has 4 valve head. G. MAPLE - DOUGLAS, ISLE OF MAN.
97D	1937	ARIEL	Red Hunter model with 500cc ohv engine fitted with a Watsonian Sports sidecar. Just one of the riders many outfits. F. BURKE - CHELTENHAM.
98	1937	VELOCETTE	A KSS model from this famous factory, with the 350cc overhead camshaft engine and four speed gearbox made by Veloce Ltd. J.E. SHAYLER - REDHILL, NOTTINGHAM.
99	1937	EXCELSIOR	This 'Manxman' is a 250cc edition of this successful racing ohc design. Discovered last year in a barn, rusty but original. P.C.J. LOWE - Church Broughton, Derbys.
100	1937	EXCELSIOR	Another 'Manxman', this one is an excellent example, fitted with the 350cc overhead camshaft engine. W.A. LOWE - BIRMINGHAM.
101	1937	RUDGE	An 'Ulster' single cylinder 500cc with semi-radial four valve bronze head. G. WALLACE - HIGH WYCOMBE, BUCKS.
102	1937	TRIUMPH	This Tiger 90 was rebuilt over a 5 year period after being rescued from a fire in 1969. Engine is single cylinder ohv of 493cc. G. ELKINS - BOURNEMOUTH.
103D	1938	BROUGH SUPERIOR	This vee twin engined machine was rebuilt from a scrapped combination found in a farm yard and re-built by the present owner and rider. W. LOVELADY - TWYNING, GLOS.
104	1939	TRIUMPH	The original 'Speed Twin' pacesetter for many parallel twins to follow. This one has a 500cc engine. G. LARKIN - WOOBURN GREEN, BUCKS.
105	1939	TRIUMPH	One of the black and chrome 'speed twins' purchased from the original owner and rebuilt last year. It has over 200,000 miles to its credit. R.B. LAW - RAWTENSTALL, LANCS.
106	1939	VELOCETTE	The MAC has the Velocette 'push rod' ohv engine of 350cc. Many similar MAF models were used by the Army in the War. J.D. KENNAUGH - MUCH WENLOCK, Salop.

107	1939	VELOCETTE	This 250cc ohv is a MOV model first introduced in 1934, the four speed gear box is also made by Veloce Ltd. K.J. EARLEY - UTTOXETER, STAFFS.
108	1939	NORTON	These ES2 models with the 490cc 'push rod' engines continued to be popular with sporting riders. The rider has competed in many T.T. races and the 'Continental Circus'. F.P. HEATH - QUENIBOROUGH, LEICS.
109	1940	B.S.A.	The model M20 was used extensively in the Army by despatch riders. The robust 500cc side valve engine gave excellent service. T. ATKINSON - MAGEE, Co. ANTRIM.
110	1946	TRIUMPH	The Model '3T' is the small edition of the vertical parallel twins, a design still made, but in larger form. Ridden by our founder. C.E. ALLEN - BURTON JOYCE, NOTTS.
111	1946	DOUGLAS	This 350cc transverse twin overhead valve machine produced by Westinghouse Ltd., on which design they concentrated. J.H. KILLEY - St. JOHN'S, ISLE OF MAN.
112	1946	H.V.A.	This is a model 24, with the tiny 118cc engine. The rider comes from Sweden to take part in our event. B. ANDERSSON - SWEDEN.
113	1947	TRIUMPH	One of the first 350cc vertical twins following in the footsteps (tyre marks) of the more famous 5T. This one was restored in 1972 by the rider who has been riding for 50 years. W.H. WILSHERE - WATFORD, HERTS.
114	1949	ARIEL	A 'post war' Red Hunter with the 350cc overhead valve single cylinder engine. E.A. HOWARD - NORWICH.
115	1949	NORTON	A 'post war' machine an ES2 model of this famous make with the 490cc overhead valve single cylinder engine. E.G. CRINGLE - BALLABEG, ISLE OF MAN.
116	1949	DOUGLAS	Riding the Mark III model. Our rider regularly attends this event from the States. The engine capacity is 350cc. A.E. ULMANN - NEW YORK, U.S.A.
117D	1949	NIMBUS	These machines are made in Copenhagen and featured the four cylinder engines, with overhead valves. We welcome our visitor with his passenger from Australia. F. SVENSSON - DENMARK.

VISIT ROYAL RAMSEY

for the PERFECT DAY OUT!

Special Attractions in T T Week

- 29th May to 8th June - Exhibition of T.T. Photographs in the Swimming Pool Cafe, Queen's Promenade. Open Daily.
Free Admission.
- Tuesday, 3rd June - The Vintage Motor Cycle Club's T.T. Week Rally in the Mooragh Park, 10.30 a.m. to 3 p.m.
- Wednesday, 4th June - Display by The Army Blue Eagles Helicopter Team over Ramsey Bay between the S.Breakwater and the Queen's Pier, 6 p.m.
- Wednesday, 4th June - Display by The Royal Marines Motor Cycle Display Team in the Leighany Field, off Parliament Square, 7.30 p.m.
- Thursday, 5th June - The B.S.A. Owner's Club Rally in the Mooragh Park, 2 p.m.

Other Outstanding Attractions include:-

The Mooragh Park & Marine Boating Lake with various types of craft on hire, also 9 hole golf; bowls, putting, tennis, roller skating, special children's amusement centre, and kiddies mini-cars.

The Indoor Heated Swimming Pool with separate kiddies pool.

Sandy Shores. Glorious Glens and Scenery. $\frac{1}{2}$ mile long Pier.

18 hole golf course. River and Sea Fishing.

Pony trekking.

Fine Shopping centre.