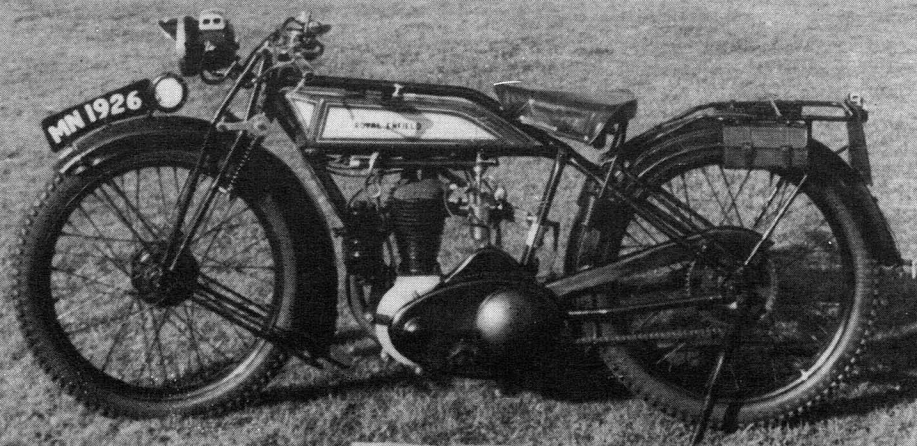


The
Vintage Motor Cycle Club
presents the
TT WEEK

Vintage Assembly

on 1st, 3rd & 5th JUNE 1985



Official Programme 30p

THE VINTAGE ASSEMBLY

Welcome to the 29th T.T. Week Vintage Assembly. Machines taking part in this years rally are a varied representation of the years 1914 to 1959. Their riders span all generations, both men and women, from many foreign lands. People so enthused by the camaraderie of vintage motorcycling, as to have made hugh efforts to be here and be part of this unigue happening. This is the substance of the Vintage Motor Cycle Club.

Patrick Lowe
Secretary of the Assembly



FOUNDED BY C.E. ALLEN, B.E.M., IN 1946
A Non-Territorial Club affiliated to the A-C.U., B.M.F. and F.I.V.A.
Member of the Historic Vehicle Clubs Committee.

OFFICIALS

Chief Marshal P. F. DAVY
assisted by members of the V.M.C.C.

Clerk of the Course Mrs. M. D. WARD
3 West View, Lower Foxdale,
Douglas, Isle of Man
Telephone: St. Johns 548

Secretary of the Meeting PATRICK LOWE
3 Fishpond Lane,
Tutbury, Staffordshire

Guest of Honour W. E. HUME (President V.M.C.C. Ltd)

TIMETABLE OF EVENTS

2nd June There will be a run in the South of the Island starting at 2 p.m., from the Rushen Abbey, Ballasalla.

4th 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, in the afternoon.

6th June Assemble at the Grandstand, Douglas at 9.30 a.m., leave for Peel where machines will assemble on the Promenade during lunch.

The Demonstration Run starting at St. John's at 2 p.m. over the short T.T. Course and on to Castletown where tea will be taken at 3.30 p.m.

Grand Concours d'Elegance will be held in The Royal Hall, Villa Marina, Douglas at 5.30 p.m. Display of machines within The Royal Hall, during the evening.

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 The Classic Motorcycle
The Isle of Man Tourist Board for their generous assistance.

The Peel Town Commissioners The Ramsey Town Commissioners
The Castletown Commissioners Isle of Man Steam Packet Co. Ltd.
The Port Erin Commissioners

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

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 1959)
CLASS 'D' - SIDECARS OR THREE-WHEELERS (up to 1959)

Telephone: BELBROUGHTON 730004
GEORGE YEOMANS
MOTOR CYCLE SPARES

**VETERAN, VINTAGE, POST-VINTAGE AND EARLY
POST-WAR**

Now over 50 tons. Over 200 gearboxes. Many shells and loads of internals. Many pistons, valves and hubs.
*You are welcome to come or send fully dimensional sketch.
(S.a.e. please)*

*Open Thursday and Saturday, 10 a.m.-6 p.m.
Parties welcome outside normal hours (by appointment)*

DRAYTON MILL, DRAYTON,
Nr. Belbroughton, Worcestershire DY9 0BT.



Take a trip down memory lane



NATIONAL MOTORCYCLE MUSEUM

COVENTRY ROAD, BICKENHILL,
SOLIHULL, WEST MIDLANDS B92 0EJ.
TEL: HAMPTON-IN-ARDEN (06755) 3311

A unique display of hundreds of British motorcycles spanning from your Great-Grandfather's era right up to the present day. The museum is on the A45/M42 junction, there's ample parking, a restaurant for a snack or full meal, and a well stocked souvenir shop.

Open 7 days a week, 10am-6pm. Near Birmingham Airport and close to the National Exhibition Centre.

- | | | | |
|----|------|------------|--|
| 1 | 1911 | INDIAN | 350cc. O.H.V. chain drive. Originally used with a sidecar on a milk-round in Ellesmere Port until 1918. Abandoned in a garden until 1959. Very advanced for its time.
RICHARD LANCASTER - PRESTON, LANCS. |
| 2 | 1914 | P. & M. | 499cc. S.V. two speed chain drive. This machine was previously owned by the P. & M. Company, and several famous owners. The rider today is the Editor of our club magazine.
IAN YOUNG - ABINGDON, OXON. |
| 3 | 1920 | A.B.C. | 398cc. O.H.V. twin. Last used in 1926 and has only done 3,000 miles from new.
DAVE ROSSER - HAMPTON, HEREFORD. |
| 4 | 1920 | N.U.T. | 500c.c. S.V. twin belt drive. Full racing J.A.P. engine. Close ratio three speed gear box. Weighs 220 lbs. One of six built for 1920/21 racing season.
PETER SPARKES - BRIDGWATER, SOMERSET. |
| 5 | 1921 | TRIUMPH | 211cc. Two stroke chain come belt drive. 2 speed single cylinder.
ALEC ALDERSON - SCUNTHORPE, SOUTH HUMBERSIDE. |
| 6 | 1922 | MARTINSYDE | 678cc. Twin cylinder, exhaust over inlet valve, three speed all chain drive. Ask the owner all about this famous make whose company also made aircraft engines.
K. R. BLAKE - POOLE, DORSET. |
| 7 | 1922 | TRIUMPH | 225cc. Single two stroke belt drive and similar to entry No.5. Manx entrant note the registration number.
J. E. CORKILL - CROSBY, ISLE OF MAN. |
| 8 | 1923 | N.U.T. | 700cc. Twin cylinder, side valve, all chain drive. Note the shape of the petrol tank, and allround quality of detail on this machine.
SHIRLEY BLAKE - POOLE, DORSET. |
| 9 | 1923 | P.V. | 350cc. P.V. single, three speed chain drive. The oil cooled engine was designed by Granville Bradshaw and made in Preston, Lancs. Previous concours winner.
R. J. LANCASTER - PRESTON, LANCS. |
| 10 | 1925 | NEW HUDSON | 490cc. S.V. all chain drive, three speed. A good looking quality machine of the Vintage era.
E. R. WILLIAMS - MOLD, CLWYD. |

- 11 1925 RUDGE 500cc. O.H.V. Note the four valve cylinder head of this very sporting vintage four speeder, with sidecar owned by local enthusiast.
G. MAPLE - DOUGLAS, ISLE OF MAN.
- 12 1925 LEVIS 250cc. Two stroke. Controversially the best vintage light-weight of the period. Three speed, all chain drive.
BRIAN WOOLLEY - LEICESTER.
- 13 1926 A.J.S. Model G8 498cc. O.H.V. Very rare model indeed from the Wolverhampton factory that five years previously had just won a T.T. race.
PETER BINGHAM - KENDAL, CUMBRIA.
- 14 1926 ROYAL ENFIELD 346cc. S.V. single. Just ask the owner all about this rare machine. Its local owner has ridden on many occasions on the main land and Southern Ireland.
JACK WARD - FOXDALE, ISLE OF MAN.
- 15 1927 SUNBEAM 492cc. S.V. Unsurpassed quality - long legs and the all enclosed chain case were the main features of this desirable mount.
D.A. PLANT - OXENHOPE, WEST YORKS.
- 16 1927 B.S.A. 250cc. Side Valve. This flat tank light-weight model is owned by local V.M.C.C. member and character.
JAMES H. KILLEY - ST. JOHN'S, ISLE OF MAN.
- 17 1927 HUSQVARNA 1000cc. S.V. twin. The entrant has travelled a considerable distance to be with us on this most beautiful and rare machine.
ERIK JOHANSSON, SWEDEN.
- 18 1928 D.O.T. 349cc. O.H.V. This oil cooled Bradshaw engined machine has won major concours awards last year. Note the unique reg. no.
PETER ADDISON - PORT ERIN, ISLE OF MAN.
- 19 1929 NORTON 500cc. O.H.V. Very sporting. Very desirable, and another long distance and very welcome entrant.
SVEN-AKE ANDERSSON - SWEDEN.
- 20 1929 TRIUMPH 350cc. O.H.V. Three speeds. Very rare model, only made for two years and this model is in its original livery.
DAN FORCE - LEOMINSTER, HEREFORDSHIRE.

MURRAY'S
MOTOR CYCLE
ISLE OF MAN

MUSEUM

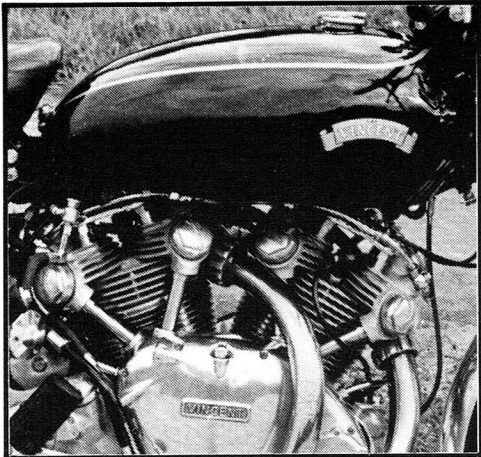
BUNGALOW CORNER
T.T. COURSE SNAEFELL

100 MOTORCYCLES FROM 1902 TO 1961. T.T. AND RACING BIKES, ROAD BIKES, AND OUTFITS FROM BRITISH, AMERICAN AND EUROPEAN MANUFACTURERS. ALSO ON DISPLAY ARE MOTORCYCLING ACCESSORIES SUCH AS CLOTHING - CARBIDE LAMPS - SPARK PLUGS - ENGINES - ADVERTISING AND PHOTOGRAPHS. PLUS ANTIQUE BICYCLES - FURNITURE - CLOCKS - POLYPHONS - GRAMOPHONES - RAILWAYS - TOYS AND MUCH MORE

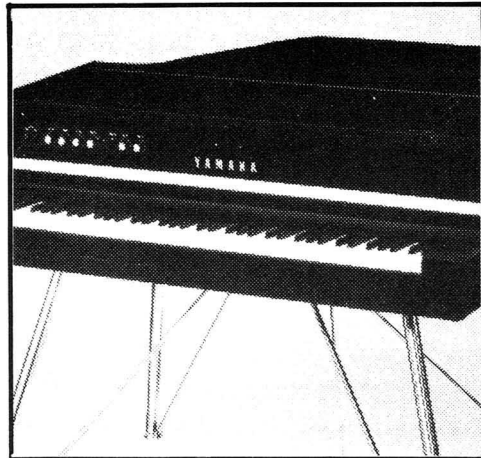
OPEN
10 a.m. - 5 p.m.
DAILY
25th MAY
to
25th SEPT

21	1930	DUNELT	246cc. O.H.C. single cylinder, three speed. Model 'T'. A rare machine indeed. This is the only known complete example in running order, only a very small number made. JOHN WAGHORN - DARTFORD, KENT.	31	1933	NORTON	490cc. O.H.C. By 1933 Nortons were winning T.T. races with similar examples as this one. A very highly sought after sporty mount. HARRY RAYNER - BRIDGWATER, SOMERSET.
22	1930	B.S.A.	986cc. Model G30-15. Side valve, V. twin. This machine has been ridden the length and breadth of G.B. by its owner and is deceptively quick. ROGER HADDOCK, K.O.B.I. - WHITBOURNE, WORCESTER.	32	1933	D.K.W.	200cc. single cylinder two stroke. Beautifully made and extremely rare. Its owner I am sure will tell you the history. HOWARD WHITE - PATCHWAY, BRISTOL.
23	1930	DOUGLAS	494cc. O.H.V. twin cylinder. One of only two known to be in running order and to exist. Model 'F'. PERCY RADFORD - BRISTOL.	33	1934	FRANCIS BARNETT (Model Cruiser)	249cc. two stroke. Bonneted engine compartment, leg shields and valanced mudguards made this machine very popular in its time. P. R. T. SHEEN - COVENTRY.
24	1930	SUNBEAM	493cc. O.H.V. A late vintage - Manx registered, Manx owned. High quality sporting solo. It has a history of competing in many Irish road races and the M.G.P. DOUG ROSE - CASTLETOWN, ISLE OF MAN.	34	1935	VELOCETTE (Model M.A.C.)	350cc. O.H.V. A very early example of the high cam motor which continued in production until the factory finished in the early 1970's. DR. ANDREW HARDMAN - CHEADLE HULME, CHESHIRE.
25	1931	SUECIA	500cc. Single cylinder, three speeds. Inlet over exhaust valve arrangement. The entrant has come a long way with this quality mount. KARL-OLOT ANDERSSON - SWEDEN.	35	1935	SUNBEAM	500cc. O.H.V. Another high quality example from the factory that had the reputation for the best finished machines. TOM DAVIS - WOTTON-U-EDGE, GLOS.
26	1931	SUECIA	500cc. I.O.C. These beautiful machines were built in Orkelljunga, Sweden between 1928/38. Engines were from M.A.G. Switzerland, gearbox Sturmey-Archer. ARVID AXELSSON - SWEDEN.	36	1935	TRIUMPH	248cc. O.H.V. Model L2/1. Only 18 of these models known to be in existence, has been ridden a considerable milage in recent years by its well known motor-cycling press officer owner. DENNIS BATES - BROMLEY, KENT.
27	1931	DOUGLAS	600cc. O.H.V. Quite possibly the only one in running order and its owner has a collection of rare machines. R. D. THOMAS - RAMSEY, ISLE OF MAN.	37	1935	NORTON	499cc. Yet another example of why Nortons won more T.T. races than any other manufacturer. FRED TINDLE - CHRISTCHURCH, DORSET.
28	1932	SUNBEAM	600cc. S.V. three speed. Another model from the factory thats reputation was gained based on quality. This model was very suitable for sidecar work. BRIAN SHEPPARD - BRISTOL.	38	1936	ARIEL	350cc. O.H.V. Not always considered a glamour machine, but deceptively quick, reliable and in the hands of its owner who is an authority - on the mark. N. C. R. CRONIN K.O.B.I. - WHITBOURNE, WORCS.
29	1932	B.S.A.	349cc. O.H.V. with four speed gear box. A lady competitor on a delightful machine, winner of a major award last year. LINDSAY WHEHAY - SOMERSET.	39	1936	VELOCETTE	250cc. Model M.O.V. O.H.V. The light-weight of the high cam range was indeed a sweet and most delightful machine to ride. JIM BOUND - HERNE BAY, KENT.
30	1933	B.S.A.	600cc. O.H.V. sloper. This is a particularly rare model, the 600cc. model only being made for export, hence the title Colonial model. BRIAN SMITH - DARLINGTON, CO. DURHAM.	40	1936	CALTHORPE	348cc. O.H.V. This machine was first owned by its present owner from June 1934 until September 1938. Repossessed 1982 in boxes. FREDERICK WYETH - LONAN, ISLE OF MAN.

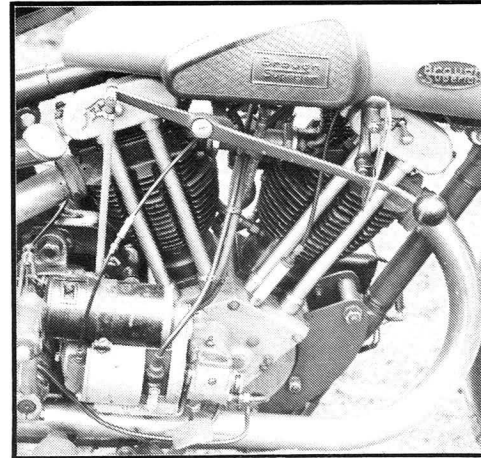
**For people who can tell real
motorbikes from the rest...**



VINCENT



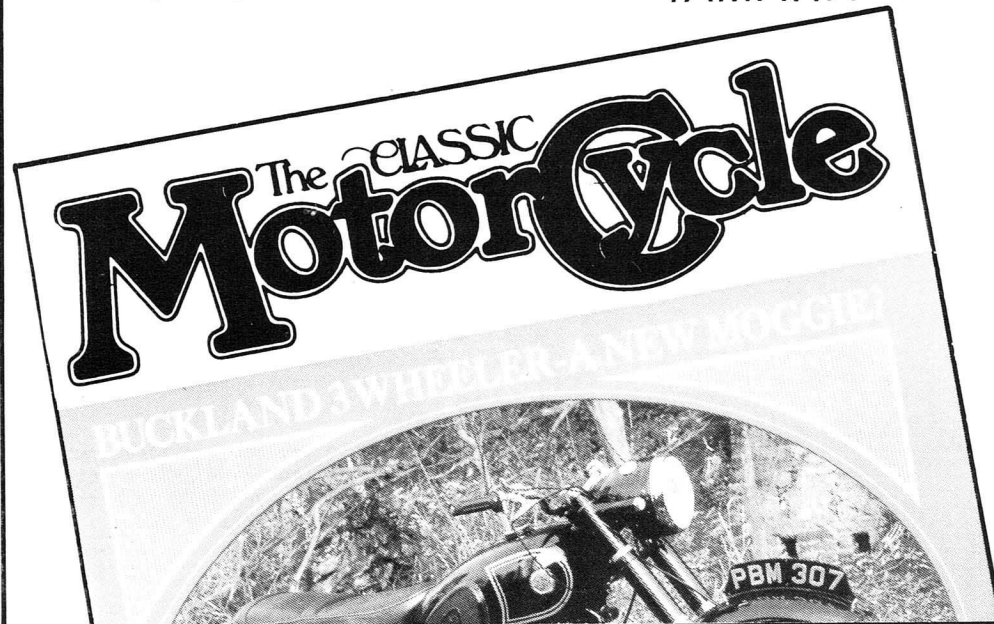
YAMAHA



BROUGH



HONDA



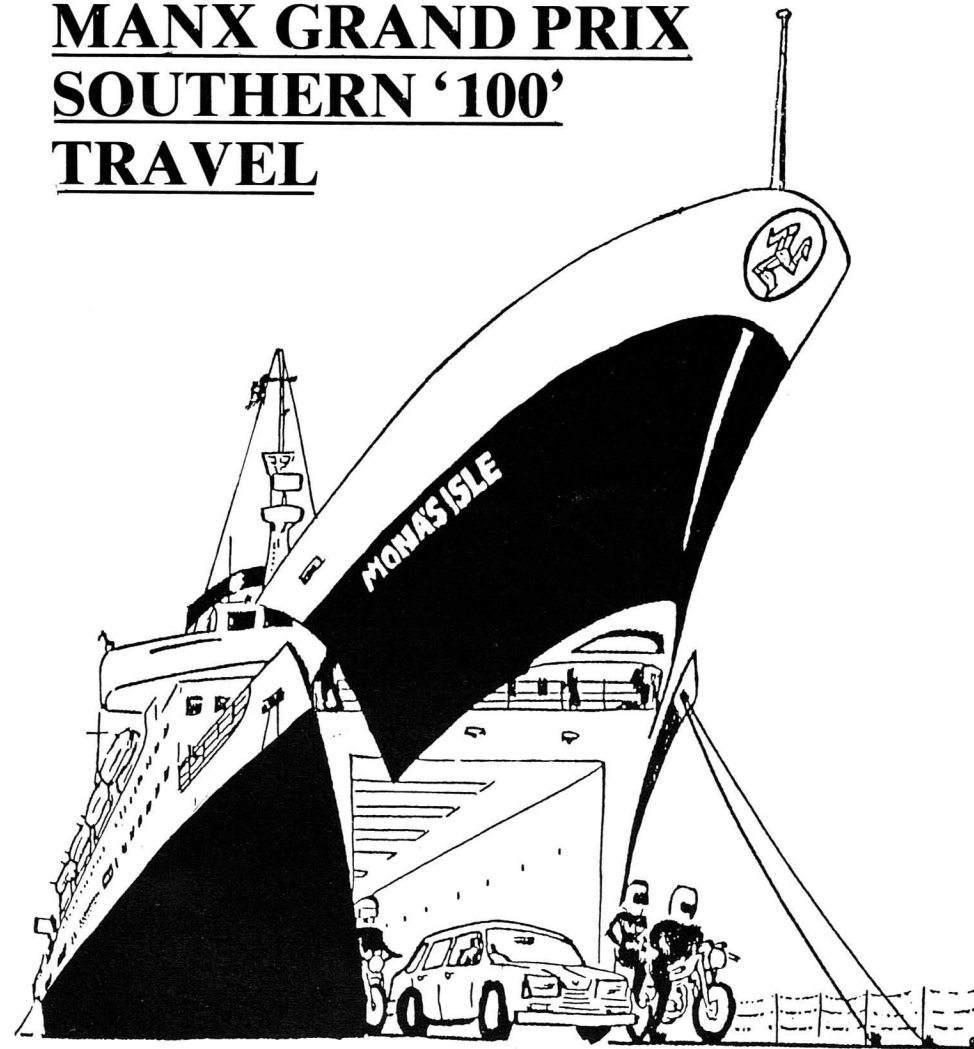
**if you ride it,
read it!**

£1.10 monthly

June issue out now

- 41 1937 RUDGE 500cc. O.H.V. The owner of the machine is one of the great characters of the Rudge and Vintage clubs, making many spares for Rudges - and will tell you more if you ask.
DAVE MCMAHON - COVENTRY.
- 42 1938 RUDGE 500cc. O.H.V. Note the four valve cylinder head, very large brakes and the lifting handle centre stand.
FRANK CLARKE - WHITSTABLE, KENT.
- 43 1938 NORTON 500cc. O.H.C. The beautiful petrol tank and general lines of this classic example make it look as if it's doing 100 m.p.h. standing still.
GODFREY WORMALD - WEST YORKSHIRE.
- 44 1939 VELOCETTE 348cc. O.H.C. Model K.T.S. The touring/sports model of the famous cammy racer. One of the nicest and most practical 350's ever built pre-war.
R. G. POTTER - WEST WICKHAM, KENT.
- 45 1939 VELOCETTE 348cc. O.H.C. Very similar model to the entry above, but owned by a Manxman with a Manx registration number.
R. C. SCOTT - PORT ERIN, ISLE OF MAN.
- 46 1939 VINCENT H.R.D. 1000cc. V twin, series 'A'. Only 78 of these very desirable machines were made. 110 m.p.h. top speed for a standard roadster pre-war was a very enviable reputation.
DAVE MAKINSON - SOUTHPORT, MERSEYSIDE.
- 47 1939 TRIUMPH 498cc. O.H.V. Speed Twin. The Founder of the Vintage Motor Cycle Club rides this year one of his favourite machines.
C. E. ALLEN - IBSTOCK, LEICS.
- 48 1939 TRIUMPH 498cc. Tiger 100. The best sporting machine available pre-war states its owner. 8.1 compression ratio (34 B.H.P. at 7,000 revs). Dynamometer report issued with each machine.
DAVID H. JENKIN - YEOVIL, SOMERSET.
- 49 1939 TRIUMPH Model 6S. Side valve. Not many details about this machine. Please do not hesitate to ask its owner all about it.
J. S. BOUND - HERNE BAY, KENT.
- 50 1946 ARIEL 500cc. Red Hunter model. Ridden all the way to the event which must prove that these machines were and are very reliable.
MARTIN WHEWAY - CHEDDAR, SOMERSET.

FOR THE T.T. MANX GRAND PRIX SOUTHERN '100' TRAVEL



**ISLE OF MAN
STEAM PACKET**
Seaways

P.O. Box 5, Douglas, Isle of Man
Tel: 0624-23344

51 1946 VELOCETTE 350cc. Model M.A.C. This beautifully prepared machine could easily gain an award this year. Its owner lives very near to where it was made.
GREG. MASON - MOSELEY, BIRMINGHAM.

52 1948 A.J.S. 500cc. O.H.V. The factory were engaged at this time in trials and scrambles with enviable success.
RAY TRAVIS - DOUGLAS, ISLE OF MAN.

53 1948 NORTON 500cc. O.H.V. Model 18. The machine has been in the I.O.M. since new, and is in very original condition.
EDGAR CHRISTIAN - LEZAYRE, ISLE OF MAN.

54 1948 TRIUMPH 498cc. O.H.V. The design was copied by many other makers. This model has a sprung hub at the rear which was unique to Triumphs.
LIONEL PLACE - LONDON.

55 1948 VELOCETTE 500cc. O.H.V. M.S.S. Model. The front forks for this period were made by Douty and are worked by air pressure. This machine might just be for sale. See its owner.
KEITH KENNAUGH - ONCHAN, ISLE OF MAN.

56 1949 VINCENT H.R.D. 1000cc. V. Twin. Rapide. Owned by its present owner since 1950 and ridden into second place in the 1953 'Clubmans' T.T. Average speed for the race 79.39 m.p.h. Timed at 127 m.p.h. on Sulby Straight.
A. W. CLARK - GOOLE, N. HUMBERSIDE.

57 1949 NORTON 544cc. O.H.C. International. Built originally for I.S.D.T. Used mainly as Norton factory hack with sidecar and oversize engine. Its owner is an ex. T.T. M.G.P. and Continental Concours Star.
PHIL HEATH - QUENIBOROUGH, LEICS.

58 1949 NORTON 490cc. O.H.C. The INTERNATIONAL model named because of its success World-wide in competition. Restored by its present owner.
HOWARD PLACE - LONDON.

59 1950 N.S.U. O.H.V. 10 Horse Power its owner claims with sidecar, and is a high quality example from the famous German factory. Welcome to our long distance friend.
U. K. CIALA - WEST GERMANY

60 1950 TRIUMPH 500cc. O.H.V. twin. Quite possibly the most popular machine during the 1950 period, guaranteed to be quick always.
CON. RIDDLE - NORTHALLERTON, YORKS.

61 1951 MOTO-GUXXI 500cc. O.H.V. Falcone model. Very desirable machine from the Italian factory who by now were upsetting British makers with their racing successes.
CLEM. BICKERTON - KNOTTY ASH, LIVERPOOL.

62 1951 B.S.A. 350cc. Gold Star. These hand built Clubman T.T. winners were to be a legend and still are.
G. W. MOORE - GUILDFORD, SURREY.

63 1951 DOUGLAS 350cc. Horizontally opposed twin cylinder. These high revving smooth machines were very quick, and today have a keen following and their own club which manufacturer spares.
B. T. WILLIAMS - STAINES, MIDDLEX.

64 1952 TRIUMPH 500cc. 'T' 100 "C" twin. This model replaced the G.P. Triumph enabling riders to use a road machine for club racing.
HAROLD WALL - MERE, CHESHIRE.

65 1953 TRIUMPH 500cc. Side valve, twin. These machines were used by the armed forces post war, until the mid 1960's.
THOMAS CROCKETT - WELLS, SOMERSET.

66 1954 A.J.S. 500cc. O.H.V. Model 18MS. These all black hard working singles still retained a quality finish.
JOHN ROBINSON - HARTLEPOOL.

67 1954 VELOCETTE 350cc. O.H.V. The well developed all alloy motor made for a quick and responsive quality machine.
JOHN QUALTROUGH - PORT ST. MARY, ISLE OF MAN.

68 1954 SUNBEAM 497cc. O.H.C. twin cylinder. Extremely quiet with shaft drive made these beautiful advanced machines ahead of their time in design.
G. FOXCROFT - KENDAL, CUMBRIA.

69 1954 MATCHLESS 348cc. O.H.V. Model G3LS. The owner states that it is in very original condition with just 18,000 miles on the clock from new.
R. C. KINVIG - COLBY, ISLE OF MAN.

70 1954 TRIUMPH 650cc. O.H.V. twin. The larger Triumph twins were at the time quite possibly the quickest machine in standard road form.
DAVID HAMPSON - BEAN, KENT.

71	1955	ARIEL	1000cc. O.H.V. four cylinder, with Gerrard Grand Prix sidecar bought for £20. in 1969 and this year making its twelfth visit. C. A VIDLER - HASTINGS, EAST SUSSEX.
72	1956	B.S.A.	350cc. O.H.V. Not particularly sporty but the cooking version of the famous Gold Star, very dependable and reliable. EDWARD CAVALLI - MORDEN, SURREY.
73	1956	NORTON	650cc. Single cylinder? The writer of these captions has never seen one of these machines and will have to ask the owner all about it. LEON COOPER - BATLEY, YORKS.
74	1957	NORTON	500cc. O.H.V. twin cylinder. Model 88 Dominator. This machine has won major concours awards at this event in 1982/1984, and its owner considers the superb handling a sheer joy in the Isle of Man lanes. MARTIN PORTEOUS - DARLINGTON, CO. DURHAM.
75	1958	NORTON	600cc. Dominator 99. O.H.V. twin. Very similar to the previous entry, but with the larger engine unit, but the same high standard of handling with the featherbed frame. ROGER BRAMBLEY - LOUGH, LINCS.
76	1958	B.S.A.	650cc. O.H.V. twin cylinder. Model A10. Golden Flash. The sweet running motor has given many hours of enjoyable riding in V.M.C.C. events states the owner. DAVID PORTEOUS - DARLINGTON.
77	1959	ARIEL	1000cc. Square four with a beautiful sporty Stieb 501 single seater sidecar. A great combination! PAUL JOHN HIPKIN - DOUGLAS, ISLE OF MAN.
78	1959	TRIUMPH	650cc. O.H.V. twin. The final development of the 650cc. motor around this time resulted in models that were quicker than the much later overstretched 750cc. versions. DENNIS BEALE - DARLINGTON.
79	1959	TRIUMPH	350cc. Twin cylinder O.H.V. Model 21. The smallest of the Triumph twins were good lookers and very popular. GARY PETER BINGHAM - KENDAL, CUMBRIA.

<u>LATE ENTRIES</u>			
80	1921	TRIUMPH	550cc. S.V. single cylinder. The later model to the one used throughout the first World War by the army. BOB BUFTON - MARTLEY, WORCESTER.
81	1930	A.J.S.	O.H.C. single cylinder with genuine A.J.S. sidecar. An old T.T. motor and its quick. Many interesting articles have been written about this machine. IVAN RHODES - BORROWASH, DERBY.

VILLA MARINA DOUGLAS

Where the Stars are always shining bright . . .

T.T. PROGRAMME

Monday	June 3rd	T.T. Prize Presentations
Tuesday	June 4th	BERNARD MANNING in Cabaret
Wednesday	June 5th	ALL STAR WRESTLING
Thursday	June 6th	VINTAGE MOTORCYCLE EXHIBITION
Friday	June 7th	T.T. Prize Presentations
Saturday	June 8th	'RONRICCO' The World's Leading Hypnotist

Monday to Thursday, June 3rd till June 6th

in the Garden Room

EXHIBITION OF HISTORIC RACING MOTORCYCLES

Open Daily 9 a.m. to 7.30 p.m.

Thursday 9 a.m. to 11 p.m.

Coming soon . . .

**KEN GOODWIN – BOBBY CRUSH – STAN BOARDMAN
DANA – MIKE YARWOOD – TOM O'CONNOR
FRANK CARSON – GEORGE ROPER – MICK MILLER
LITTLE & LARGE – VAL DOONICAN – EILEEN KING
BRENDAN SHINE – PHILOMENA BEGLEY
THE DUBLINERS – FOSTER & ALLEN – THE FUREYS
GENE FITZPATRICK – ANN BREEN**

Friday, August 16th – Miss Isle of Man for Miss World 1985

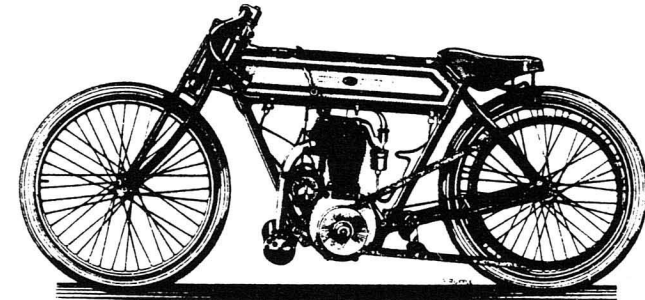
And the very Best in Entertainment

Full details from Gordon N. Connolly, Entertainments & Publicity Manager, Villa Marina, Douglas. Telephone: Douglas 74171, 74172 and 28855.

BRIAN R. VERRALL & Co.

20 TOOTING BEC ROAD, LONDON SW 17

Telephone 01-672-1144



BROOKLANDS RUDGE

For over 25 years we have been England's leading dealers in veteran, vintage and, latterly, PV motor cycles and three-wheelers.

We constantly need to buy desirable and interesting machines, both singly and as complete collections and are prepared to travel world-wide and pay good prices for them.

If you are thinking of pruning your collection and parting with machines of interest please give us a thought and make contact. We will arrange for a representative to call or purchase on the evidence of good photos and fair descriptions.

We like to feel that our customers appreciate and approve of the way we conduct our business and we are always happy to offer our wide experience to all who call for advice.

If required we can arrange some finance facility.

THE VINTAGE MOTOR CYCLE CLUB LTD.

Has almost 5,000 members! WHY? Because it offers:

RIDERS — The quieter type.

Throughout the year. Throughout the country. Road Rallies and Social Events. Severe or Easy, at Club, National or International level, tailored to cater for every rider, machine, preference or pocket.

RIDERS — The sporting type.

Road Races — Club, National or International Events at all the major circuits in the British Isles, in Ireland and on the Continent.

Grass Track, Sprints, Hill Climbs and Trials up and down the country.

Competition as keen and hard fought as ever it was, on machines, often going faster than when they were new.

COLLECTORS

The 'Brotherhood' of 5,000 enthusiasts.

The 'Freemasonry' of a kindred hobby.

The 'Grapevine' which produces knowledge of long-lost machines, seemingly from empty air. The ability to display and enthuse, to compare, criticise and yearn over.

The feeling that you are respected as a collector by your equals.

RESTORERS

The mysterious way in which someone, somewhere has just the part you need.

Marque specialists who can confirm the precise details of a machine made more than sixty years ago.

The Librarian who can photocopy for you the official handbook, catalogue or parts list relevant to your model.

The recommendation to the experts who can complete that job which is just beyond your capabilities.

The final touch of that authentic tank or mudguard transfer to gild the lily — which no-one else can supply.

THE ONLOOKER

The pleasant feeling of being part of the scene, of rubbing shoulders with the great personalities of yester-year and with the men and women who ride those self same machines today.

The knowledge that fifty local centres throughout the country will welcome you to their social meetings, film shows etcetera, coupled with the fact that any organisational help you will be most gratefully received.

EVERYONE

A unique professionally produced magazine, catering for all aspects of club life, with technical articles, photographs, details of events, past, present and future, histories of long gone makes, biographies of famous figures, adverts for sale and wanted and offers of services.

Posted monthly to you where ever you live in the world.

A member preferential insurance scheme.

An unequalled film library.

Access to marque specialists.

Library copying service.

Membership badges and regalia.

Machine badges and transfer service.

Auto-Cycle Union and B.M.F. affiliation.

Further information from :
THE NATIONAL SECRETARY
Jim Hammant,
Red Oaks, Mill Road,
Lower Shiplake,
Henley on Thames
RG9 3LN

MAJOR EVENTS

International Motorcycle Show. The Banbury Run. The Cheltenham Rally. The Harrogate Rally. Road Race Meetings at: Brands Hatch. Donington Park. Mallory Park. Oulton Park. Cadwell Park. Snetterton.