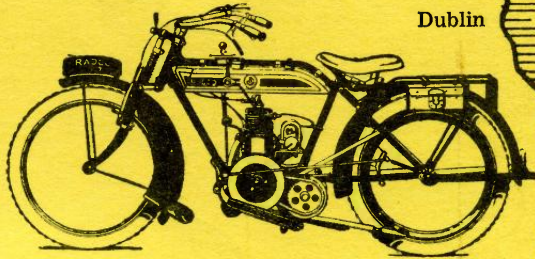


OFFICIAL PROGRAMME

**3RD
IRISH NATIONAL
VETERAN MOTOR CYCLE
RALLY**

27th and 28th SEPTEMBER, 1969



Belfast

Dublin

Galway

CORK

Killarney

Glenjariff

ORGANISING BODY

MUNSTER MOTOR CYCLE & CAR CLUB

CORK

7

DAVID FLEMING, *Skerries, Co. Dublin.*

1910 REVERE, 250 c.c. Two-stroke, Belt Drive through countershaft Gear Box. No Clutch.

CLASS 'B'

14

RONALD FRAYNE, *Naas, Co. Kildare.*

1912 QUADRANT, 564 c.c. Side Valve, Chain Drive.

15

MICHAEL MOORE, *Dublin.*

1912 PREMIER, 2½ H.P. 4-stroke, Belt Drive, Hub Gears.

16

JOHN STYNES, *Clondalkin, Dublin.*

1913 TRIUMPH, 350 c.c., 4-stroke, Chain cum Belt Drive.

17

PHILIP TIVY, *Rochestown, Cork.*

1913 BRADBURY, 500 c.c., S.V., Gradua Gears.

18

WILLIAM MOORE, *Reading, Berks., England.*

1914 DOUGLAS, 348 c.c., Side Valve, 2-speed, Chain cum Belt Drive. This is an example of the machine used by Despatch Riders during the First World War. The rider is 76 years of age. This is his third successive Irish Rally. He was a Zenith Works Rider before the First World War and won his first cup at Brooklands in 1912.

19

GRAHAM HALLARD, *Norton Lindsey, Nr. Warwick Eng.*

1914 ROVER, 500 c.c., S.V. Belt Drive with 3-speed Armstrong Hub in rear wheel. It has a foot operated Clutch.

20

BROMLEY F. ROHU, *Innishannon, Co. Cork.*

1914 RUDGE "MULTI" 5 H.P., Belt Drive. The word 'Multi'

refers to the number of gears which can be obtained by means of the interconnected expanding and contracting engine shaft pulley and rear wheel belt rim. The Clutch is on the engine shaft.

CLASS 'C'

24

W. J. McCOMBE, *Muckamore, Co. Antrim.*

1915 CALTHORPE, S.V. This is a beautifully restored machine and a perfect period example.

25

DENIS HARRIS, *Cookham, Berks., England.*

1915 HARLEY DAVIDSON, 989 c.c., Twin Cylinder with Inlet over Exhaust Valve arrangement. Pedal start and Hand and Foot Clutch. Fuel consumption claimed is 70 M.P.G.

26

JIM HYATT, *Reading, Berks., England.*

1916 HARLEY DAVIDSON, 989 c.c., Twin Cylinder, Inlet over Exhaust Valve arrangement. This is the first of the Kick start Harleys. Speeds up to 70 M.P.H. claimed. This was a popular Police mount.

27

P. C. BASSETT, *Dunkettel, Glanmire, Cork.*

1916 O.K. JUNIOR, 3¼ H.P., Side Valve, Chain cum Belt Drive.

28

MRS BRENDA M. HALLARD, *Norton Lindsey, Warwick.*

1919 ALLDAYS-ALLON, 2¾ H.P., 2-stroke Chain cum Belt Drive This bike has a number of unusual features, in particular note that the crankcase splits horizontally at the main bearings, the upper half is cast with the cylinder.

29

MICHAEL O'MAHONY, *Cork.*

1919 DOUGLAS, 2¾ H.P., Direct Belt Drive. No Clutch.

30

V. C. NOLAN, Eastmoor, Wakefield Yorks.

1920 MODEL H. TRIUMPH 4 H.P., Chain cum Belt Drive. This machine was found on a farm in the Pennine Mountains in a very dirty and rusty condition. See what restoration has done.

31

ERIC J. WILLIAMS, Cork.

1920 CARFIELD, 1½ H.P., 2-stroke, 2-speed Gear Box. No Clutch.

32

BILL FRUEN, Benson, Oxon, England.

1920 NORTON, 490 c.c., S.V., Chain Drive. This is another example of the many machines owned by Bill Fruen.

33

JOHN McKAY, Mayfield, Cork.

1921 TRAFFORD, 2¾ H.P., 2-stroke, Direct Belt Drive, No Clutch.

34

JOHN CLEGG, Milnrow, Lancs., England.

1921 IXION, 2½ H.P., 2-stroke, Chain cum Belt Drive.

35

ALLEN WILSON, Cork.

1922 SCOTT. This 2-stroke water-cooled machine is making its first appearance. Best of Luck Allen.

36

W. G. R. FAULKNER, Oxford, England.

1922 CHATER-LEA, 350 c.c., O.H.V., Chain Drive through 3-speed Moss Gear Box.

37

CAPTAIN T. S. CULVER, United States Air Force.

1922 HUMBER of 4½ H.P., Twin Cylinder, Side Valve and All Chain Drive. This is Captain Culver's first visit to Ireland, so we wish him the best of luck and assure him of a warm welcome.

38

BILL PIGOTT, Dublin.

1922 RUDGE, 1,000 c.c., Twin Cylinder, Inlet over Exhaust Valves. This is an unusual model, it is beautifully restored and worthy of your examination.

39

PETER MILLER, Roslare, Co. Wexford.

1923 ROYAL ENFIELD, 225 c.c., 2-stroke, All Chain Drive

40

K. SWAN, Cork.

1923 A.J.S., 4-stroke, All Chain Drive.

CLASS 'D'

41

JEFFREY TYDIR-JAMES, Caerphilly, Glamorgan, Wales.

1924 RUDGE. Sorry no further details available at time of going to Press.

42

H. J. SMITH, Alresford, Hants, England.

1924 OMEGA, 3¾ H.P., 4-stroke, Side Valve and All Chain Drive. Restoration of this machine took two years.

43

ALLEN WILSON (Junior), Cork.

1925 TRIUMPH, MODEL 'P', embodying all the Triumph features of the period. A very successful machine, comfortable and trouble free.

44

BRENDAN O'REILLY, Cork.

1925 A.J.S., 3½ H.P. Side Valve, All Chain Drive. This is Brendan's first outing on a Vintage machine.

45

G. W. SPREADBURY, Arlesford, Hants., England.

1925 B.S.A. 249 c.c., S.V., 4-stroke and 2-speed Gear Box.

This is the Round Tank model as used by G.P.O. Messenger Boys.

46

ALBERT HARPER, *Mold, Flintshire, North Wales*
1925 B.S.A., 2 $\frac{3}{4}$ H.P., Side Valve, All Chain Drive.

47

LEONARD J. MYRESCOUGH, *Liverpool, England.*
1925 TRIUMPH, 550 c.c., S.V., All Chain Drive.

48

TOMMY FOLEY, *Turner's Cross, Cork.*
1925 SUNBEAM, 348 c.c., S.V., All Chain Drive. This beautiful machine has never been restored and its condition is exactly as when found many years ago.

49

SAM HULL, *Essex Street, Belfast.*
1926 SUN (JAP), 300 c.c., Side Valve, All Chain Drive,

50

GILBERT FITCHETT, *Home Farm, Chalgrove, Oxford.*
1926 NORTON, O.H.V., 490 c.c., All Chain Drive.

51

AB VITTEERS, *Columbusstraat, 19 The Hague, The Netherlands.*
1926 HARLEY DAVIDSON, 346 c.c., Single Cylinder, S.V., All Chain Drive. A very popular machine in Holland in its hey day, especially with messenger boys of City Post Offices. The Rider is Secretary of his home Club, this is also his first time in Ireland, may his stay and that of his friends be memorable.

52

CHARLE RUMBLE, *Liverpool.*
1926 SUNBEAM, 492 c.c., Side Valve, All Chain Drive.

53

STAN REA, *Gloucester, England.*
1927 RUDGE WHITWORTH, 499 c.c., O.H.V., All Chain Drive.

This machine has been ridden to Paris and Brussels.

54

WILLIAM HAIG, *Walton, Wakefield Yorks.*
1927 A.J.S. of 799 c.c., Twin Cylinder, Side Valve and All Chain Drive. This is it's first season out since restoration.

55

CECIL K. IRVINE, *Lambeg, Lisburn, Co. Antrim.*
1927 SCOTT, 498 c.c. 3-speed. This machine has been used by its owner in most long distance Rallies.

56

EVAN J. JOHN WILLIAMS, *Amman Ford, Wales.*
1928 SUNBEAM, 492 c.c., O.H.V., All Chain Drive. This machine was in constant use by two Welsh miners from 1928 to 1958 as transport to and from work.

57

MRS BUNNY STYNES, *Clondalkin, Dublin.*
1928 ROYAL ENFIELD, 225 c.c., S.V., All Chain Drive. This is the only known model in running order in Ireland.

58

WILLIAM O'BRIEN, *Monkstown, Cork.*
1928 RUDGE, 499 c.c., Radial Valve arrangement. It is possible this machine was ridden by the late Graham Walker in the 1928 and 1929 T.T.'s and other circuits.

59

H. O. GURR, *Gt. Brickhall, Bucks., England.*
1928 NORTON, 490 c.c. O.H.V., All Chain Drive. This machine was restored from a wreck three years ago.

60

ARTHUR E. JAMES, *Wrexham, North Wales.*
1928 SUNBEAM, 500 c.c., O.H.V., All Chain Drive. This is the Model 9 Sunbeam and was priced 82 gns. new.

61

SYDNEY PLEVIN, *Aughton, Ormskirk, Lancs.*
1928 A.J.S., 348 c.c., O.H.V. All Chain Drive.

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62

MIKE SHERWIN, Gosport, Hants., England.

1928 NORTON, 490 c.c., O.H.V., All Chain Drive. This is another example of the famous Nortons which achieved much success in the twenties.

63

J. P. VAN WISSELINGH, Karel Doormanlaan 185, Rijswijk, ZH, The Netherlands.

1928 N.S.U., 199 c.c., 4-stroke, O.H. Inlet, side Exhaust Valves The Rider is President of the Veteraan Motoren Club of Holland, he deserves a warm welcome on this his first visit to Ireland.

64

REV. FR. JOHN FIELD, Newry, Co. Down, N.I.

1928 SCOTT, Twin Cylinder, 2-stroke, 600 c.c.

65

GEORGE KINGSTON, Cork.

1928 ROYAL ENFIELD, 2-stroke.

66

BOB MAY, Marcham, North Abington, Berks., England.

1928 NORTON, 500 c.c., O.H.V., All Chain Drive. This is the actual machine that won the Ulster Grand Prix in 1928, ridden by Derek Pickering until recently.

67

JOHN ELLIS, Celbridge, Co. Kildare.

1928 PANTHETTE, 250 c.c., O.H.V. This very rare machine was designed by the famous designer, the late Granville Bradshaw and manufactured by the P. & M. concern. It has the unusual arrangement of traverse VEE Cylinders and the completely enclosed Overhead Valves are closed by leaf springs.

68

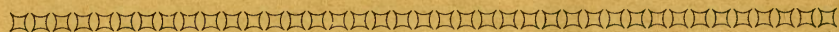
BOB BRIND, Stoke Row, Henley-on-Thames, Oxon.

1928 A.J.S., 498 c.c., S.V., All Chain Drive.

69

W. O. LAND, Southam, Cheltenham, Glos., England.

1929 SCOTT, 498 c.c., 3-speed.



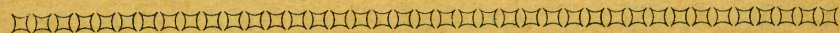
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70

PATRICK BASSETT, *Glanmire, Cork.*

1929 ARIEL, 550 c.c., Side Valve, All Chain Drive through Countershaft Gear Box.

71

R. J. PHILPOTT, *Dublin City.*

1929 SCOTT, 596 c.c., Twin Cylinder, 2-stroke, All Chain Drive

72

JAN ROOZEBOOM, *Kertstraat 10 Vlissingen, The Netherlands.*

1830 NEW IMPERIAL, 350 c.c., S.V., All Chain Drive. We extend a warm welcome to this Dutch rider competing in Ireland for the first time.

73

JACK BRANSE, *Zuideinde 127, Westraan, The Netherlands*

1930 ARIEL COLT, 249 c.c., All Chain Drive. The Colt was a very popular bike in Holland in the early thirties. It was used in grass-track and roa draces as well as the then so very popular reliability trials. Credit for having four Dutch riders here to-day is due entirely to Jack Branse. We wish him luck and may he and his friends enjoy their stay with us.

74

R. J. QUICK, *Stockwell Park Road, London S.W. 9.*

1930 SUNBEAM, 499 c.c., O.H.V. and All Chain Drive. This is Dick's third Irish National.

75

PETER MOORE, *Wroughton, North Swindon, Wilts.*

1930 B.S.A., 249 c.c., O.H.V., All Chain Drive.

76

JOHN J. O'DONNELL, *Clerihan, Clonmel, Co. Tipperary.*

1930 ARIEL, 3½ H.P., Twin Cylinder, All Chain Drive.

77

DAVID O'BRIEN, *Mullinahone, Co. Tipperary.*

1930 A.J.S., 250 c.c., O.H.V. This is the Big Port model.

CLASS 'E'

81

BOB THOMPSON, Blackrock, Dublin.

1919 SUNBEAM, 499 c.c., S.V., All Chain Drive, Combination. The rider is a keen motor cyclist and organiser of many of the Dublin & District Club's events.

82

R. J. SWAN, Ealing, London.

1919 MORGAN, 1,000 c.c., Inlet over Exhaust Valves. This is one of the well known Morgan Three-wheelers.

83

E. K. FAZAKERLEY, Bootle, Lancs., England.

1921 SUNBEAM, 3½ H.P., Side Valve, All Chain Drive. It is fitted with a Swallow Sidecar.

84

J. S. GUY, Eastleigh, Hants., England.

1923 B.S.A., 557 c.c., S.V., All Chain Drive. This machine was restored to original condition in 1963. Since then it has won 24 Concours awards.

85

FREDERICK A. SAYERS, Bristol, England.

1923 SUNBEAM, 499 c.c., S.V., The Sidecar is a genuine No. 1 Sunbeam Model.

86

DANIEL CROWLEY, Military Road, Cork.

1924 MODEL 'P' TRIUMPH of 5 H.P. complete with sidecar of the same period.

87

STEPHEN G. DOYLE, Coventry, Warks., England.

1926 B.S.A., 3½ H.P., S.V. and All Chain Drive.

88

ARTHUR G. KING, Luton, Beds., England.

1927 SUNBEAM, 599 c.c., Side Valve, All Chain Drive. Two years spent in restoration of bike and sidecar.

89

JOHN E. N. PINKERTON, Birmingham, England.

1927 ROYAL ENFIELD, 976 c.c., Twin Cylinder, Side Valve, All Chain Drive, Combination. This machine has carried the entire Pinkerton family from Birmingham. They are combining a holiday with this Rally.

90

RON CRESSWELL, 126 Hanniker Road, London E.15.

1927 TRIUMPH, O.H.V. All Chain Drive. It is fitted with a quick detachable sidecar, the body of which can be used as a boat.

91

WALLY FLEW, Kingswood, Bristol, England

1927 A.J.S., 495 c.c., All Chain Drive. This rider on this machine won the only First Class Award for sidecar machines in the 1968 Lands End Trial.

92

JEFFERSON DAVIES, Shefford, Beds., England.

1929 SCOTT, 598 c.c., 2-speed, with sidecar combination.

93

BOB KITCHEN, Cheshunt, Herts., England.

1930 SUNBEAM, 493 c.c., O.H.V. and All Chain Drive. This is the Model 90 with Swallow Sidecar.

CLASS 'F'

96

BEN PHILPOTT, Dublin City.

1931 SCOTT, 498 c.c., Twin Cylinder, 2-stroke, Chain Drive.

97

S. D. FRANCIS, Tickenham, Clevedon, Somerset, England.

1931 A.J.S., 500 c.c., O.H.V., All Chain Drive. Fitted with Vetlocette Positive Stop Foot Gear Change.

98

RICHARD PHILPOTT, Dublin.

1932 COVENTRY EAGLE, 148 c.c., 2-stroke. This machine has all pressed steel duplex frame. It was a popular lightweight of the period.

99

JOHN ARTHUR BATES, Whitestone, Exeter, Devon.

1933 SUNBEAM, 600 c.c., O.H.V., All Chain Drive.

100

MICHAEL MILLER, Killinick, Co Wexford.

1933 MORGAN THREE-WHEELER, 1,000 c.c., O.H.V., Chain Drive.

101

TERENCE C. BUCK, Sutton, Surrey, England.

1934 ARIEL, Square 4 Eng., 596 c.c. O.H.V. This is the second version of the Ariel Square 4.

102

ERIC BAILEY, Culhamelane, Nr. Wargrave, Berks., England

1935 B.S.A., 986 c.c. 'V' Twin, Combination.

103

EDWARD I. GIBSON (Chick to his friends) 11 Westland Row, Dublin.

1935 TRIUMPH, 250 c.c., O.H.V., Chain Drive. Chick is President of the Motor Cycle Union of Ireland.

104

PETER BULL, Callan Road, Kilkenny.

1935 B.S.A., 1,000 c.c. engine, Twin Cylinder, S.V., All Chain Drive. Combination.

105

D. E. S. MAIN, Cheltenham, Glos., England.

1936 CHATER-LEA, 545 c.c., S.V. engine. This is a genuine ex-Automobile Association Road Patrol outfit. This is one of the last Chater-Lea machines made.

106

PHILIP WARD, Charlton, Malmesbury, Wilts., England.

1936 B.S.A., 500 c.c., All Chain Drive with 4-speed Gear Box.

107

DAVID J. BATE, Stockton Heath, Warrington, Lancs.

1937 BROUGH SUPERIOR, 996 c.c., Twin Cylinder, Side Valve, All Chain Drive.

108

WILLIAM HYNDS, Ardglass, Co. Down, N.I.

1937 SCOTT, 498 c.c., Twin Cylinder, 2-stroke. This machine is in daily use.

109

H. S. PANES, Nailsea, Bristol, England.

1937 VELOCETTE, 250 c.c., O.H.V., All Chain Drive.

110

GORDON GURNEY, Exeter, Devon.

1937 RUDGE 'ULSTER' 499 c.c. The engine of this machine has a 4-valve semi radial bronze cylinder head. The complete bike has been restored to 100% original specification.

111

IAN THOMPSON, Dedworth, Windsor, Berks., England.

1937 NORTON, 490 c.c., O.H.V. This machine is to full racing specification. The standard lighting set is for road use.

112

FELIX BURKE, Cheltenham, Glos., England.

1938 B.M.W., 600 c.c., S.V., Shaft Drive. This is a German built Combination, side valvetraverse flat twin, 3-speed gear box and clutch enclosed within flywheel housing, telescopic forks. Price in 1938 £150. To-day £950.

113

DAVID P. BRINDLEY, Turnbridge Wells, Kent.

1938 Velocette, 348 c.c., O.H.V. All Chain Drive. This machine has been used in Vintage Race meetings by the owner. It finished in 6th place at Cadwell Park this year.

114

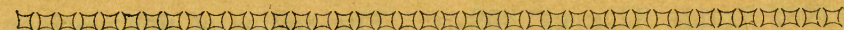
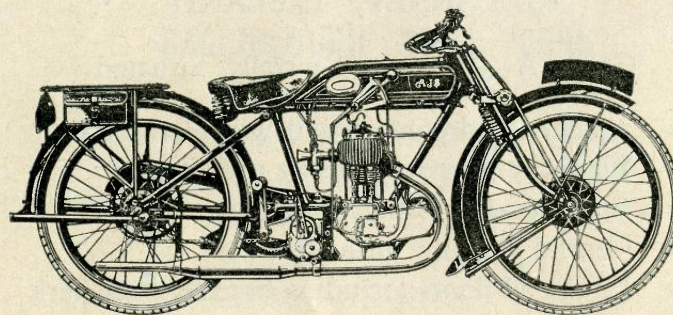
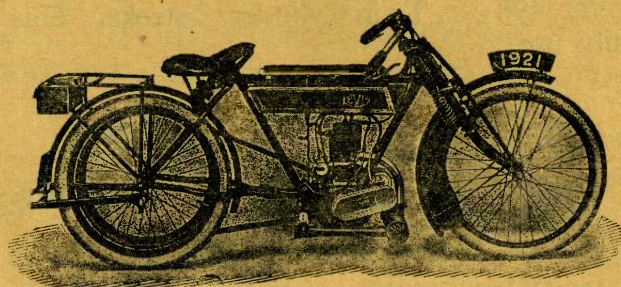
B. R. CALDWELL, *Popular Cottage, Hillside Rd., Long Ashton Nr. Bristol, England.*

1939 VELOCETTE, 348 c.c., O.H.V. All Chain Drive.

115

MISS SAL. PERKS, *Youghal, Co. Cork.*

1939 SUN, 2-stroke, All Chain Drive. Miss Perks is a keen follower of Veteran and Vintage Motor sport. She is the owner of a lovely 1912 Humber car which she drives to events all over the country.



J. O'SULLIVAN

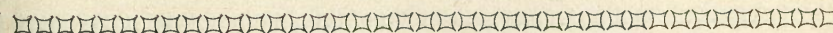
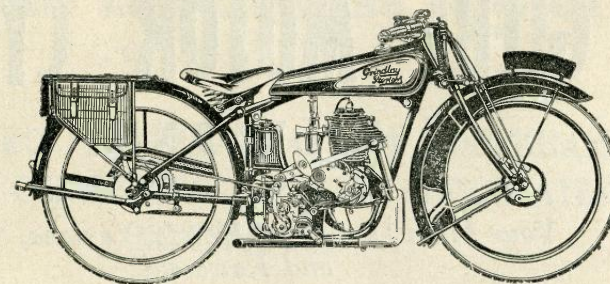
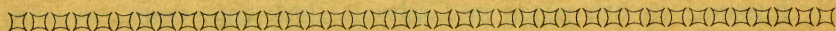
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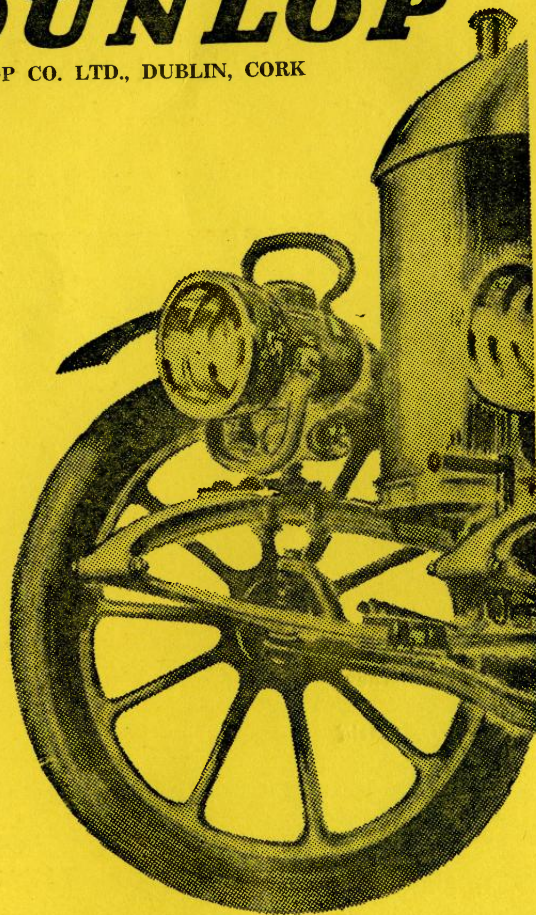


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CLERK OF THE COURSE :

J. M. HENNESSY.

SECRETARY OF THE MEETING :

PADDY MORRISSEY.

RESULTS CLERK :

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ACCOMMODATION OFFICER :

MRS. J. MORRISSEY

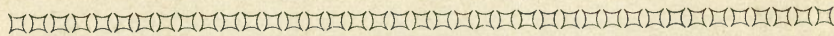
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JUDGES :

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CHARLES MANDERS, DOUGLAS DUNFORD,
SEAN WALSH, WILLIAM LEE, EDDIE CARPENTER.

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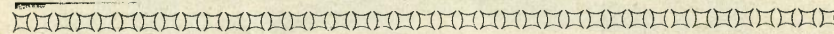
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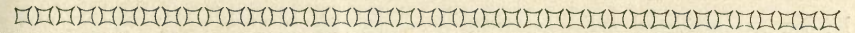
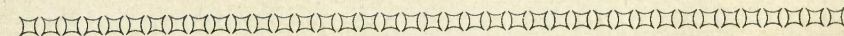


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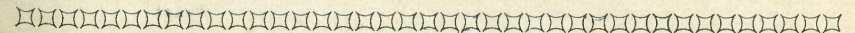
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PEOPLE

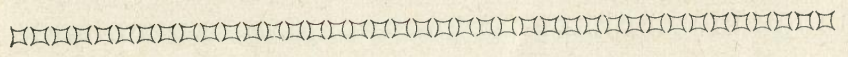
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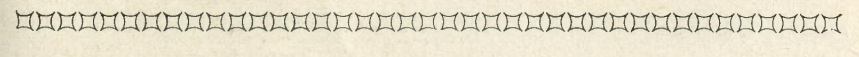
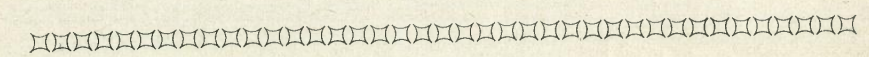
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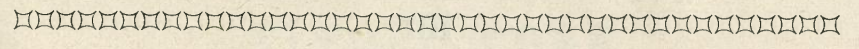


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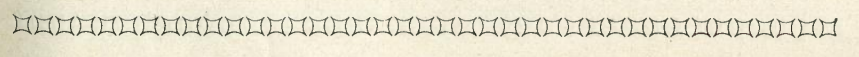
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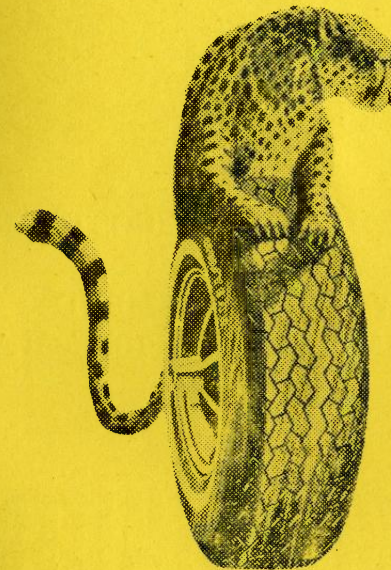
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GOOD YEAR The Big Cat's out of the bag!



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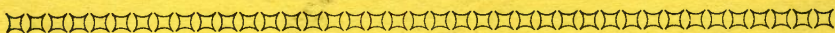
Fit of Kilkenny have G800 Safety Radials caged up in depots throughout the country, ready for immediate fitting to your car. And Ireland's top name in tyres and remoulds also breed the best after-sales and tyre safety service found anywhere. Go get the hard-biting safety of G800 Radials now - just ask their keeper, Fit of Kilkenny, to unleash them for you!

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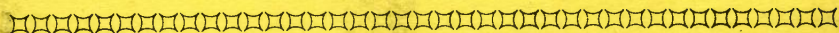
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Greetings from the
Lord Mayor of Cork

Dear Friends,

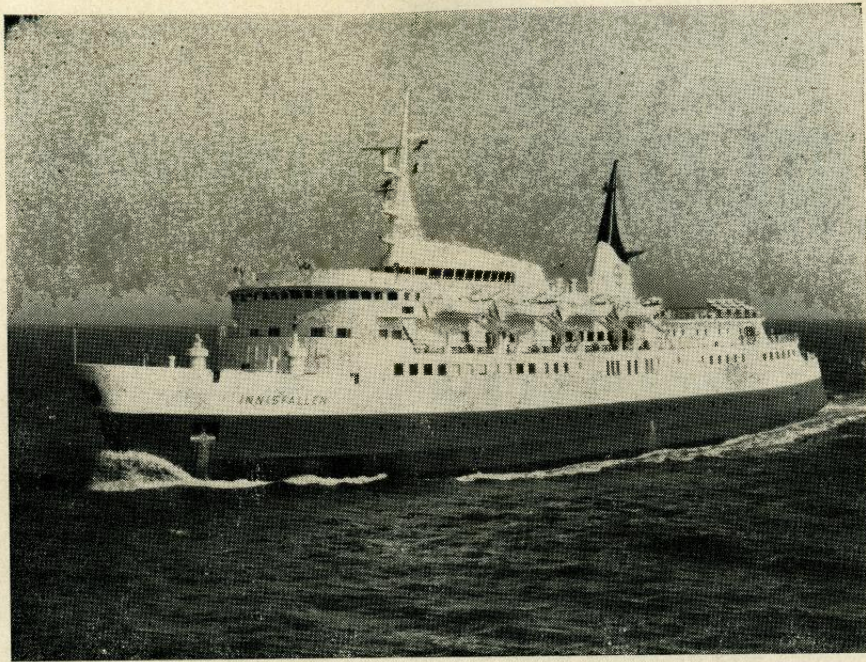
On the occasion of the Third Irish National Motor Cycle Rally it is my pleasant privilege, as Lord Mayor of Cork, to extend to all visitors to this popular event the sincerest best wishes and greetings from the citizens of Cork.

We look forward to this annual event with anticipation and zest and we are sure that this year's rally will be as successful and enjoyable as its predecessors.

The City of Cork is famed for the friendliness of its people and the warmth of its welcome and I assure all connected with this rally that this year will be no exception.

With all best wishes,

T. PEARSE LEAHY,
Lord Mayor of Cork.



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THE BEGINNING

Any attempt to write the history of the Motorcycle must begin with the Bicycle, or rather, the safety bicycle, which itself evolved through many shapes of Velocipede, Penny-Farthing, Boneshaker, etc.

Not for a long time was any attempt made to produce a Motorcycle as such, for while quite reliable engines were being made all were considered as "attachments" to the bicycle.

Engines were attached alongside the front wheel, alongside the rear wheel, on top of the front wheel, on top of the rear wheel, and clipped to the high cross-bar of the bicycle, nobody was prepared to dispense with the pedals and chain, and only hoped at most for pedal-assisted motors or motor-assisted pedal cycles.

It was the Werner Brothers who were to hit on the engine location which was to become generally accepted, in 1901 they produced a machine that established once and for all the new idea of the engine incorporated in the frame rather than added.

Here at last was a motorcycle which was really a motorcycle and not a Motorised cycle.

In the years from 1905 until 1916 practically every modern feature made its appearance, in 1903 the old twisted rawhide belt was to be replaced by a leather one of Vee section. Spring forks on 1905 F.N. and 1908 Douglas 2-speed transmission, the first machine to adopt this was the P. & M. in 1906, Bosch H.T. Magneto by 1907. in 1908 the Scott machine came on the market, built by the brothers Jowett, Scott pivoted one of the pedals (pedals were still used for starting) so that it could be used to pull the engine round by a length of chain—the first "Kick-starter". About the year 1914 the Indian Twin featured an electrical system which catered for lighting and ignition and also turned the engine over to start it.

The modern Motorcycle and all its sophisticated refinements is really indebted to the old ideas being feasible due largely to improved steels, oils, petrol and tyres, and so it could be said "there's nothing new under the sun".

BEST WISHES TO 1969 RUN
FROM

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WELCOME

It is my privilege as President of The Munster Motor Cycle and Car Club to extend a very cordial welcome to the Competitors, Visiting Judges, and Spectators who have come to the Third National Veteran Motor Cycle Rally.

This Rally, in the space of three short years, has become one of the outstanding gatherings of Veteran and Vintage Motor Cycle owners and enthusiasts. We are especially happy to welcome many who now have become old and close friends and the new visitors who will for the first time experience our hospitality.

We in this club are fortunate in having a band of hard working officials, who have spent days and weeks of patient preliminary work. It is a tribute to their smooth efficiency that that the rally has become so popular, let us not forget them, they are very welcome within our club.

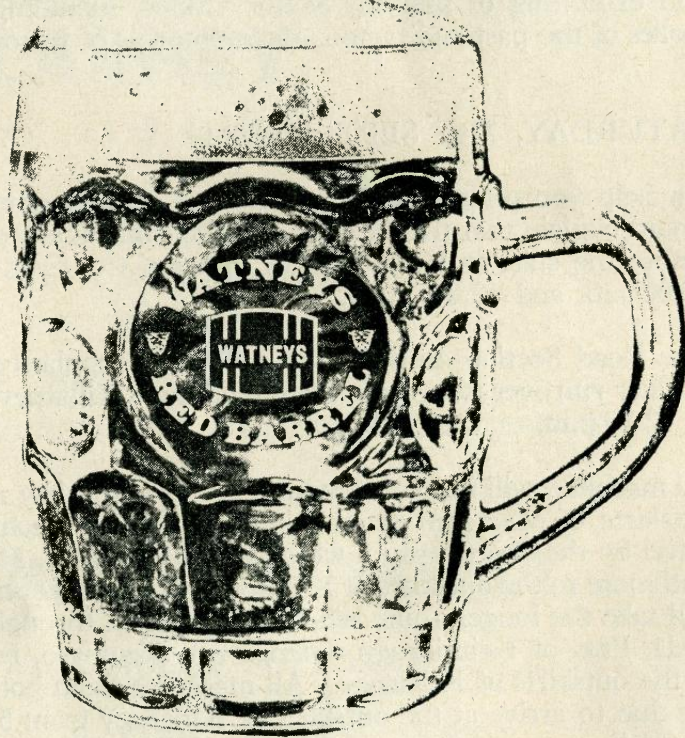
Welcome also is the assistance given to us in so many forms, Prizes, Cash and Facilities by various Firms, Organisations and indeed Individuals. I extend a very sincere thanks, on behalf of the club, for all this assistance, which is so essential to the running of this event.

Our National Rally has become truly International in all but name, in as much as our welcome extends to the many entries who have travelled from England, Wales, Northern Ireland, Holland and America.

Our welcome extends to them this year and in the years to come.

**REGGIE TILSON, President,
Munster Motor Cycle and Car Club.**

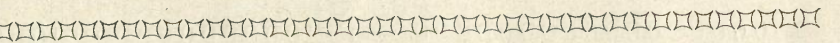
World-wide
& wonderful



RED
BARREL

██
Acknowledgements
██

The Munster Motor Cycle and Car Club most gratefully acknowledge the valuable assistance of the many firms and individuals who contributed so much, thus making it possible for us to have a 3rd National Veteran Motor Cycle Rally. For all the help and assistance we offer our most sincere thanks.



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THEN CALL TO

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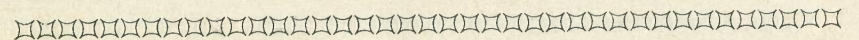
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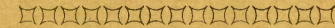
INNISHANNON, CO. CORK.

'Phone 17



ENTRY LIST & START ORDER

SATURDAY, 27th and SUNDAY, 28th SEPT., 1969



CLASS 'A'

1

7 JOHN MOORE, *Reading, Berks., England.*

1903 248 c.c. ANGLICAN, 4-stroke, single cylinder, single speed, Direct Belt Drive with Automatic Inlet over Exhaust Valves. Sole known surviving example of this make. Fitted with De Dion Engine and Carb. Note the candle Headlamp — Often used during long night Rallies.

2

LIAM CLARKE, *Laytown, Co. Meath.*

1898 F.N., single cylinder, $1\frac{3}{4}$ H.P. 4-stroke, Automatic Inlet Valve and Direct Belt Drive from engine to rear wheel. This is the oldest motor cycle in the Rally.

3

LIONEL COHEN, *Rosebank, Douglas, Cork.*

1907 TRIUMPH, 348 c.c. Direct Belt Drive. No Clutch or Gear Box.

4

TONY CARTON, *Lusk, Co. Dublin.*

1908 TRIUMPH, 350 c.c., S.V., No Clutch, Direct Belt Drive.

5

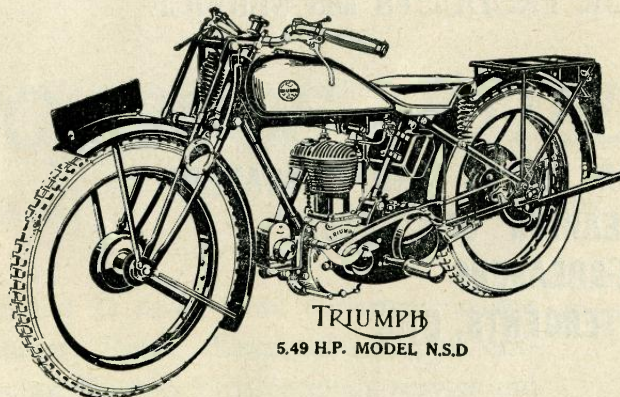
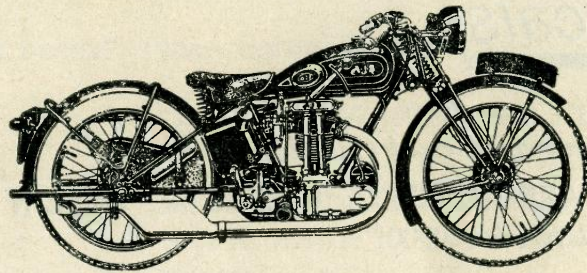
7 JAMES BOLAND, *Clondalkin, Dublin.*

1908 TRIUMPH, $3\frac{1}{2}$ H.P., S.V., Belt Drive.

6

7. ARTHUR WHITMARSH, *Netheravon, Salsbury, England*

1909 MINERVA, 412 c.c., Single Cylinder, Belt Drive with 3-speed Hub Gear.



TRIUMPH
5.49 H.P. MODEL N.S.D

