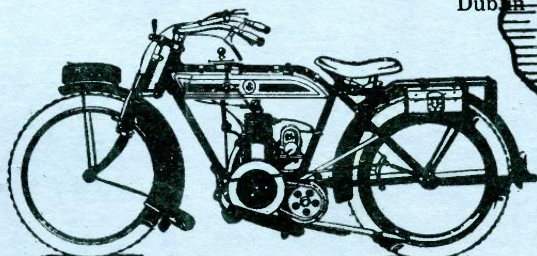


OFFICIAL PROGRAMME

4th
**IRISH NATIONAL
VETERAN MOTOR CYCLE
RALLY**

26th and 27th SEPTEMBER, 1970



ORGANISING BODY
MUNSTER MOTOR CYCLE & CAR CLUB
CORK

32

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

1916 HARLEY DAVIDSON, 989 c.c., Twin cylinder with Inlet over Exhaust valves. This is one of America's best Motor Cycles and years ahead of its time.

33

CARL LINDER-MADSEN, *Grevestrand, Denmark.*

1919/'22 HARLEY DAVIDSON, Twin cylinder, S.V., 600 c.c. This is a sports model with horizontal opposed cylinders and built-in gears in crankcase. Mr. Carl Linder-Madsen is seeing Ireland for the first time. He is Captain of the three-man team from Denmark. We are very happy to have them with us.

34

MICHAEL O'MAHONY, *Cork.*

1921 DOUGLAS, 2 $\frac{3}{4}$ H.P. Flat twin engine, Chain & Belt Drive

35

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

1921 SUNBEAM, Single cylinder, S.V., 3 $\frac{1}{2}$ H.P., Chain Drive.

36

DONALD HEMINGWAY, *Clondalkin, Dublin.*

1921 COVENTRY EAGLE, 500 c.c., Single cylinder, S.V. with Chain and Belt Drive. The power unit is Abingdon King Dick.

38

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

1922 CHATER LEA, 350 c.c., O.H.V., all Chain Drive.

39

WALTER K. ROBINSON, *Poynton, Ches., England.*

1922 NORTON, 3 $\frac{1}{2}$ H.P., Side Valve, all Chain Drive. This is Mr Robinson's first Irish Rally.

40

GEORGE E. C. BARKER, *Belfast, N.I.*

1922 ROYAL ENFIELD, 225 c.c., 2-stroke, Chain Drive, no Clutch.

41

ALLEN WILSON, *Cork.*

1922 SCOTT, Twin cylinders, Water-cooled engine.

43

ANTHONY R. CONWAY, *Royston, Herts., England.*

1923 BROUGH SUPERIOR, 996 c.c., S.V., all Chain Drive. This is the Diamond frame model, very rare indeed, and as far as is known there are only two of this model in running order in the world.

44

ALFRED R. CORDY, *Kingswood, Bristol, England.*

1923 HAWKER, 550 c.c., Single cylinder, S.V., all Chain Drive. This machine was made by the Hawker Aircraft Company and is believed to be the only surviving example.

45

DERMOT DAVIS, *Killinick, Co. Wexford.*

1923 ROYAL ENFIELD, 225 c.c., 2-stroke engine with all Chain Drive.

46

AXEL W. HANSEN, *Copenhagen, Denmark.*

1923 INDIAN, 500 c.c., Twin cylinders, all Chain Drive. This is Mr Hansen's first time in Ireland.

47

THOMAS ATKINSON, *Islandmagee, Co. Antrim.*

1923 SUNBEAM, Single cylinder, 599 c.c., S.V., all Chain Drive.

48

JOHN K. SWAN, *Cork.*

1917 A.J.S., Single cylinder, 4-stroke.

49

WILLIAM WILLIAMSON, *Crossgar, Co. Down.*
1923 B.S.A., Single cylinder 2 $\frac{3}{4}$ H.P., Chain Drive

50

BOBBY FOLEY, *Turner's Cross, Cork.*
1919 DOUGLAS, Twin cylinders, 2 $\frac{3}{4}$ H.P., Belt Drive.

51

BILL PIGOTT, *Dublin.*
1922 ROYAL ENFIELD, 1,000 c.c., Twin cylinders. An all Chain driven machine with the Enfield 2-speed Gear which has Clutches incorporated.

CLASS 'D'

55

WALTER J. BROWDREY, *Rickmansworth, Herts.*
1925 DOUGLAS, 2 $\frac{3}{4}$ H.P., H.O. Twin cylinders with Flywheel Clutch. This is Walter's first Irish Rally.

56

E. A. BECKHAM, *London, S.W. 6.*
1925 GRINDLAY PEERLESS, 996 c.c., Twin cylinders, all Chain Drive. The engine is Barr & Stroud (sleeve valve). Grindlay also made a well known side car.

57

BRENDAN, O'REILLY, *Cork.*
1925 A.J.S., 3 $\frac{1}{2}$ H.P., Side Valve, Chain Drive. This machine formerly the property of late Comdr. McDonald of Cobh is now owned by Allen Wilson.

58

ALLEN WILSON (*Jnr.*), *Cork.*
1925 TRIUMPH, 500 c.c., Single cylinder, Chain Drive.

59

TOMMY FOLEY, *Cork.*
1925 SUNBEAM, 3 $\frac{1}{2}$ H.P., Chain Drive. This machine is in original condition throughout.

60

BOB KITCHEN, *Cheshunt, Herts., England.*
1926 SUNBEAM, Single cylinder, 4 $\frac{1}{2}$ H.P., all Chain Drive. Note unusual leaf spring on the front forks.

61

ERIC BAILEY, *Cockpole Green, Nr. Wargrave, Berks., Eng.*
1930 DOUGLAS, 350 c.c., Flat twin, S.V., Chain Drive. For absolute comfortable riding this model is unbeatable.

62

KEITH R. GOODALL, *Ripley, Derbys., England.*
1926 A.J.S., 2 $\frac{3}{4}$ H.P., all Chain Drive.

63

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

64

VERNON C. NOLAN, *Eastmoor, Wakefield, Yorks.*
1926 B.S.A., 500 c.c., Side Valves Chain Drive. Only recently acquired and competing in its first Rally.

65

STEVE DOYLE, *Coventry, Warwickshire.*
1926 B.S.A., Single cylinder, 3 $\frac{1}{2}$ H.P., S.V. engine Chain Drive

66

WILLIAM GRAHAM, *Rathcoole, Co. Dublin.*
1926 TRIUMPH, 498 c.c., Single cylinder, S.V., Chain Drive.

68

GORDON HULL, Belfast.

1926 SUN, fitted with J.A.P. 300 c.c., engine, Single cylinder all Chain Drive. This is Gordon's first Rally in the South — his father is also riding to-day.

69

MISS CAROL FLEW, Kingswood, Bristol.

1926 ROYAL ENFIELD, 349 c.c., Single cylinder, Side Valve. Miss Flew is a well known competitor in major English Rallies. Both her father and brother are also riding machines in this event.

70

GRAHAM FLEW, Kingswood, Bristol.

1927 NORTON, 496 c.c., O.H.V., all Chain Drive. We welcome Graham on this his first Irish Rally.

71

WILLIAM HAIG, Walton, Wakefield, Yorks.

1927 A.J.S., 799 c.c., Twin cylinders with Side Valves and all Chain Drive.

72

MALCOLM GRAHAM, Rathcoole, Co. Dublin.

1927 RED PANTHER, 250 c.c., Single cylinder all Chain Drive.

73

GEORGE LARKIN, High Wycombe, Bucks.

1927 B.S.A., 350 c.c., Single cylinder, O.H.V., and Chain Drive.

74

SAM HULL, Belfast.

1927 SCOTT, 596 c.c., Twin Cylinders, Water-cooled. This is the 3-speed Flying Squirrel model.

75

MICHAEL SHERWIN, Alverstoke, Gosport, Hants., Eng.
1928 NORTON, O.H.V., 490 c.c., and all Chain Drive. This is the standard Model 18 Norton.

76

EVAN J. WILLIAMS, Ammanford, Wales.

1928 SUNBEAM, 492 c.c., O.H.V., all Chain Drive. Combined ages of Rider and Machine — 107 years.

77

RONALD D. BRIGGS, Haywards Heath, Sussex, England

1928 HUMBER, Single cylinder, 2 $\frac{3}{4}$ H.P., Side Valve. This is Ron's second Irish Rally.

78

ARTHUR J. MORTOMER, Cheltenham, Glos., England.

1928 REX ACME, 348 c.c., Single cylinder with O.H.V. This machine is fitted with the famous Blackburne racing engine with the outside flywheel which was so popular in the vintage era. This machine was built for competition work at Brooklands.

79

DON BELL, Middle Littleton, Eversham, Worcs., England

1928 RUDGE WHITWORTH, 500 c.c., O.H.V., and all Chain Drive. This is the actual machine on which the late Graham Walker won the 1928 Ulster Grand Prix. It is now the property of the Montagu Motor Museum.

81

ARTHUR E. JAMES, Wrexham, Denbighshire, Wales.

1928 SUNBEAM, 497 c.c., Single cylinder, O.H.V., all Chain Drive.

82

GEORGE W. KINGSTON, Cork.

1928 ROYAL ENFIELD, 225 c.c., Single cylinder 2-stroke engine.

83

MRS BUNNY STYNES, *Clondalkin, Dublin.*

1928 ROYAL ENFIELD, 225 c.c., 4-stroke with all Chain Drive and 3-speed Gear Box. Mrs Stynes is a very keen motor cyclist and every year competes in most Irish Rallies.

84

RICHARD J. PHILPOTT, *Dublin.*

1928 SCOTT, Twin cylinder (water-cooled), 596 c.c., all Chain Drive.

85

REV. FR. JOHN FIELD, *Newry, Co. Down.*

1928 SCOTT, 600 c.c., 2-stroke water-cooled engine with Chain Drive.

86

C. E. "TITCH" ALLEN, *Ibstock, Leicestershire, England.*

1929 SCOTT, This make needs little introduction. This machine was owned from 1930 by the late Frank Banks. He covered over 200,000 miles on it and was preparing it for the Second Irish National Rally when he died.

87

WILLIAM O. LAND, *Bislop, Cleeve, Cheltenham, England*

1929 SCOTT, 500 c.c., Twin cylinder 2-stroke.

88

WILLIAM J. LINEY, *Paddington, London, W 9.*

1929 SCOTT, 596 c.c., Twin cylinder, water-cooled, all Chain Drive.

89

MISS MAUREEN TUFFY, *Liverpool, England.*

1929 RADCO, 147 c.c., 2-stroke. This rare ladies' model sold for £22 when new. Miss Tuffy has been coming to Irish Rallies since 1967, thank you Maureen for your support.

90

MICHAEL MURPHY, *Carrick-on-Suir, Co. Tipperary.*

1929 NEW IMPERIAL, 2 $\frac{3}{4}$ H.P., Single cylinder, S.V., Chain Drive.

91

DAVID HAMER, *Rossendale, Lancs., England.*

1929 B.S.A., Single cylinder, S.V., 249 c.c., Chain Drive.

92

JOHN ROBERTSON, *Netley, Southampton.*

1929 BROUGH SUPERIOR, 996 c.c., Twin cylinder, O.H.V., This machine is fitted with a JAP (JTOR) engine. Note swinging arm rear suspension and twin Headlamps.

93

R. J. QUICK, *The Mills, Fermoy, Co. Cork.*

1930 SUNBEAM, 493 c.c., O.H.V., all Chain Drive. The owner, riding this machine, competed in Sprints, and Hill-climbs, against modern machinery, right up to the present.

94

ERIC SANDERS, *Castleford, Yorks., England.*

1930 ARIEL, Single cylinder, 4-valve, 500 c.c., Chain Drive through Burman Gear Box.

97

CHARLES RUMBLE, *Liverpool.*

1927 SUNBEAM, 493 c.c., Single cylinder, Side Valve, Chain Drive.

98

JOHN CUMMINGHAM, *Liverpool.*

1927 A.J.S., Single cylinder, 275 c.c., Side Valve, Chain Drive

99

BILLY DONEGAN, Newtown, Charleville, Co. Cork.
1927 SCOTT, 596 c.c., water-cooled, all Chain Drive. This machine was found in a ditch some six months ago.

100

NOEL HICKEY, Cobh, Co. Cork.
1929 LEVIS, 2-stroke, all Chain Drive.

109

MARCUS M. THOMPSON, Dalkey, Co. Dublin.
1924 A.J.S., 7 H.P., Side valve, Chain Drive.

CLASS 'E'

104

PADDY BASSETT, Glanmire, Cork.
1919 MORGAN GRAND PRIX, 1,100 c.c., Twin cylinder (water cooled) with Inlet over Exhaust Valves.

105

BOB THOMPSON, Blackrock, Dublin.
1919 SUNBEAM (COMBINATION), 500 c.c., Single cylinder. This outfit has been appearing in Veteran events in Ireland for the past 20 years.

106

FRANK MARCHINGTON, Buxworth, Cheshire, England.
1921 BRADBURY (COMBINATION), 6 H.P., Side Valve and all Chain Drive.

107

JOHN S. GUY, Eastleigh, Hants., England.
1923 B.S.A. (COMBINATION), 557 c.c., Single cylinder, Chain Drive.

108

DANIEL CROWLEY, Cork.
1924 TRIUMPH MODEL P. (COMBINATION), 5 H.P., Single cylinder, all Chain Drive.

110

DOUGLAS CUSHING, Kingston-on-Thames, England.
1925 NORTON, 690 c.c., with O.H.V., and all Chain Drive. It is fitted with a genuine T.T. Hughes racing sidecar.

111

R. C. RICHENS, Bristol England.
1926 SUNBEAM (COMBINATION), 499 c.c., Single cylinder, O.H.V., Chain Drive.

112

F. A. SAYERS, Bristol, England.
1926 MATCHLESS (COMBINATION), 593 c.c., O.H.V., Chain Drive. This machine is known as a Model 'M', a very rare model, unfortunately very few exist to-day.

113

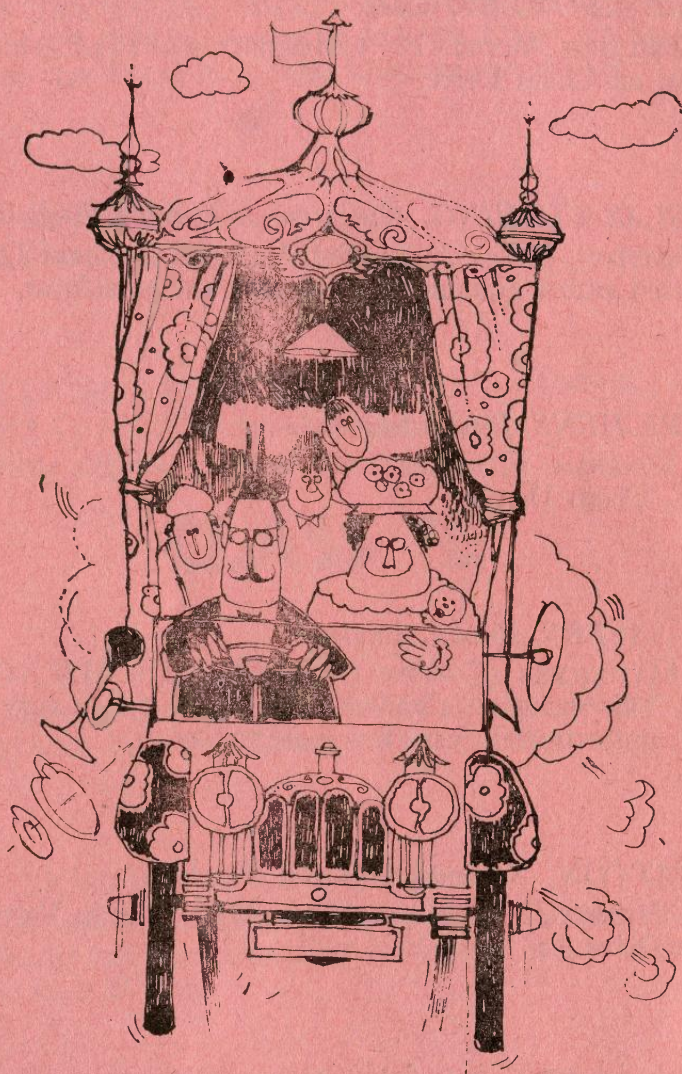
T. HATTON, Stevenage, Herts., England.
1926 TRIUMPH P, (COMBINATION), 494 c.c., Side Valve, all Chain Drive.

114

CHRIS BOOTH, Rolvenden, Kent, England.
1927 MORGAN THREE-WHEELER. This model is fitted with a British Anzani water-cooled engine of 1,076 c.c. with O.H.V.

115

RON CRESSWELL, London.
1927 TRIUMPH, 498 c.c., Single cylinder, O.H.V., Chain Drive. The side car is quickly detachable and can be used as a boat.



WHATEVER IT IS YOU ARE DRIVING
REGARDLESS OF SIZE, SHAPE OR SMELL,
IF YOU WANT TO BE SURE OF ARRIVING
ONTIME AT A DINGERLY DELL,
MAKE SURE YOUR ENGINE IS THRIVING
AND GARGLING ON GOODMILEAGESHELL!

GOODMILEAGE



116

CHARLES JENNER, *Handcross, Haywards Heath Sussex.*
1927 MORGAN THREE-WHEELER, Twin cylinder, Side Valve engine.

117

JOHN ELLIS, *Celbridge, Co. Kildare.*
1927 HARLEY DAVIDSON (COMBINATION), 989 c.c., Inlet over Exhaust valves. A powerful American Motor Cycle with Vee Twin engine. The makers still produce motor cycles almost similar to this model.

118

WALLY FLEW, *Kingswood, Bristol.*
1927 A.J.S. (COMBINATION), 498 c.c., Single cylinder, O.H.V. Chain Drive.

119

JOE SPINKS, *Luton, Bedfordshire.*
1929 SUNBEAM, (COMBINATION), 3½ H.P., O.H.V. This is Joe's second Irish National Rally.

120

JOHN JAMES NARRAMORE, *Birmingham, England.*
1930 B.S.A. (COMBINATION), 770 c.c., Twin cylinder, Side Valve. Popular family outfit of the 1930s, also used by the Police for Patrol work. Mrs Narramore is navigator.

121

N. D. ANDREWS, *Bishopston, Bristol England.*
1930 SUNBEAM MODEL 9, 493 c.c., O.H.V., Chain Drive.

122

JOHN F. PINKERTON, *Birmingham.*
1927 ROYAL ENFIELD (COMBINATION), Twin cylinders 976 c.c. all Chain Drive.

CLASS 'F'

130

S. D. FRANCIS, *Clevedon, Somerset, England.*
1931 A.J.S., 500 c.c., Single cylinder, Chain Drive.

131

ARNE CEDERBERG, *Farum, Denmark.*
1931 HARLEY DAVIDSON, Twin cylinder, Side Valve, Chain Drive. Mr. Cederberg has come specially from Denmark to ride in this Rally.

132

ROBERT MAIN, *Gloucestershire, England.*
1932 MORGAN, fitted with JAP, water-cooled engine of 1,000 c.c. This is the Super Sports 3-speed model of Morgan.

133

M. BAMBER, *Brighton, Sussex, England.*
1932 MORGAN, THREE-WHEELER, with 1,100 c.c. engine of Twin cylinders with Overhead Valves.

134

RICHARD PHILPOTT, *Mallow, Co. Cork.*
1932 COVENTRY EAGLE, 148 c.c., 2-stroke, all Chain Drive.

135

WILLIAM G. PEALING, *Litherland, Liverpool.*
1932 COVENTRY EAGLE, 147 c.c., 2-stroke, all Chain Drive.

136

MICHAEL D. MILLER, *Malahide, Dublin.*
1933 MORGAN, This car is fitted with the Matchless 1,100 c.c. Vee Twin engine with O.H.V. It came Second in the Vintage Car Race at Mondello in March 1969.

137

MICHAEL CRONIN, *Cork.*
1933 RUDGE, 2½ H.P., Single cylinder with Radial Valves and all Chain Drive.

138

KEN McALLISTER, *Malahide, Dublin.*
1934 MORGAN, This car is fitted with Ford E93A engine. It was the property of the late Colonel Dunlop and has been kindly loaned by his daughter for this Rally.

139

JOHN M. HOULIHAN, *Brighton, Sussex, England.*
1934 MORGAN SUPER SPORTS, 990 c.c., Twin cylinder, O.H.V. This is a competition machine with chassis dimensions to Brooklands wide track pattern.

140

ROY V. WALTERS, *Brighton, Sussex, England.*
1934 MORGAN THREE-WHEELER, 990 c.c., Twin cylinder, O.H.V. engine — sparks via coils and distributor.

141

D. G. F. FRIPP, *Beckenham, Kent, England.*
1935 MORGAN SPORTS, 1,025 c.c., Twin Cylinder. This machine has raced successfully against vintage cars and three-wheelers.

142

PETER BULL, *Co. Kilkenny.*
1935 B.S.A. (COMBINATION), 1,000 c.c., Twin cylinder with Side Valve engine.

143

DAVID J. BATE, *Stockton Heath, Warrington.*
1937 COTTON/JAP SPECIAL, 500 c.c., Single cylinder, O.H.V. with Belt Drive.

144

PHILIP WARD, Malmesbury, Wilts., England.

1936 B.S.A., Single cylinder, 500 c.c., O.H.V. Chain Drive.

145

BOB BRIND, Henley-on-Thames, Oxon., England.

1937 B.S.A., Single cylinder, O.H.V., 250 c.c. This is Bob's fourth Irish Rally and his ambition is to ride a different machine each year.

146

JOHN H. FARRELL, Leytonstone, London.

1937 B.S.A., Single cylinder, 496 c.c., O.H.V., Chain Drive.

147

PETER BIGNELL,, Hayes, Middlesex, England.

1937 SUNBEAM, 350 c.c., O.H.V., Chain Drive. This machine was unused from 1953 to 1970. Most of its paintwork is manufacturer's original.

148

DAN MacDIARMUID, Luton, Beds.

1937 EXCELSIOR, 348 c.c., with O.H. Camshaft and all Chain Drive through a 4-speed Gear Box.

149

WILLIAM HYNDS, Ardglass, Co. Down.

1937 SCOTT, Two cylinder (water-cooled), 498 c.c., 2-stroke, all Chain Drive. This machine is in daily use.

150

IAN THOMPSON, Dedworth, Windsor, Berks.

1937 NORTON INTERNATIONAL, 490 c.c., O.H.V., Single cylinder with all Chain Drive. This machine is to full racing specification.

151

PETER MOORE, Wroughton, Nr. Swindon, Wilts., Eng.

1938 ARIEL, Single cylinder, Side Valve, all Chain Drive, 600 c.c. This machine is in 'as found' condition.

152

W. ROY DEANE, Ammanford, South Wales.

1939 B.S.A., Single cylinder, 349 c.c., O.H.V., all Chain Drive

153

RICHARD J. WARNE, Newbury, Berks., England.

1939 ARIEL, Single cylinder, O.H.V., all Chain Drive, 350 c.c.

154

PHIL HEATH, Queniborough, Leicester, England.

1939 NORTON, 490 c.c., Single cylinder, O.H.V., chain Drive. This machine was bought for 50/- seven years ago.

155

PATRICK PENNY, Kilkenny City.

1940 B.S.A., 500 c.c., Single cylinder, S.V., Chain Drive.

CLASS 'G'

165

PETER JOHN, Swindon, Wilts., England.

1942 B.S.A., 496 c.c., Single cylinder, Side Valve. Known as the 'Ugh', this machine was bought in running order and with a new Plug for 15/-.

166

PATRICK N. ALLEN, Old Park, Bandon Co. Cork.

1945 B.S.A., 600 c.c., Single cylinder, Chain Drive. This machine is in daily use on Mr. Allen's farm.

167

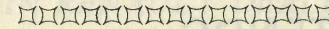
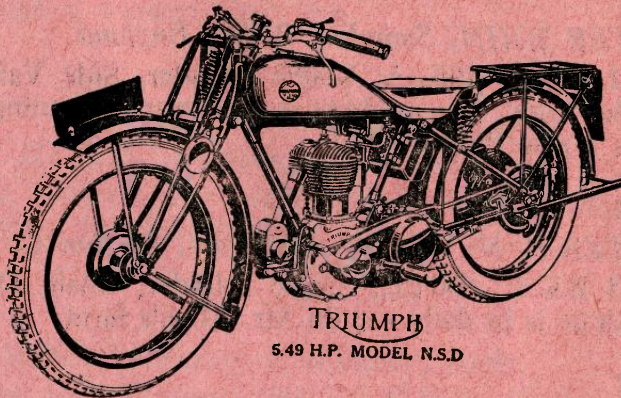
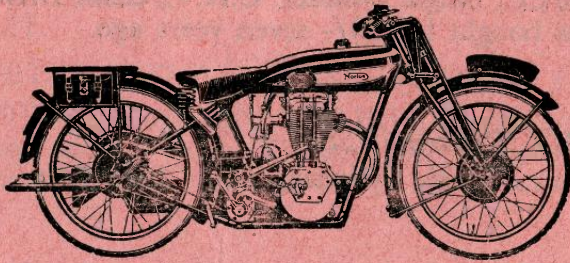
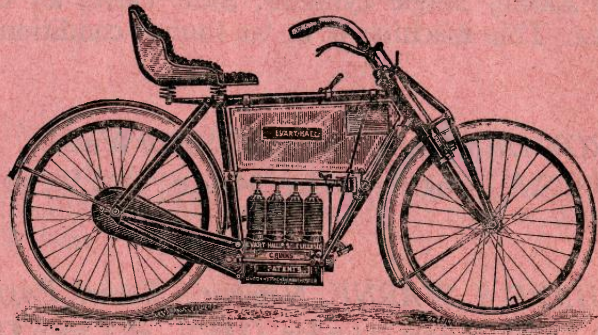
MRS SAL TIVY, Youghal, Co. Cork.

1945 SUN, 1½ H.P., 2-stroke, Chain Drive.

1928 REX-ACME — BLACKBURNE. A. J. Mortomer

Arthur Mortomer is the President of the Vintage Motor Cycle Club and is also the Editor of his Club's very popular monthly magazine. He is making his second visit to Cork having ridden in the 1968 National Rally on the Royal Enfield which took 3rd place in the 1914 Junior T.T. This year he brings another racing machine a 1928 Rex-Acme (No. 78).

The 348 c.c. Blackburne with the outside flywheel was extremely popular among the racing fraternity in the Vintage Era. Among the 'stars' who used Blackburne powered Rex Acme machines were Wal Handley, Eric Fernihough, M. D. Whitworth and C. S. Staniland. This particular machine began its racing life at Brooklands and was last used in anger in the post-war Gatwick Sprints. Apart from this, little is known of its history, but it is safe to say that the liberal drilling of parts of the machine was to reduce weight and there is no truth in the rumor that it was built from a Meccano set.



1928 RUDGE WHITWORTH — W. D. BELL

Don Bell, President of the Vintage Motor Cycle Club in 1957 and 1968, is a regular visitor to Cork. He has been here for the last two National Rallies though this is the first time he has ridden and Lord Montagu has loaned him the 1928 Rudge (No. 79) from his museum for the occasion.

This is the machine on which the late Graham Walker won the 1928 Ulster Grand Prix over the Clady Circuit at 80.78 M.P.H. and became the first man to win a long distance road race at over 80 M.P.H. On the way to this historic victory he set up a new lap record at 82.09 M.P.H. Graham Walker also won the Dutch Grand Prix and the Leinster "100" on the same machine. The famous line of Rudge "Ulster" sports machines, introduced in 1929 were so named to mark this victory.

Note the extension to the brake pedal and the Bowden cable operated steering damper which the rider controls with his thumb, both are original modifications by Graham Walker.

B+I MOTORWAY

EXTENDS

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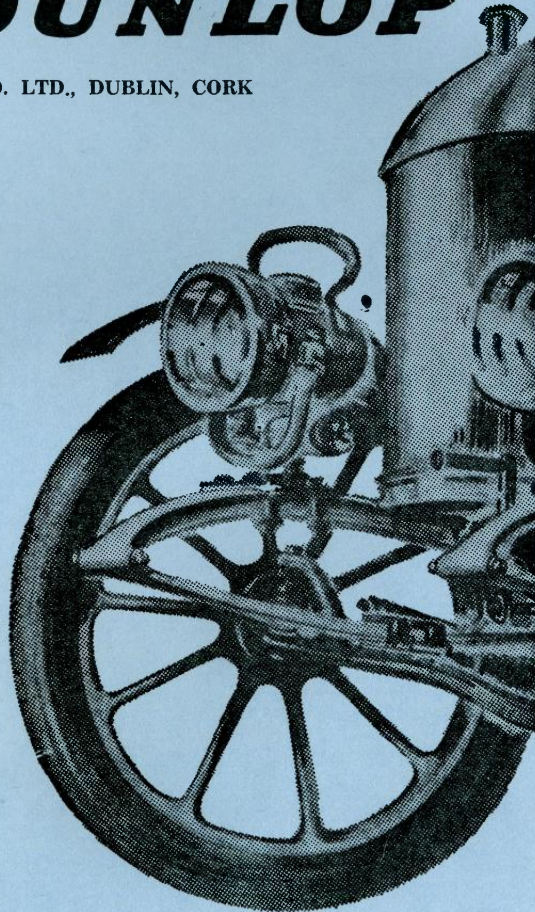
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MUNSTER MOTOR CYCLE AND CAR CLUB LTD.

Vernon Mount, Cork, Ireland.



Fourth Irish National Veteran Motor Cycle Rally

(Incorporating Vintage and Post Vintage Classes)

26th and 27th SEPTEMBER, 1970

ORGANISING COMMITTEE:

J. M. HENNESSY, R. H. TILSON, A. M. CANTY
P. MORRISSEY

STEWARD:

A. M. CANTY

CLARK OF COURSE:

J. M. HENNESSY

SECRETARY OF THE MEETING

P. MORRISSEY

RESULTS CLARK:

J. D. O'LEARY

ACCOMMODATION OFFICER:

MRS. J. MORRISSEY

TRANSPORT OFFICER:

J. M. O'MAHONY

MACHINE EXAMINERS:

SEAN F. WALSH E. CARPENTER

JUDGES:

STANLEY WOODS, CHARLES MANDERS,
DOUGLAS DUNFORD, C. E. 'Titch' ALLEN
ARTHUR J. MORTOMER, DON BELL, JOHN ELLIS

A competition held under the General Competition Rules of the Motor Cycle Union of Ireland (Southern Centre) and the Supplementary Regulations of the Munster Motor Cycle and Car Club, Ltd.

The Competition is held under Waiver of Permit.

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CORK

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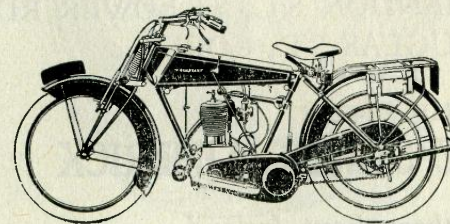
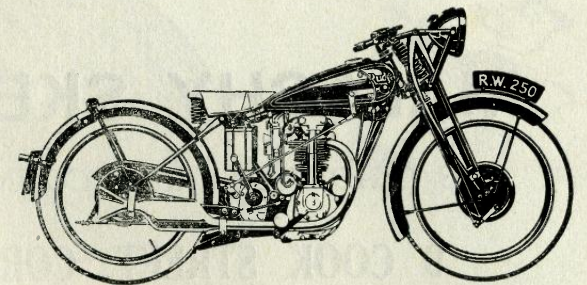
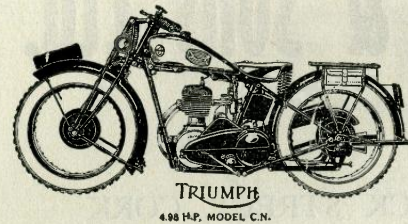
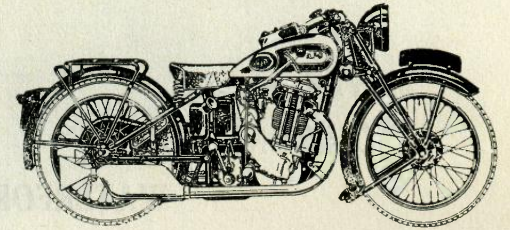
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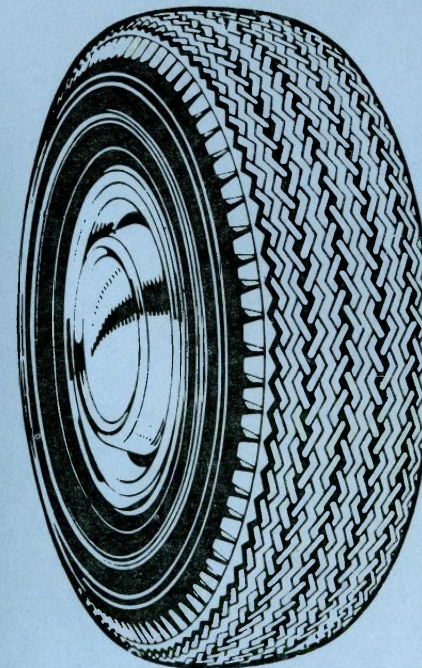
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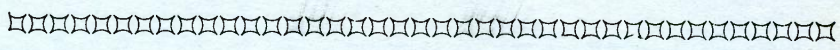
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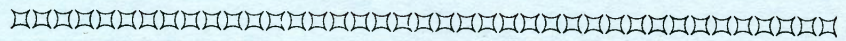
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*Greetings from the
Lord Mayor of Cork*

It is my pleasant privilege, as Lord Mayor of Cork, to welcome to our City the many enthusiasts and spectators to our Fourth Irish National Motor Cycle Rally here.

Since this event first commenced four years ago, it has grown not alone in the number of people participating but in stature, and we in Cork are deeply appreciative of the efforts of the Munster Motor Cycle and Car Club in giving us the opportunity of meeting so many motor cycle enthusiasts

I hope that the welcome extended to our visitors last year, and the previous two years, will be repeated this year.

With best wishes.

ALD. PETER BARRY, T.D.,
Lord Mayor of Cork.

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"Titch" Allen

This year's rally is honoured by the entry of C. E. Allen, B.E.M., (No. 86) known the world over as "Titch" and immortalised by his part in motorcycling history in founding the Vintage M.C.C. just after the War. That his ideas were, and are, right is emphasised by the current club membership of over 3,000.

His early riding days tend to be shrouded in the mists of antiquity. Certainly he rode motorcycles before the War (the Second World War we mean) when he was a junior reporter with a local Leicestershire paper.

During the war he darted hither and thither as a Despatch Rider, being awarded the British Empire Medal for some exploit which he refers to as "delivery of the Colonel's washing". He was a successful Services Trials rider, winning the major award in several trials of the period — on s.v. M.20 B.S.A.s, and other like models.

But he really blossomed when the Vintage Club was mooted in the pages of "Motor Cycling". The then editor, the late Graham Walker, encouraged correspondence about the Club and "Titch" it was that volunteered to organise it.

Though small in stature, he is not one to be overlooked in any motorcycling crowd, for he is always the one in the middle, propounding theories and demonstrating their practicability.

A man with a host of friends, a small but wide collection of motorcycles (two Scotts, two Broughs, two Morgans and sundry Velocettes and Nortons) and no known enemies, we hope he will enjoy his trip here, demonstrating the practical side of the Vintage M.C.C., ensuring that a new generation can marvel at the handiwork of the pioneers".

We marvel at "Titch" — pioneer of Vintage motorcycles, which means the best in motorcycling.

"Crony".

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**A Céad Míle Fáilte
— TO YOU**

I am privileged to be your President on this the occasion of the Fourth National Veteran Motor Cycle Rally.

To our overseas visitors I echo the sentiments of all, in offering you the renowned hospitality of this Green and Misty Isle. May your enjoyment be limitless during your days with us, and may you derive boundless pleasure from our Rally and its Trimmings.

To our local Veteran enthusiasts and indeed to all competitors and their friends from the 32 counties of Ireland, the courtesy, comradeship, and cordiality that are synonymous with Vernon Mount and its members, are yours to enjoy to the full.

To praise the Veteran Committee would be fruitless. Their record to date has been an example of unselfish dedication that has ensured faultless efficiency in the organisation of four National Rallies.

Lastly, to you spectators, a cordial welcome to our Rally and while you appreciate the craftsmanship and splendour of these Veteran and Vintage ladies cast a thought for the patient hours of laborious restoration that was spent in redeeming their original elegance.

To everyone, may you have an enjoyable week-end and let us hope that your sojourn in the Metropolis of the South will be memorable. This is my wish for you.

T. K. ENGLISH, President,
Munster Motor Cycle and Car Club.

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Rally Information

SATURDAY, 26th:

All competitors will arrive at Hotel Blarney at 9.30 a.m. and will be parked in groups according to their age.

From 10.00 to 12.00 noon the machines will be on display, while the judging of the Concours d'Elegance takes place.

THE START of the Road Section of the Rally will commence at 1.00 p.m. when the first group of machines get away.

The first group will be the faster machines (Nos. 93 to 167) and their route is via main road to Mallow.

They will turn left at the Majestic Ballroom outside Mallow and proceed via Sugar Factory on to main Mallow-Killarney road and then travel through Kanturk, Broadford, Abbeyfeale, Castleisland, Ballydesmond, Rathmore to Killarney, arriving at the outskirts at about 4.45 p.m.

The older machines which average a lower speed will take the shorter route via the main road from Mallow Sugar Factory direct to Rathmore and on to Killarney.

They will be started in groups at times from 1.15 p.m. to 2.36 p.m. and should also arrive near Killarney about 4.45.

SUNDAY, 27th:

All competitors will leave the Glen Eagle Hotel, Killarney between 3.00 and 3.30 p.m. and travel by the direct road via Ballyvourney, Macroon to Ballincollig, arriving there before 6.30 p.m.

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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 Fourth National Veteran Motor Cycle Rally. For all the help and assistance we offer our most sincere thanks

For outstanding help we offer our special thanks to the following —

- BORD FAILTE EIREANN,
GUINNESS GROUP (Ireland) LTD.
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THE GARDA SIOCHANA.

and last but by no means least, to the competitors, without whom there would be no Rally.

The machines listed in this programme provide a unique opportunity to study the development of the motor cycle from its infancy to the fully grown up machine of to-day.

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

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

7

TONY CARTON, *Lusk, Co. Dublin.*

1908 TRIUMPH, 350 c.c. Single cylinder, Direct Drive with rear Hub Clutch.

8

MISS SHEILA SMITH, *Goodmayers, Essex.*

1911 TRIUMPH, S.V., Hub Gears. Miss Smith is on holiday from Rhodesia — we welcome her on this her first visit to Ireland.

CLASS 'B'

14

ALFRED L. SAVAGE, *Farnborough, Hants.*

1911 RUDGE, 500 c.c. Single cylinder engine with O.H. Inlet and side exhaust valves. This machine is reputed to be the oldest running Rudge.

15

MRS MARJORIE SAVAGE, *Farnborough, Hants.*

1913 B.S.A. Single cylinder, S.V., 500 c.c. Belt Drive. This is a T.T. Model, capable of over 60 M.P.H. and the winner of many awards.

16

FELIX BURKE, *Cheltenham, Glos., England.*

1913 WILLIAMSON, 962 c.c. all Chain Drive, S.V. engine. The engine is a flat twin water cooled unit with cone type foot operated Clutch. This machine, driven by Felix with Mrs Burke in the chair, competed in this year's Durban to Johannesburg Rally and was awarded the trophy for the oldest machine with the best performance.

17

JEFF DAVIS, *Shefford, Beds., England.*

1913 ROVER COMBINATION, 499 c.c., Chain and Belt Drive, Single cylinder, Side Valve engine.

18

PHILIP TIVY, *Youghal, Co. Cork.*

1913 BRADBURY, Single cylinder, 500 c.c., Belt Drive.

19

RICHARD ROHU, *Innishannon, Co. Cork.*

1913 RUDGE MULTI, Single cylinder, S.V., Belt Drive.

20

PETER MILLER, *Killinick, Co. Wexford.*

1914 DOUGLAS, 2 $\frac{3}{4}$ H.P., Flat twin, Chain and Belt Drive, 2-speed Gear Box and no Clutch.

21

JOHN C. PANE, *Rockley, Cumnor, Oxford.*

1914 CLINO COMBINATION, 6.7 H.P., Twin cylinder, Side Valve and Chain Drive through Countershaft Gear Box.

22

JOHN STYNES, *Clondalkin, Dublin.*

1914 TRIUMPH, 3 $\frac{1}{2}$ H.P. Single cylinder, Chain and Belt Drive.

CLASS 'C'

30

WILLIAM J. McCOMB, *Muckamore, Co. Antrim.*

1915 CALTHORPE, 292 c.c., Single cylinder, S.V., Chain and Belt Drive. This is a beautifully restored machine and worthy of examination.

31

DENNIS HARRIS, *Cookham, Berkshire, England.*

1915 HARLEY DAVIDSON, 989 c.c., Twin cylinder engine with Inlet over Exhaust valve arrangement.