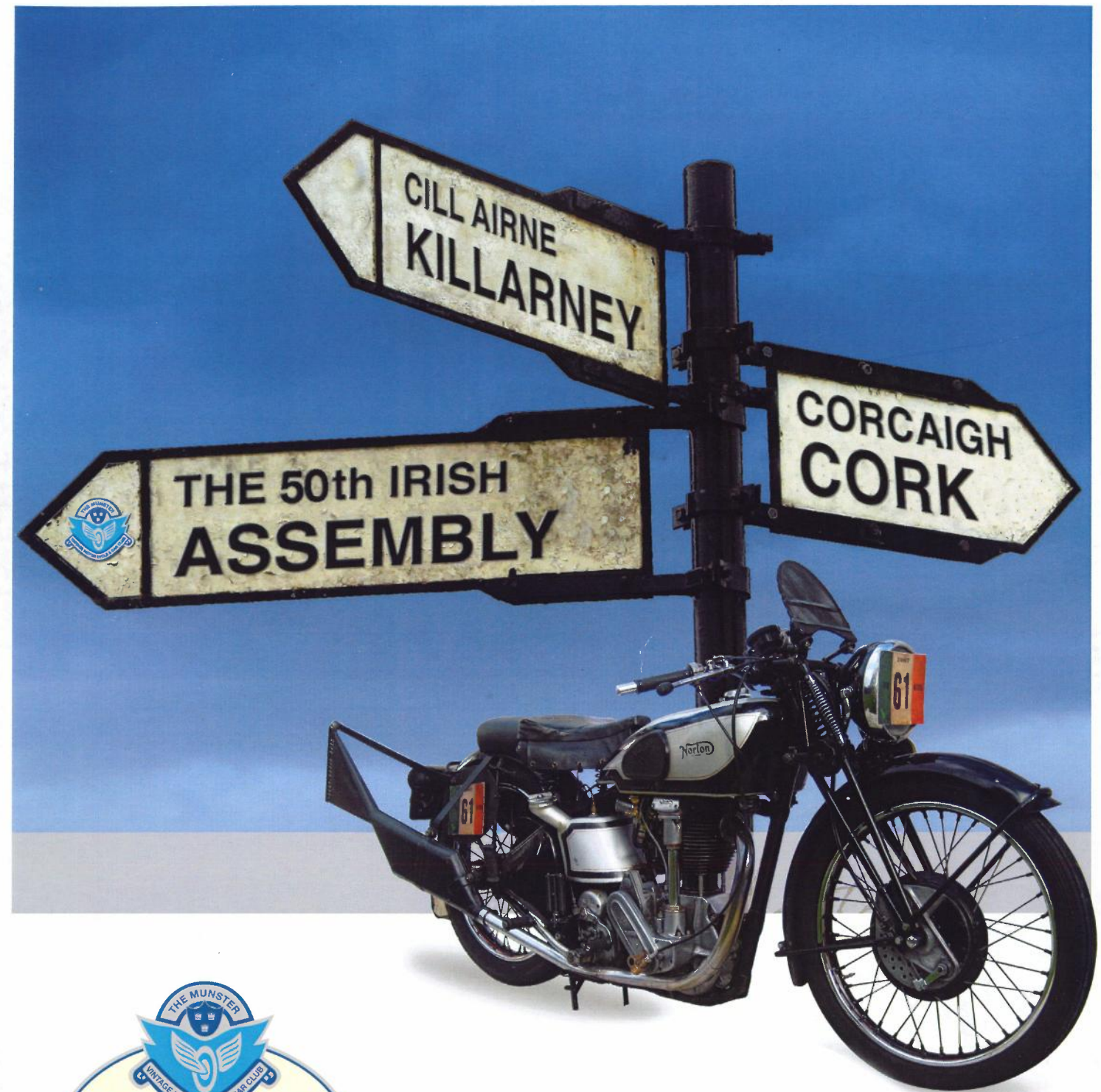




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GOLDEN JUBILEE OFFICIAL PROGRAMME



1ST PROGRAMME COVER AND ENTRY LIST 1967



LIST OF ENTRIES

Year	Make	Reg. No.	Driver & Address	Class	STARTING POINT
1	1905	New Hudson	N.288 Comdr. P. J. McDonald, Cobh, Co. Cork	1	Cork
2	1907	Triumph	IE.415 Lionel Cohen, Cork City.	1	Clonmel
24	1908	Triumph	RI.1910 Tony Carton, Lusk, Dublin.	1	Clonmel
22	1908	Revere	IR. 551 Liam Gargan, Swords, Co. Dublin	1	Clonmel
21	1908	Triumph	IC. 56 Don Hemmingway, Clondalkin, Dublin.	1	Clonmel
23	1908	Triumph	PI.382 Jim Boland, Clondalkin, Dublin.	1	Clonmel
25	1909	Rudge	WI. 7 Bill Piggott, Blackrock, Dublin.	2	Cork
4	1910	Triumph	CI. 356 Mike Erskine, Salisbury, England.	2	Cork
14	1912	Premier	IC.696 George Kingdon, St. Lukes, Cork.	2	Clonmel
12	1912	Triumph	PI.421 Denis Murphy, White's Cross, Cork.	2	Cork
28	1913	B.S.A.	IM. 98 John Greone, Glenageary, Dublin.	2	Clonmel
5	1913	Sus-Villiers	WI.1444 Michael O'Mahony, Turners Cross, Cork.	2	Cork
15	1913	Bradbury	IF.795 Phil Tivey, Rochestown, Cork.	2	Cork
27	1913	Triumph	RI. 7431 Jack Stynes, Clondalkin, Dublin.	2	Clonmel
6	1914	Wall Auto Whl.	NI 93 Jack Murphy, Cork.	2	Cork
11	1914	Douglas	Y.7601 Bill Moore, Reading, Berks, England.	2	Clonmel
30	1914	B.S.A.	NI.1332 Osmond Bennett, Johnstown, Kilkenny.	2	Cork
29	1914	Rudge Multi	IK.1587 Lian Clarke, Laytown, Co. Cork.	3	Cork
10	1914	Premier	FL. 76 E. Hills, Cobh, Co. Cork.	3	Clonmel
31	1914	Douglas	BL.5087 Jerry Scarlett, Saggart, Co. Dublin.	3	Cork
33	1915	Sunbeam	IR.700 John Moore, Reading, Berks, England.	3	Cork
9	1916	O.K.Jap	6656 RZ Douglas Dunford, Southampton, England	3	Clonmel
26	1915	Calthorpe	Wm. J. McComb, Huckamore, Co. Antrim.	3	Cork
16	1919	Douglas	Bill O'Brien, Monkstown, Cork.	3	Clonmel
17	1920	Carfield	JI.2476 Bill Perks, Pleasure Beach, Youghal.	3	Cork
7	1921	Trafford	YI.2781 John McKay, Little Island, Cork.	3	Clonmel
48	1921	Triumph	YI.2536 Ellis Kelly, Kilmainham, Dublin.	3	Cork
35	1923	A.J.S.	ID. 737 David Johnston, Washington St. Cork.	3	Cork
18	1923	Douglas	Eric Williams, Gardiners Hill, Cork.	3	Clonmel
49	1923	A.J.S.	James Frayne, Naas, Co. Kildare.	4	Cork
37	1925	Sunbeam	PI.1407 Thomas Foley, Congress Rd., Cork.	4	Clonmel
38	1925	Triumph	PI.2993 Allen Wilson, Lortto Park, Cork.	4	Cork
36	1925	A.J.S.	10.2233 Dr. T. K. English, S.C.R., Dublin	4	Cork
50	1925	A.J.S.	Z. 3423 Harry O'Reilly, Newry, Co. Down.	4	Waterford
41	1926	B.S.A.	Rev. Fr. John Field, Newry, Co. Down.	4	Clonmel
40	1926	B.S.A.	Bobby Foley, Turners Cross, Cork	4	Cork
52	1927	Edge Whitworth	PI.3947 Bobby Foley, Turners Cross, Cork	4	Cork
51	1927	Scott	WL.1645 Stan Rea, Gloucester, England.	4	Clonmel
42	1928	Royal Enfield	PE.6018 James A. Mooney, la, Essex St. Belfast	4	Waterford
43	1928	A.J.S.	Z. 1004 Tim O'Shea, Blackrock, Cork.	4	Clonmel
54	1929	New Imperial	OT.8464 R. W. Brind, Henley-on-Thames, England	4	Waterford
53	1929	Scott	TF.2411 Michael Murphy, Callan, Co. Kilkenny	4	Clonmel
55	1930	Sunbeam	HY.1117 Frank H. Banks, Waltham Cross, England.	4	Waterford
3	1909	Minerva	HI.2026 David O'Brien, Mullinahone, Co. Tipp.	5	Cork
47	1919	Sunbeam	Richard J. Quick, London, S.W. 9	5	Clonmel
34	1919	Morgan	Arthur Whitmarsh, Netheravon, England	5	Cork
39	1925	Triumph	AM.2210 Arthur Gibson, Dublin.	5	Cork
57	1932	Levis	FM.4002 Chick Gibson, Dublin.	5	Clonmel
58	1935	B.S.A.-JAP	RI.9142 Paddy Bassett, Glanmaree, Co. Cork.	6	Clonmel
59	1935	Cotton-JAP	PI.3663 Paddy Bassett, Glanmaree, Co. Cork.	6	Clonmel
60	1937	Scott	RI.9142 Dan Crowley, Military Road, Cork.	6	Clonmel
61	1937	Norton	PI.3663 Leo Mulvaney, 2, St. Patrick's Tce. Dublin.	6	Clonmel
32	1938	Sun	ZI.9435 Peter A. Bull, Holywood, Co. Down, N.I.	6	Clonmel
			LI.2524 F.W. Robertson, Holywood, Co. Down, N.I.	6	Clonmel
			GXV.549 F.W. Hynds, Ardglasa, Co. Down, N.I.	6	Waterford
			LWL.865 Wm. Hynds, Ardglasa, Co. Down, N.I.	6	Cork
			DLO.865 Ian Thompson, Richmond, Surrey, England.	6	Cork
			ZK.2669 Colin Chambers, Fairwater, Cardiff, Wales	6	Cork

Programmes for all 50 years are now available on www.irishnationalrally.com



WELCOME

Dear Friends,

This year we have achieved a major milestone - the 50th Irish National Motorcycle Assembly. Having organised over 20 of these rallies, we can look back with pride at the enjoyment and pleasure that we have given you over the years.

In honour of the occasion, as well as this programme, we have produced a book. This book is a record of the events and also captures the atmosphere over the last 49 years. I would like to thank all the contributors of articles and photographs, and especially thank Editor Phillip Tooth as well as Robert Swan, who has competed in most of the 49 rallies, for compiling his memories, his photographs, as well as checking and proof reading.

We have also managed to gather all programmes for the last 49 events. These have been scanned, uploaded and can be viewed on the Rally website www.irishnationalrally.com

I would like to pay tribute to those who started the event and sadly no longer with us, Paddy and Julia Morrissey, Mick O'Mahony, Brendan & Bridget O'Reilly to mention a few. It is unlikely that, in 1967, they could foresee the huge success that the event would become. I would also like to pay tribute to the members, helpers and their families who continued to run the event, for their enthusiasm and dedication, and for all their work down through the years.

In addition, I would like to thank the current organising committee, marshals, timekeepers, van drivers and breakdown crew. Their continuous efforts and tireless work ensures that the Rally happens.

I would also like to thank Fáilte Ireland for their gift bags and Heineken Ireland for the sponsored bar. I ask that you support them, not alone during the Rally, but also during the rest of the year.

To the management and staff of the Castlerosse Hotel and all the Hotels we visit - we thank you and appreciate the hospitality and continued support you provide.

Finally, I would like to thank you the competitors. We thank you for entering and appreciate your continued support and, with entrants from many Nations, for making it a truly International event.

Wishing you all a safe and memorable Rally in 2016.

Here's to the next 50!!

Morgan O'Regan

Event Organiser



The event organisers acknowledge the input of Lee Press Ltd in the design, layout and printing of this programme. Cover photos courtesy of Mike Jackson, Ian Thompson and Till Schwarzlose

50th Irish National Motorcycle Assembly 2016

Organising Committee: Morgan O'Regan (Chairman), Joe Dwyer,
Chris O'Mahony (Hon. Sec.), Barbara O'Donovan,
John O'Regan & Alan Cavanagh

Officials:

Event Organiser/Route Designer: Morgan O'Regan

Assistants: Joe Dwyer
Chris O'Mahony
John O'Regan

Programme: Chris O'Mahony

Social Evening: Barbara O'Donovan

Repairs: Paddy Guerin

Recovery Team: Alan Cavanagh
Ken Kelleher
Barry O'Mahony
Noel O'Donovan
Noel O'Sullivan

Check Point Marshals: Kazi Dwyer
Roma Huffe
Barry O'Mahony
Stephen O'Mahony
Clare O'Sullivan
Miriam Winters

Results Team: Anne O'Mahony
Bernice O'Regan

Concours d'Elegance Judging: Robert Swan & Team

The 50th Irish National Rally is a competition held under the General Competition Rules of the Motor Cycle Union of Ireland (S.C.) and the Supplementary Regulations of the Munster Vintage Motor Cycle and Car Club Ltd.

Permit No. 16/038/V&V



50th Irish National Vintage Motorcycle Assembly 2016

DAY BY DAY

Monday 22nd August

10.00 – 13.00	Rally Sign-on, situated near Castlerosse Hotel Reception.
14.30 – 17.30	The Hotel will not issue Rooms until you present your Accommodation Voucher which will be given to you at Rally Sign -on. The Hotel will also be collecting the supplementary charge from those who requested a single room.
18.00	Champagne reception and welcoming address.
19:30	Get-together & Social Evening in the Castlerosse Hotel ADMISSION BY TICKET ONLY Assemble in Mulligan's Bar at 19:30 -Buffet Meal at 20:00

Tuesday 23rd August

08.30 – 09.30	Day 1: Route Sheets issued & Start Times available.
09:30	Start of 1 st Organised Tour - Non Competitive Day.
12.30 (approx.)	Lunch: West Lodge Hotel, Bantry, Co. Cork
18.00 (onwards)	Arrive back in Killarney for Overnight Stay.
19.30 and 21.00	Dinner in the Castlerosse Hotel. (2 sittings)

Wednesday 24th August

08.30 – 09.00	Day 2: Route Sheets issued & Start Times available.
9:00	National Rally Day 1 - Competitive Day.
12.30 (approx.)	Lunch: Dingle Skellig Hotel, Dingle Co. Kerry
18.00 (onwards)	Arrive back in Killarney for Overnight Stay
19.30 and 21.00	Dinner in the Castlerosse Hotel. (2 sittings)

Thursday 25th August

08.30 – 09.30	Day 3: Route Sheets issued & Start Times available
09:30	National Rally Day 2 - Competitive Day.
12.30 (approx.)	Lunch: Kenmare Bay Hotel, Kenmare, Co. Kerry
18.00 (onwards)	Arrive back in Killarney for Overnight Stay
19.30 and 21.00	Dinner in the Castlerosse Hotel. (2 sittings).

Friday 26th August.

08.30 – 09.30	Day 4: Route Sheets issued & Start Times available
09:30	Start of 2 nd Organised Tour - Non Competitive Day.
12.30 (approx.)	Lunch: Earl of Desmond Hotel, Tralee, Co. Kerry
17.00 (onwards)	Arrive back in Killarney for Overnight Stay
19:00	Presentation of Awards downstairs in the Victoria Suite.
20.00	Farewell Dinner in the Grosvenor Restaurant, upstairs in the Castlerosse Hotel. (single sitting)

NB: ADMISSION & ACCOMMODATION BY TICKET ONLY!

Pre 1930 - Flat Tank Bikes

INFORMATION AND PHOTOS PROVIDED BY ENTRANTS



1930 Model 22 Norton - Brian Smyth

The Model 22 Norton was made from 1930 – 1933. It is essentially an ES2 with a twin port and a 3 stay cradle frame. The engine in my Norton was built by Ron Creswell and it has passed through the ownership of Robert Swan and Noel Barber. Noel restored it in the early 1990's. I bought it in the late 1990's and it has been used on rallies throughout Ireland including many Irish Nationals.



1929 Sunbeam Model 5 - Harry Wiles

I have owned this bike since 2002. It is the 500cc side valve model, probably not as desirable as the overhead valve model but never the less just as satisfying and enjoyable to own and ride. Sunbeams tended to suffer with difficulty changing gear, to overcome this I have had the gearbox internals converted to constant mesh. Known as the gentleman's motorcycle they were sold in guineas (£1.1 shilling) when new this one cost 80 guineas with lighting system.

I have rallied this bike all over the UK, Northern and Southern Ireland, Isle of Man, Isle of Wight, Northern and Southern Spain, and Holland with my late wife on the pillion and regularly carrying our luggage for the trip.



1913 Triumph Model C - Nick Cronin

She was registered on 28th February 1913 in Sligo, but not sold until 1st April 1913 to a David H Thornton of Sligo. He was probably not the most popular person in town at the time as he worked as a Government Excise Officer. Current owner has been the custodian of this machine since 2006, he has thoroughly recommissioned her mechanically, but has preserved the original patina of over 100 years of use.

The speed limit at the time she was made was 20 mph, and this bike will do 50 mph - with brakes that are only good for 20 mph. When riding this machine, you need to be watching the road 1/4 mile ahead and looking for the gap in the traffic when there is a road junction ahead - its great fun and thoroughly recommended, you haven't really lived until you have done it!



1927 Scott Squirrel - Peter Maddox

KA 9875 is a 1927 500cc Scott twin cylinder two stroke machine which is water cooled with a radiator and has two gears but no clutch.

The bike was bought in 1952 by a long time friend for £7-00, used for a few years and laid up.

My friend gave it to me in 1978 and I rebuilt it. The bike has been used in the Irish National Rally for the last 26 years and many events in England since 1979.



1930 Ariel Model F - Rusty Hart

A note about my 1930 twinport 500 Ariel. I first saw the bike on the Danish Rally in 2013 owned then by a Dutchman. I said how much I liked the bike and said if ever you want to sell it I would buy it. We kept in touch and two years later he brought it to the London to Brighton Run. I met him in Brighton and bought it. Later in 2015 I went to the Welsh National in Saundersfoot and the bike won an award Best in Class!



1925 Royal Enfield - David & Kelsie Erskine

We bought this bike in 2004 and it has given us 12 years of fun and enjoyment. It is a Model 190 V Twin 976 cc built in 1925.

My wife (on the pillion) and I have done about 8000 miles on it over the years including completing the The Irish National Motorcycle Rally at least 10 times. However as with all old bikes it has had its moments! Like when at our first ever rally luckily just 30 miles from home the big end bearing cage collapsed and we had to phone for our son to rescue us. Once on the first day of the National the piston rings broke up and we had to be "swept up" and the bike

was out of action for the week. Believe it or not this adds to the excitement, leads to new friendships and when all goes well a great sense of achievement.

When we got it the bike came with an original (not road worthy) Royal Enfield sidecar chassis and a part built replica body which I restored and finished in 2014. We have had fun going to a few rallies with it and our dog just loves it!



1928 AJS K6 350cc - Peter McMurtry

AJS 350cc OHV model K6 (Big Port). This machine was manufactured by A.J. Stevens of Wolverhampton U.K. in 1928. It's the last of the flat tank range. In 1929 the saddle tank was introduced. A.J.S. is the initials of the youngest of four sons of the owner, Joe Stevens.

This bike was originally registered in Liverpool KD1293. It was purchased by the current owner in 2010 in Bristol, virtually as you see it to-day. Since coming to Ireland it has been ridden in the following events: The Slieve na Mban in Kilkenny, The Mountains of Mourne in Co. Down and now the National as well as various other events.



1930 Rudge 350 - Derek Dignam

Rudge 350 full radial 4 valve twin port. This is based on the famous George Hicks racing Rudge which won 1st, 2nd and 3rd in the Isle of Man Junior TT in 1930. Irishman Tyrell Smith led the Rudge team home in 1st place.

This model has a hand change 4 speed gearbox and requires a different set of skills to master than the foot change models.

This model was originally supplied by Brady's of Clonmel and registered in 1930, "HI 2303 ". It ended up in the hands of Don Hemmingway, then Shay O'Rourke, John Quigley, Les Jones and finally to myself.

Restoration was quite easy as most of the motorcycle parts survived the many hands it passed through. It took about 10 months to complete the restoration and most of the parts required were easily obtainable. This is remarkable as they stopped manufacturing Rudge motorcycles in 1939. The 350 full radial was manufactured for about 2 to 3 years.

I have owned this motorcycle for 6 years and it is a really willing and sporty 350 and highly recommended (a little loud for some folks). For a rigid model the handling is also excellent, though the brakes could do with a little upgrading.

This motorcycle has been used on many rallies all over Ireland and the Isle of Man and most fine weekends around north county Dublin. It is one of the most reliable motorcycles that I have ever owned and is great fun to ride as it is low to the ground and lightweight.

"Don't TRUDGE IT, RUDGE IT" was the company slogan at the time.



1912 Zenith - Chris Harvey K.O.B.I.

Perhaps the prettiest bike in the world.

The Kiss of Life

- The Resurrection of a 1929 Terrot

by Tom Joyce



In the summer of 2013 I got a call from a friend who was returning a 1929 Terrot motorcycle to its owner, who had brought it from Holland and had hoped, but failed, to sell it at the Irish Veteran and Vintage Motorcycle show in the RDS. Would I have any interest in it?

I'd never heard of Terrot, but a quick Google told me that Terrot was a respected French motorcycle manufacturer, so I went to have a look.

The bike was in a dreadful state. Loads of important parts were

missing, including the oil tank, oil pump, magneto, saddle, exhaust, silencer, primary cover and timing chain cover ...and it was seized! What was left was rusted, dented and damaged. So..... I bought it!

For weeks it sat abandoned in a corner of the garage, but every so often into the plug hole I poured WD40, diesel, Coke and anything else I thought might free the engine, and sure enough one day the bloody thing turned over! Now, if only I had a spark!

Another friend (John 'Sparkmeister' Quirke) converted a magneto for me and one night at about 11.45pm the silence of my valley was broken by the voice of the waking engine! I was in love!



I had wondered about a small aluminium plate stamped with a French name and address and fixed to the front mudguard. Could this be the original owner? More Googling and I discovered that in 1930 a law was passed in France making it compulsory that the name and address of the owner had to be displayed on every vehicle - M Jamet of Rue Dodun, Chateaudun had owned this bike!

I had spent many hours searching the internet for parts for the bike (an HST 350cc side valve) and eventually discovered a father and son operation near a small town in Burgundy who were reproducing aluminium castings of the original Terrot silencer and primary cover, both of which I needed.

Now, the previous year my wife and I had a most enjoyable motorcycle trip to France, so I wondered if she would like to go again! Perhaps to Austria this time? Coincidentally Chateaudun would be on our route and surprise of surprises, we'd also be travelling near that very town where the castings were being produced!

She said yes!

It was a wonderful feeling to stand in Rue Dodun where 86 years earlier the thump of my Terrot would have echoed along that narrow street. I wondered in which of the houses Monsieur Jamet had lived. What was he like? What had become of him? Had he survived the war?

Near Precy-sous-Thil, in the shed of M. Chambrier e Fils, the silencer and primary cover were purchased and while I travelled on, they were posted to Ireland and were waiting for me when we eventually returned home after yet another wonderful holiday.

It was a real highlight when I fitted them to the bike.



It has taken three years to sort out all the various problems and eventually get the bike on the road and reliable. Apart from minor things like cables, tyres, etc. I had to make an oil tank, foot rests, complete rear brake assembly, repair the clutch, machine the gearbox sprocket, repair the leaking petrol tank, sort the forks, rebore the cylinder, and have a special piston made (in Australia!).

I don't have a trailer so I ride the bike

to and from the rallies. In May I rode it from home to Kilkenny for the Slievenamon (four days and 525km); in June to The Golden Vale Rally (three days and 480km) and now The National (seven days and 1300km). I travel at about 55kph so as not to overstress my 87 year old Terrot and my 64 year old arse, but what's the rush, hopefully both of us will get there in the end.

Out of respect for the bike and its previous owners it will not be repainted or restored but remain in a working 'oily rag' condition - as close as possible to the condition in which I found it, with all the bruises that it has sustained over its 87 years.

Tom Joyce 2016



TIM HEALY PASS

Photos courtesy of Harry Wiles



Photo taken by Harry's father Cecil (Ted) when he and Olive spent a few weeks on a cycling holiday in Ireland the year before they got married. They travelled from the UK by ferry to Cork and then cycled all around Cork/Kerry taking many photographs.

Harry says they found the local people very friendly and accommodating and that his parents used to knock on doors and ask if they could sleep in the barns or outhouses. Most people would have none of that and moved into their children's beds and gave Ted and Olive their own bed for the night which usually included a breakfast and they would take very little payment for it.

Editors Comment

A note on the photo says it was taken on 21 July 1939 at 5.30pm in dull conditions. Agfa film used at a shutter speed of 1/25sec, focussed on infinity.

Below: The Gap of Dunloe under an overcast sky at 1pm on July 26th 1939

Not a motorcycle in sight !!



CORK AND DISTRICT MOTOR CLUB. OPEN 20 HOUR RELIABILITY TRIAL.

The Whit-Monday trial of the Cork and District Motor Club, which is looked on as one of the premier events held in Ireland, attracted a representative entry, riders from Dublin, Kilkenny and other districts competing against the local cracks. Every one of the 24 entrants turned up at the starting point, No. 1 being sent off at mid-night on Whit-Sunday. The route ran through Fermoy, Mitchelstown, Claghbeen, Clonmel, Carrick-on-Suir, to Dungarvan, which was reached about 5 a.m. A short halt for a welcome cup of coffee or other light refreshments was allowed before the road was again taken on through Cappoquin, over Ballynabill, into the Araglin Valley, out of which a non-stop section had to be surmounted, thence through Fermoy, back to the city by the Lee, and a real bonny breakfast, seventeen of the starters being still in the running. A trip of roughly 150 miles before breakfast is quite enough for most motor cyclists, but those who aspired to winning an award in the "Cork Twenty" were faced with at least another 150 miles riding before they could reach the final check.

The Lee Valley was traversed to Inchigeela, thence through the famous Pass of Klemm-agh, where the rain began to come down. It was more or less easy going till Glengarriff was reached.

Eccles Hill, once considered a "terror," with its greasy surface and seemingly never-ending turns, was ascended by all those who had breakfasted at Cork.

On arrival at Kenmare, the G.S. Hotel lunch and a solid roof between competitors and the rain made them feel more comfortable. After a stop of an hour and a quarter the stiffest part of the journey was embarked on, first up the main road to Windy Gap, down to Galway's Bridge, up the old road to the "Gap." Competitors dodged boulders, waded through water splashes, and struggled up impossible looking gradients, only four competitors coming through this section without loss of marks.

The homeward journey through Kenmare, Glengarriff (where the sun shone for fully two minutes), Cossane Gap, Inchigeela, Macroom Bridge to the finish at Victoria Cross was rendered distastefully unpleasant by the weather conditions.

The following awards made out by the Committee in charge of the event, who carried out the difficult task of organising such an important event in a most satisfactory manner, have been duly confirmed:—

Silver Cup for best performance—J. T. Mulligan (346 Triumph); 2nd prize, C. Manley (550 Triumph); 3rd prize, J. P. Frost (748 A.J.S. s.c.); novice prize, C. J. Muleahy (348 Raleigh); first time out prize, P. McCarthy (420 Blackburne).

Inter-Club—Team Prize—Cork and District M.C. (H. S. Russell (486 Scott Squirrel), H. R. Russell (400 Raleigh), C. M. Ryan (490 Sunbeam)).

Team Prize—R. S. Russell (486 Scott Squirrel), C. M. Ryan (490 Sunbeam), P. J. R. Cross (460 Sunbeam).

First-Class Awards (no marks lost)—C. M. Ryan (490 Sunbeam), J. P. Frost (748 A.J.S. s.c.), E. Manley (550 Triumph).

Second-Class Awards (not more than 15 marks lost)—H. S. Russell (486 Scott Squirrel), R. S. Russell (400 Raleigh), C. J. Muleahy (348 Raleigh), J. Healy (340 A.J.S.).

Third-Class Awards (not less than 16 marks lost, and not more than 25 marks lost)—P. J. Healy (798 Raleigh s.c.), P. McCarthy (420 Blackburne).

Special Prize presented by R. S. Russell and C. M. Ryan for best performance by any competitor who competed in 1934 open 20-hour trial—J. Healy (340 A.J.S.).

The Cork Examiner, Tuesday, June 17, 1924

THE CORK "TWENTY."

At a meeting of the Motor Cycle Union of Ireland (Southern Centre) last week the formality of approving the regulations for the Irish Reliability Championships trial was gone through. The championship titles will be decided in connection with the Cork "Twenty Hours" trial, which is to be held on Whit-Monday. The organisers will learn with regret that the winner of 1927 and 1928 will be unable to participate this year. Mr. F. G. Holmes, the rider in question, is undoubtedly the greatest reliability man Ireland has produced for many years, and he would have started a warm favourite for the Twenty Hours event. He is at present in hospital in Dublin, where, last week, he underwent an abdominal operation. He will be in bed for six to eight weeks, and it will be some months before he is able to ride a motor cycle again. As a result of this he will not be able to captain the Irish team in the International Six Days' trial, as he did last year. It is an interesting fact that of eight riders invited to submit their names for selection upon this year's Six Days' team two are Corkmen.

The Cork Examiner, Wednesday, May 8, 1929

MOTOR CYCLING.

IRISH NATIONAL CHAMPIONSHIP.

The "Cork Twenty"—the Irish national motor cycling reliability trial, started last night at midnight from Messrs. Cross's Garage, South Mall. The start was watched by a very large crowd. All the competitors on the programme, with the exception of "Tim Healy," Cork, started. They will travel a specified route, which goes through Fermoy, Mitchelstown, Cahir, Clonmel, Carrick-on-Suir, Dungarvan and Cappoquin, returning to Cork about 8 a.m. They will again leave the city at 9 o'clock and travel to Macroom, Kenmare, Glengarriff, etc. The first man is timed to reach Cork at the finish at 7.33 p.m.

The following were the starters:—
Dublin—J. A. Carroll, J. Gordon Burney, Fred Holmes, James Broome.
Belfast—Sam Wallace.
Thurles—E. F. Hewison.
Randon—E. P. Cahill.
Kilkenny—C. J. Muleahy.
Cork—C. P. McCarthy, J. T. Mulligan (junr.), C. J. Daly, E. Manley, J. H. Mulligan, T. O'Gorman, E. H. Russell, F. J. R. Cross, N. S. Tuthill, Sydney Johnson and Jack Healy.

LONDON TO EDINBURGH RUN.

The arrival of competitors in the annual London to Edinburgh run organised by the Motor Cycling Club attracted considerable attention in the Scottish capital on Saturday night. The competitors, who were 24 hours on the road, reported having encountered very bad weather shortly after the start, but conditions were ideal when Scotland was reached. A few minor mishaps occurred throughout the night, one rider being thrown over the handlebars through a brake seizure and alighting on his head on a heap of stones. He escaped serious injury, however, and was able to carry on after having his head bandaged. The list of official awards are not yet available.

The Cork Examiner, Monday, May 24, 1926

The Cork Examiner, Thursday, May 16, 1929

The Cork Examiner, Tuesday, May 17, 1932

CHAMPIONSHIP OF IRELAND.



MOTOR CYCLE RELIABILITY TRIALS.—Competitors in the Open Reliability Championship of Ireland for Solo Motor Cycles and Combinations, about to start off from Messrs. Cross's garage, South Mall, Cork. (Left to right)—Messrs. G. J. Daly (Cork), R. W. Russell, W. R. Utegan (Adare), and W. E. Hamilton (Dublin). (Coughlan, Cork).

THE SIX DAYS' TRIAL.

The international six days' trial is the most important reliability event in the world, and it is satisfactory to learn that Ireland will be represented. This year's contest will take place in Germany, Austria, France, Italy, and Switzerland. The trial will start from Munich on 26th August, and, travelling from 124 to 191 miles per day, the competitors will finish at Geneva on 31st August. On the final day there will be a speed test. In this the drivers of 250 c.c. machines will have to average 43.50 m.p.h. for an hour; the drivers of 350 c.c. machines 46.60 m.p.h., and the drivers of 500 c.c. machines 49.71 m.p.h. Other rates of speed are prescribed for other classes, but probably all the Irish entrants will be in the categories named. Up to the present five Irish riders have intimated their intention of taking part in the trial, including riders from Belfast, Dublin, and Cork. Three men constitute a team, so that if another comes forward Ireland will be able to enter two teams. The closing date for entries is 25th June, and those who desire particulars may obtain them from the Hon Secretary, M.C.U.I., 54 Upper O'Connell street, Dublin.

IRELAND'S PREMIER TRIAL.

Before my next notes appear the Cork "Twenty Hours" trial will have been decided and we will know who are entitled to call themselves the champion reliability riders of Ireland for the year 1929. Since the championships were created in 1926 the solo title has been held by T. O'Gorman, of Cork; L. Crisp of Coventry, and F. G. Holmes of Dublin. The sidecar title was won in 1926 and 1927 by Sam Wallace of Belfast and in 1928 by D. J. Buckley of Cork. The Dublin representation in this year's trial will be big. Amongst those who are travelling down to Cork are:—H. G. Tyrrell Smith (499 c.c. Rudge-Whitworth), J. A. Carvill (348 c.c. Triumph), E. E. G. Stapleton (494 c.c. Triumph), H. D. Walsh (499 c.c. Rudge-Whitworth), M. Doyle (494 c.c. Triumph), J. J. Beggan (498 c.c. Rex-Acme), F. Wallen-jun (349 c.c. A.J.S.), and E. F. Hewison (348 c.c. Triumph). It is probable that J. R. Lindsay will also compete on an Ariel machine. The importance of the Cork "Twenty Hours" is fully appreciated in Dublin. It is unfortunate that the motor cyclists of the north do not support the trial more consistently.

The Cork Examiner, Wednesday, May 28, 1930

MOTOR CYCLING.

Irish Championship Trial In Cork.

THE 1930 "CORK TWENTY."

For the third year in succession the Motor Cycling Union of Ireland have allocated to the Cork and District Motor Club Ltd., the decision of the National Reliability Championship for Motor Cycles, in connection with their annual twenty-hour trial run, ran off every year on White Monday. The "Cork Twenty," as it is familiarly known to every Irish motor cyclist, enjoys the reputation of being the finest, and fairest, as well as being the most severe long-distance trial held during the year in this country, and it is for this reason that the governing body of the sport in Ireland has for the third year in succession given to the club for decision with this event the championship of Ireland. A reliability trial for cars known as "The Goodyear Cup" trial, has for the past few years been run off in connection with the motor-cycle event, and is being again organised this year. This trial, approved for trade participation by the Society of Irish Motor Traders, and under the special permit of the R.I.A.C. is run off over a course and under conditions as similar to the motor cycle "Twenty Hours," as is consistent with the capabilities of cars and the requirements of the car authorities.

ALTERATIONS IN ROUTE FOR CARS.

The "Twenty Hours" will this year take place on White Monday, 9th June, starting from Cork at 12 midnight on White Sunday. The route will be exactly the same for motor cycles this year as last year. Cars, however, will have a slightly modified course; instead of coming direct from Glanville to Cork after the night run through Dungarvan, Clonmel and Fermoy, they will have to ascend Lovers' Walk from Troji, where they will have to restart without rolling backwards on a moderate gradient, and afterwards make the ascent of "Corkberry Hill." Montserrat, which will be observed except for the last turn on to the main road, where it is expected the larger cars will have to reverse. After the second breakfast interval of one hour in Cork, all the competitors proceed to Ballygeary, via Macroom. The solo motor cycles will make the ascent of the famous "Lackabawn" hill, with its very difficult S-bend and four hairpin bends. The cars and sidecar outfits will proceed by a route avoiding Lackabawn to Crossobaw Cross, where they will await the solo machines before proceeding to Marley's Bridge and the lunch stop at Kenmare. A "reversing test" for cars, where they will each have to proceed backwards, keeping the near-side wheels between two lines 2ft. apart, will be held during the trial, and this will probably take place during the time when they are awaiting the motor cycles at Crossobaw.

After lunch, and an "open starting test" when competitors are allowed 12 seconds to start their engines, all competitors will proceed from Kenmare via Moll's Gap to the Killarney Lake road and Galway's Bridge Hill, which will be observed. The route then lies back through Kenmare and thence to Glengarriff, via, for cars, the Tunnel road, avoiding Elk Mountain, and for solos and sidecars via Elk Mountain—the second most difficult hill in the trial. Tea will be taken at Glengarriff, and from there the trial will set out on the final run through Connors Gap and the rather simple Moyles observed hill to Inchigeela, Macroom Bridge and Cork.

NEW SYSTEM OF MARKING.

The chief difference in the general system of the organisation of the event this year will be the system of marking. Last year and in the past a method was employed whereby competitors could gain marks on certain very difficult portions of the route, and in some tests, and could at time checks and on other portions of the trial lose marks, but the marks gained could never be used to balance those lost. This method has this year been dropped for a much simpler one. Competitors will now be able to gain marks in all tests and on all observed sections. Lateness at checks will be penalised by the deduction of such marks (if ascertained by an inspection of the totals of marks gained by the competitors. The brake and acceleration test will, as before, be used in the case of a tie.

For motor cycles and sidecars there will be no secret check. The open checks will be placed as on previous 20-hours, with the addition of a check at Yougal on the outward portion of the night run. A secret check, where three minutes late or early will be allowed without deductions of marks, will be held for cars between Macroom Bridge and Gortnakilla Bridge on the outward journey in the morning. A brake test will also be held, where, after a downhill run of 40 yards competitors will have to bring their machines to a standstill between two lines 12 feet apart in the case of motor cycles and 20 feet apart in the case of cars. First class awards and second class awards will be awarded to all competitors whose net total of marks is not less than 95 and 85 per cent. (respectively) of the winner's net total. Several special awards, including awards for the best performance by a lady car driver, and the best performance by a private owner's car are also up for competition.

Cork Examiner, Tuesday, September 11, 1934

Motorcycle rally hit by lack of ferry

YET another big annual Cork activity has been hit this year by the lack of car ferry facilities between the southern port and Britain. Cross-channel entries for the 1934 Duckhams Irish National Veteran and Vintage Motorcycle Rally are down on last year, but those from other areas, including the Continent, are well up to normal standards.

The event, promoted by the Munster Motorcycle and Car Club, begins at 10 a.m. tomorrow at the club premises at Vernon Mount on the Kinsale Road, when the first competitors will be flagged away by the Deputy Lord Mayor.

From there, the route takes the venerable old machines through Bandon to Bantry for an overnight stay. Day two sees the cavalcade motoring through Inchigeelagh and on to Killarney from where, after lunch, the route runs through beautiful West Kerry to Dingle before returning to Killarney to end the Munster Rally on Monday evening.

Hardier souls tackling the National Rally have a road competition in the Killarney area on the Saturday and a Concours d'Elegance contest on Sunday morning.

The oldest machine on view will be a 1913 Bradbury owned by Noel Madden of Ballygarvan, and the entry list is littered with famous names—Scott, Rudge, Sunbeam, Brough Superior, Harley-Davidson, Indian and from a later era BSA, Norton, Triumph, Velocette, Ariel—now, alas, no more.

Despite the travel problem—the old machines now have to arrive through Rosslare—there are some 30 entries from Britain, six from the United States and Canada, and West Germany and Holland are also represented.

It is interesting to note that the age limit on the post-vintage classes has been indexed to the passing years—if for instance you rode a BSA in 1956 or a

Velocette in 1958, you will be able to regain some of your lost youth during this rally, because both will be on view, with all the others.

Indeed, the demise of the famed British motorcycle industry and the dominance of the Japanese has made rallies such as this more than just an exercise in nostalgia. There are no more Nortons or Ariels, etc., in production. The beautifully restored and maintained machines of the Rally enthusiasts are all that are left. Make a point of seeing them this week. After all, the lookin' is free!

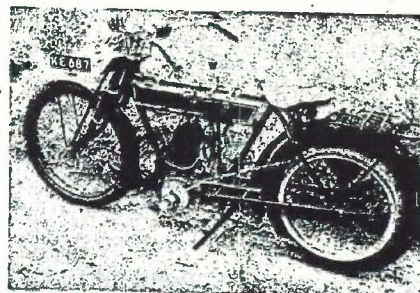
TIM CRAMER

SDLP in Dublin talks

A delegation from the SDLP, led by party leader, Mr. John Hume, had separate meetings in Dublin yesterday with the Taoiseach, Dr. FitzGerald, and the Fianna Fail leader, Mr. Haughey.

A Fianna Fail spokesman said that there had been an exchange of views on developments in the North since the publication of the Report of the New Ireland Forum.

First Irish Veteran Motor-cycle Rally



THE first Irish National Veteran Motor Cycle Rally will be held under the auspices of the Munster Motor Cycle and Car Club, at Yougal next weekend. The two-day event has drawn entries from all over the Republic, from Ulster and from England and Wales.

OLDEST VEHICLES KNOWN The total of 55 entrants will bring with them some of the oldest and most interesting vehicles in existence. Many of the machines would qualify as museum pieces, but to qualify for awards in this history-making event they will have to be in top running order as well for the organisers have set a pretty demanding schedule for the entrants.

The first day, Saturday, will be devoted to a road competition with competitors setting off from three different centres and converging on Yougal. They will set out at about 1.20 p.m. from Cork Waterford and Clonmel and cover approximately 50 miles.

Competitors will be required to cover the distance at a set average speed and along the route there will be control points keeping check on their progress. The first arrivals are expected in Yougal at 5 p.m. and will gather at the first check-point at the Moby Dick.

SEARCHING EXAMINATION Sunday morning will see the machines subjected to a searching examination from the judges in an enclosure at the Montraea

Hotel. The machines will be divided into classes and points will be awarded on general condition, authenticity, etc., etc. It promises to be a most interesting and successful weekend. Mr. Moore of Reading, Berks, and will be used by the officials of the Munster Motor Cycle and Car Club as a trial run for a bigger and more ambitious rally in the near future. In 1959 we hope to have an international rally in the South," said Mr. Paddy Morrissey, secretary of the meeting, yesterday. "By then the car ferry will be in operation, we hope, and Continental competitors will be able to come straight to Cork."

VINTAGE 1925 Some of the oldest vehicles in the contest are local, owned by the late Mr. P. J. McDermott, of Yougal, who is 74 years of age. Mr. Bill Moore of Reading, Berks, England, who is 74 years of age, rider and won the Brooklands Cup Race in 1912.

Competitors will represent Cork, Dublin and Kilkenny, while the "Thirty" Motor Cycle Club of Ulster, the Vintage Motor Cycle Club of Great Britain and the Cardiff Eagles Motor Cycle Club will all be represented. The Great Britain Club, the largest of its kind in the world, has more than 4,000 members.

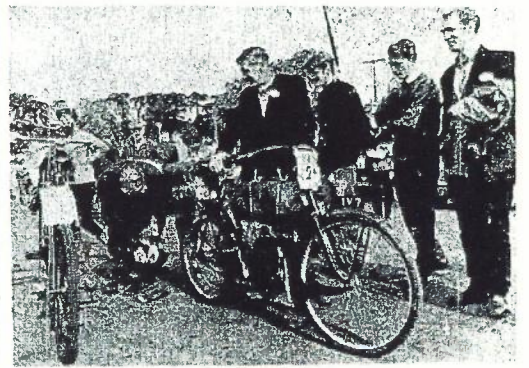
Picture above shows an 1911 Zanith.

Cork Examiner, Thursday, September 28 1967

Cork Examiner, Friday, October 24, 1969

DANGLE an event entailing a minimum of 600 bed-nights in the early off-season, and you might reasonably expect to stimulate both interest and competition. Maybe the Munster Motor Cycle and Car Club has been hiding its lights under bushels or has failed to sound horns in fanfares because its organisation of three national veteran motor cycle rallies bringing competitors from as far as the Netherlands has not received the credit it deserves.

Owner-riders of veteran motor cycles are nice people, highly enthusiastic about their machines, matey, not much given to champagne and oyster receptions but good spenders all the same. They stay in hotels and guest houses, bring their wives—and what wife away from home can resist doing a little shopping?—and when they come en masse they circulate.



Two of the oldest bikes in the 1969 Irish National Veteran Motor Cycle Rally were a 1933 Angliolan from Reading, England (left) and the 71 years old F.N. owned by Mr. Liam Clarke, Laytown, Co. Meath.

The hundred-odd who came to Cork late last month circulated not only in this city but in Clonmel, Yougal, Fermoy, Macroom, Killarney and Glengarriff. Those who got the Munster Club to make their hotel bookings for them, contributed the tidy sum of £1,500 directly through this channel.

Organising this event are four men who gained honours for the club in the past—in competitive motoring. They are club president, REGIE TILSON, ARCHIE CANTY, FADDY MORRISSEY and JIM HENNESSY, four men as firmly dedicated to motor sport as could be found anywhere. Shauls of "thank you" letters from abroad after the event speak for the success of their efforts.

They got the best judges of motor bikes available, among them CHARLIE MANDERS who raced cars on the Carrizohane circuit 30 years ago; STANLEY WOODS, the best motor cyclist ever produced in Ireland; DON

BELL, president of the Vintage Motor Cycle Club, an international body, and DOUGLAS DUNFORD, curator of the motor cycle section of the Beolieu Motor Museum.

KNOLLY STOKES of Cork, organiser of the "greatest veteran car rally that never was" (it came unstuck because of the British sea strike in 1956) and owner of the Blarney Motor Museum, was convener of the bench.

Already thoughts are turning to the 1970 rally for which a big entry is assured since nearly all the 1969 entrants want to come back. It will begin with a short run like this year's Cork-Clonmel-Cork, and then take off for a week-end. Any hotel offering block bookings for large numbers and covered storage for the bikes puts its locale on a short list.

Could more be done to propagate off-season events like this one?

50th Irish National Vintage Motorcycle Assembly 2016

No	Name	Year *	Make*	Model	Reg No	Address	Address
CLASS A: SOLO MOTOR CYCLES pre 1914							
1	Katrin	1908	Triumph	3.5HP	IN QW 4	Ingolstadt	Germany
2	Dave	1911	Triumph	Single Speed	XC 630	Lambley	U.K.
3	Bobby	1911	B.S.A.	B	BO 887	Hartlepool	U.K.
4	John	1912	SUN	3.75	12 TS 20	Tipperary Town	Co Tipperary
5	Andreas	1913	Triumph	TT Roadster	BB 2891	Tyne & Wear	U.K.
6	Brian	1913	Triumph	C	BS 9468	Darlington	U.K.
7	Eric	1914	Precision			N Yorkshire	U.K.
8	Dieter	1914	B.S.A.	H	IN H 14	Ingolstadt	Germany
9	John	1914	B.S.A.	H	EF 572	Co Durham	U.K.
23	Chris	1912	Zenith		BS 9411	Glos	U.K.
CLASS B: SOLO MOTOR CYCLES 1915 TO 1930							
11	George	1917	Indian	Powerplus	1004 Z	Kenmare	Co Kerry
12	Harry	1920	ABC Sopwith		BE 5792	Larne	N. IRL
13	James	1924	Montgomery Bradshaw		SV 7060	Lincs	U.K.
14	Denis	1924	Triumph	P	PI 3663	Blarney	Co Cork
16	Mick	1925	B.S.A.	L	BF 6060	Southport	U.K.
17	Austin	1925	Sunbeam	Light Solo	BI 1407	Durrow	Co Laois
18	Colin	1926	Triumph	P	KM 6605	Somerset	U.K.
19	Paul	1926	A.J.S.	G1	ZV 3505	Kilkenny	Co Kilkenny
20	Rolf	1926	Imperia	Sport	DU EF 6	Dinslaken	Germany
21	Chris	1926	Ariel		UM 5389	Derby	U.K.
22	Chris	1927	A.J.S.	H1	HM 7246	Merseyside	U.K.
24	Peter	1927	Scott	Flying Squirrel	FZ 6018	Dromore	Co Down
25	Peter	1927	A.J.S.	350	27 D 21	Marino	Dublin 3
26	Peter	1927	Scott	Squirrel	KA 9875	Essex	U.K.
27	Tony	1927	Sunbeam	6	DA 7040	Huntingdon	U.K.
28	Dorian	1927	Monet Goyon	MC S5		Hunawehr	France
29	Till	1927	Norton	16H	VIE 07611	Tonisvorst	Germany
30	Ray	1928	Ariel	F	ARL 028	St Julians	Malta
31	Tony J.	1928	Brough Superior	680 OHV	WO 1406	Wardija	Malta
32	Brendan	1928	Terrot		500 C5 42	Newbridge	Co Kildare
33	Joe	1928	Rudge	Special	28 C 40001	Monkstown	Co Cork
34	Vincent	1928	Norton	16H	EB 7639	South Yorkshire	U.K.
35	Michel	1928	Peugeot	P 105		Vitry sur Seine	France
36	Morgan	1928	Rudge	Special	IH 2610	Monkstown	Co Cork
37	Brian	1928	A.J.S.	K8	VDX 654	Suffolk	U.K.
38	Colin	1928	Ariel	C	SV 6020	Glos	U.K.
39	Trevor	1928	A.J.S.	K4	SV 6052	Bristol	U.K.
40	Dave	1929	Matchless	V2	EC 8786	Bindoon	Australia
41	Cathy	1927	B.S.A.	SL 27	KO 811	Glos	U.K.
42	Tom	1929	Terrot	HST	29 LS 6001	Rosenallis	Co Laois
43	Carl	1929	Sunbeam	Lion 6A	496 YUA	WA	Australia
44	Harry	1929	Sunbeam	5	SC 4248	Rugby	U.K.
45	Sally	1929	Ariel	F	BR 7690	Herefordshire	U.K.
46	Tony	1930	Ariel	B	BF 5753	Wiltshire	U.K.
47	Derek	1930	Rudge	350	HI 2302	Swords	Co Dublin
48	Rusty	1930	Ariel	F	SO 3949	Glos	U.K.
49	Tony	1930	Scott	Flying Squirrel	SV 6526	Dundrum	Dublin 16
50	Ken	1930	Rudge	500 Special	30 D 120003	Artane	Dublin
51	Brian	1930	Norton	22	IF 7410	Stillorgan	Co Dublin
52	Jocelyn	1930	Gnome et Rhone	M120	80 73 YY 14	Cernay	France
CLASS C: SOLO MOTOR CYCLES 1931 TO 1947							
53	Paddy	1931	Brough Superior	680 OHV	ZV 26660	Whites Cross	Cork
54	Clive	1931	Ariel	SF 31	VO 5393	Kent	U.K.
55	Paul	1931	Ariel	5G Sloper	870 YUD	Kent	U.K.
56	Albert	1931	Norton	Model 20	MOD 020	Birkirkara	Malta
57	Bill	1932	B.S.A.	Sloper	WSJ 473	Berks	U.K.
58	Phillip	1932	Rudge	Works TT		Suffolk	U.K.
60	Jack	1933	Ariel	Special	ZV 42820	Killarney	Co Kerry
61	Ian	1937	Norton	30M	DLO 865	Berks	U.K.
62	Claude	1934	Gnome et Rhone	Junior		Boissy St Leger	France
63	David	1935	Norton	International	CLH 252	Surrey	U.K.
64	Phillip	1935	Ariel	Red Hunter	BNE 280	Prestatyn	Wales
65	David	1935	Ariel	Red Hunter	AVB 933	Anglesey	Wales
66	Morgan	1935	Velocette	MAC	ZV 5824	Raheny	Dublin 5
67	Noel	1936	Brough Superior	SS80	ZV 970	Douglas	Cork

* as declared when going to press on 8 Aug

50th Irish National Vintage Motorcycle Assembly 2016

No	Name	Year *	Make*	Model	Reg No	Address	Address
68	Nick	1936	Ariel	NG	BOP 173	Herefordshire	U.K.
69	Chris	1936	B.S.A.	Empire Star	36 C 1	Monkstown	Co Cork
70	Steve	1936	Ariel	NG	JB 9425	Merseyside	U.K.
71	Bernard	1936	Motobecane	S5C	835 CA 68	Lautenbach	France
72	Robert	1936	Brough Superior	SS80	ZA 7771	Howth	Co Dublin
74	Peter	1937	Rudge	Ulster	CPX 239	Kent	U.K.
75	John	1937	Sunbeam	9	WW 11001	Arklow	Co Wicklow
76	Dave	1937	Rudge	Ulster	HWL 423	Coventry	U.K.
77	Tim	1937	B.S.A.	M 23	DXP 973	West Sussex	U.K.
78	Jeff	1937	A.J.S.	M26 Twin Port	BUE 339	Isle of Wight	U.K.
79	Simon	1947	Velocette	KSS	DSV 491	Suffolk	U.K.
80	Bill	1937	Velocette	MAC	GVS 759	Gosport	U.K.
81	Denise	1938	Rudge	Rapide	XG 8433	Kent	U.K.
82	Jim	1938	Velocette	KSS	ZV 10362	Sutton	Dublin 13
83	John	1938	A.J.S.	38/2	513 UXW	Worcester	U.K.
84	Billy	1938	Rudge	Ulster	ZB 2658	Sutton	Dublin 13
85	Geoff	1938	B.S.A.	M 24	SSY 941	Newcastle upon Tyne	U.K.
86	Mark	1939	Velocette	KSS	ZV 6598	Bantry	Co Cork
87	Sylvain	1939	Terrot	RSSE	3811 QP 76	Angiens	France
88	Geoff	1939	Ariel	Red Hunter	DFM 129	Herefordshire	U.K.
89	Ray	1939	B.S.A.	M20	ZD 30	Churchtown	Dublin 14
90	Thierry	1939	Terrot	RSSE	Z 67220	Fontenemont	France
91	John	1939	Triumph	Speed Twin	HWL 897	Buckinghamshire	U.K.
92	Mike	1939	B.S.A.	C11	KSJ 633	Herefordshire	U.K.
93	Mick	1939	Triumph	T100 Special	790 UXU	East Sussex	U.K.
94	Jim	1939	Triumph	Tiger 70	RAS 824	Berkshire	U.K.
95	Finbar	1939	B.S.A.	M 20 WM	ZD 1901	Crookstown	Co Cork
96	Charlie	1939	B.S.A.	M20	ZD 4660	Raheny	Dublin 5
97	Liam	1939	Rudge	Rapid 250	ZV 5848	Artane	Dublin
99	Loek	1939	Moto Guzzi	Condor	ZF 31 04	Hensbroek	Holland
100	Dirk	1940	Indian	Chief	B KR 61	Berlin	Germany
101	Martin	1940	Matchless	G3 WD	MZ 5989	Larne	N. IRL
102	Murty	1944	B.S.A.	WM20	UZO 160	Kildery	Co Kilkenny
103	Frank	1946	Norton	16H		Hollywood	Co Wicklow
104	Pat	1946	DOT	Rigid TD	ZF 275	Glanmire	Co Cork
105	John	1946	B.S.A.	B31	IE 3818	Midleton	Co Cork
106	Phillip	1946	Norton	Model 18	ZV 5940	Raheny	Dublin 5
107	Ashley	1946	Matchless	G 3L	ECR 302	Basingstoke	U.K.
108	Phillip	1946	Norton	18	IO 5735	Artane	Dublin
109	Marc	1946	Indian	Chief	VIE IN 3H	Berlin	Germany
110	John	1947	Ariel	RH 500	USY 272	East Sussex	U.K.
111	Fred	1947	Norton	ES2	47 MH 15001	Kilcock	Co Kildare
112	Kees	1947	Gilera	Neftuno	ZF 50 39	Soest	Holland
113	Roger	1947	Douglas	T35	BEY 476	Hants	U.K.
CLASS D : SOLO MOTOR CYCLES 1948 to 1961							
114	Gerry	1948	Triumph	Speed Twin	ZE 31 52	Moycullen	Co Galway
115	Freddie	1948	B.S.A.	B33	DOU 095	Hovas	Sweden
116	Stephen	1948	Triumph	Speed Twin	ZV 24707	Monkstown	Co Cork
117	Ultan	1949	B.S.A.	B 34S	99 SU 61	New York	U.S.A.
118	Pa	1949	Norton	16H	PI 5939	Clonakilty	Co Cork
119	Phillip	1949	B.S.A.	A7	49 D 22	Killiney	Dublin
120	Hans	1949	Moto Guzzi	Airone		Soestdijk	Holland
121	Sean	1949	Norton	500T	ZJ 4539	Raheny	Dublin 5
123	Dan	1950	B.S.A.	B31	560 SZK	Mayfield	Cork
125	Tony	1951	A.J.S.	16M	ZV 10796	Portmarnock	Co Dublin
126	Leonard	1951	Vincent	Comet	33 INI	Arklow	Co Wicklow
127	Joseph	1951	Vincent	Comet	VIN 050	Gharghur	Malta
128	Frank	1951	Triumph	Trophy	HZH 169	Naas	Co Kildare
129	Phillip	1951	Vincent	Comet	IL 5588	Strabane	Co Tyrone
130	Huw	1952	Moto Guzzi	Falcone	698 UYJ	Pembrokeshire	Wales
131	James	1952	Norton	ES2	117 YUS	Pembrokeshire	Wales
132	John	1952	B.S.A.	A7 Star Twin	52 C 27	Geashill	Co Offaly
133	Inga	1952	B.S.A.	A7	TOL M 109	Egling	Germany
135	Louise	1952	Matchless	3GL	PNZ 7691	Carrickfergus	N. IRL
136	Mick	1952	A.J.S.	Model 20	ZV 5902	Dunboyne	Co Meath
137	Luky	1952	A.J.S.	16M	JWS 349	London	U.K.
138	Paul	1952	A.J.S.	18 CS	52 D 26	Raheny	Dublin 5

* as declared when going to press on 8 Aug

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No	Name	Year *	Make*	Model	Reg No	Address	Address
139	Seamus	1953	B.S.A.	BB 34	WI 3930	Mullinavat	Co Kilkenny
140	Will	1953	B.S.A.	A10	RAS 968	Staffs	U.K.
141	John	1953	A.J.S.	18S	JFO 911	Texas	U.S.A.
142	Chris	1958	Triumph	3TA	488 UXJ	Southampton	U.K.
143	Robert	1954	B.S.A.	B33	RSU 578	Killiney	Co Dublin
144	Henry	1954	Vincent	Rapide	ZU 9076	Sandyford	Dublin 18
146	Richard	1954	A.J.S./ Matchless	G80 CS	DKV 340	Etchinghill	U.K.
147	Peter	1955	Velocette	MSS	55 KE 4	Lusk	Co Dublin
148	Nick	1955	B.S.A.	B31	DSL 794	Ipswich	U.K.
149	Dave	1955	Velocette	Endurance	XSL 859	Kent	U.K.
150	Philippe	1955	Vincent	Black Night	737 BZP 78	Sartrouville	France
151	Kenneth	1955	Velocette	MAC	ZV 10681	North Road	Dublin 11
152	Alan	1955	Norton	ES2	SSL 742	Newport	Wales
153	Andrew	1955	B.S.A.	B31	55 TS 24	Newmarket	Co Cork
154	Denis	1955	B.S.A.	B33	ZX 2257	Malahide	Co Dublin
155	Dan	1955	B.S.A.	B31/B33	ZV 1070	Glanmire	Co Cork
156	David	1955	Gilera	Sport	55 C 21	Killiney	Co Dublin
157	John	1956	Triumph	T120	ZV 22275	Kilmeaney	Co Carlow
158	Bill	1956	B.S.A.	Golden Flash	SXK 488	Staffs	U.K.
159	Derek	1956	Velocette	MAC	IC 6110	Greystones	Co Wicklow
160	Gerald	1956	Matchless	G11	AI 7803	Celbridge	Co Kildare
161	Robert	1956	Matchless	G11	XKM 835	Larne	N. IRL
162	Richard	1957	Ariel	FH	630 MMP	Kent	U.K.
163	Ian	1957	Mondial	Champion	441 XUG	Cambridge	U.K.
164	Urban	1957	Triumph	TR6	19T 1777	California	U.S.A.
165	Fred	1957	Matchless	G3LS	214 YUN	Fareham	U.K.
166	Lothar	1957	Matchless	G 11	DU YU 16	Duisburg	Germany
167	John	1957	Ariel	HT5	FIF 237	Monkstown	Co Cork
168	Morgan	1957	Velocette	Venom	57 CW 21	Churchtown	Dublin 14
169	Jean Jacques	1957	B.M.W.	R50	8016 QB 14	Cernay	France
170	David	1958	Matchless	G 11	DKO 782	Downpatrick	N. IRL
171	Sam	1958	Matchless	G3L	PNZ 7690	Carrickfergus	N. IRL
172	Colm	1958	A.J.S.	G3	5817 ZI	Raheny	Dublin 5
173	Andy	1958	B.S.A.	B33	WGV 800A	Suffolk	U.K.
174	Ted	1959	B.M.W.	R60	UZF 605	Sundays Well	Cork
175	Billy	1959	Velocette	MSS	DZC 618	Mallow	Co Cork
176	Mike	1960	Velocette	Viper	ZV 10680	Blackrock	Co Dublin
177	John	1960	N.S.U.	Super Max	CMI 738	Kanturk	Co Cork
178	Charlie	1960	Matchless	G80CS	ZV 6228	Arizona	U.S.A.
179	Les	1960	Triumph	T110	920 DOF	Hampshire	U.K.
180	Tom	1960	A.J.S.	31CS	ZV 6229	Killiney	Co Dublin
181	Rachael	1960	Triumph	3TA	8039 CZ	Carrickfergus	N. IRL
182	RJ	1960	Enfield		ZV 2850	Tullow	Co Carlow
183	Ian	1961	Royal Enfield	Turbo Twin	250 GZK	Mallow	Co Cork
184	Amelia	1961	B.S.A.	C15S	MC9 ELP	Brooklyn	U.S.A.
185	Mervyn	1961	Matchless	G3L		Carrickfergus	N. IRL
186	Burghard	1961	B.M.W.	R27	376922	Berlin	Germany
187	Freda	1961	B.S.A.	C15	OFZ 9515	Larne	N. IRL

CLASS E: COMBINATION MOTOR CYCLES up to 1930

10	Fred	1914	Rex	Sidette 6HP	BC 1944	Tewkesbury	U.K.
15	Noel	1924	B.S.A.	L24	PI 3368	Midleton	Co Cork

CLASS F: COMBINATION MOTOR CYCLES 1931 to 1940

98	Mike	1939	Brough Superior	11-50	FTV 332	Hampshire	U.K.
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CLASS G: COMBINATION MOTOR CYCLES 1941 to 1961

122	Rein	1950	Ariel	KH	ZF 84 60	Dinther	Holland
124	Hans	1950	Ariel	Square Four	ZF 79 81	Volkel	Holland
134	Trevor	1952	Royal Enfield	J2	NZ 3197	Carrickfergus	N. IRL
145	Kurt	1954	Zundapp	KS601S	554 658	Köln	Germany

CLASS I: 3 WHEELERS 1931 to 1961

59	Dennis	1933	B.S.A.	TW 33	EO 5506	Minsterworth	U.K.
73	James	1934	Morgan	F4	HZB 8	Foxrock	Dublin 18

Flat Tank Friday Entry List 2016

No	Name	Year *	Make*	Model	Reg No	Prog Add 1	Prog Add 2
201	Katrin	1908	Triumph	3.5HP	IN QW 4	Ingolstadt	Germany
202	Morgan	1910	Triumph	Roadster	CI 356	Monkstown	Co Cork
203	Dave	1911	Triumph	Single Speed	XC 630	Lambley	U.K.
204	Bobby	1911	B.S.A.	B	BO 887	Hartlepool	U.K.
205	Chris	1912	Zenith		BS 9411	Glos	U.K.
206	Andreas	1913	Triumph	TT Roadster	BB 2891	Tyne & Wear	U.K.
207	Brian	1913	Triumph	C	BS 9468	Darlington	U.K.
208	Nick	1913	Triumph	C	EI 282	Herefordshire	U.K.
209	Eric	1914	Precision			N Yorkshire	U.K.
210	Dieter	1914	B.S.A.	H	IN H 14	Ingolstadt	Germany
211	John	1914	B.S.A.	H	EF 572	Co Durham	U.K.
212	Fred	1914	Rex	Sidette 6HP	BC 1944	Tewkesbury	U.K.
213	Tony	1914	Douglas	2.75HP	SV 5229	Huntingdon	U.K.
214	John	1920	Douglas	2.75		Tipperary Town	Co Tipperary
215	Harry	1920	ABC Sopwith		BE 5792	Larne	N. IRL
216	Hans	1921	Royal Enfield	220		Soestdijk	Holland
217	Peter	1923	Norton	16H	IJ 5104	Dromore	Co Down
218	Kees	1923	Douglas	2.75HP		Soest	Holland
219	Roger	1923	Douglas	EW 350	HW 5531	Hants	U.K.
220	Robert	1923	Triumph	Roadster	ZV 10	Killiney	Co Dublin
221	Tom	1923	Harley Davidson	F	BF 6308	Killiney	Co Dublin
222	James	1924	Montgomery Bradshaw		SV 7060	Lincs	U.K.
223	Denis	1924	Triumph	P	PI 3663	Blarney	Co Cork
224	Noel	1924	B.S.A.	L24	PI 3368	Midleton	Co Cork
225	Phillip	1924	Norton	18	ON 7137	Suffolk	U.K.
226	Mick	1925	B.S.A.	L	BF 6060	Southport	U.K.
227	Austin	1925	Sunbeam	Light Solo	BI 1407	Durrow	Co Laois
228	John	1925	Rudge	500	FV 4558	Arklow	Co Wicklow
229	Phillip	1925	Triumph	P	25 D 21	Killiney	Dublin
230	Rein	1925	Ariel	Sports	ZF 34 72	Dinther	Holland
231	David	1925	Royal Enfield	190	NY 7680	Downpatrick	N. IRL
232	Colin	1926	Triumph	P	KM 6605	Somerset	U.K.
233	Paul	1926	A.J.S.	G1	ZV 3505	Kilkenny	Co Kilkenny
234	Rolf	1926	Imperia	Sport	DU EF 6	Dinslaken	Germany
235	Chris	1926	Ariel		UM 5389	Derby	U.K.
236	Derek	1926	Rudge	500	YI 8505	Swords	Co Dublin
237	David	1926	Norton	18	PT 7171	Anglesey	Wales
238	Fred	1926	Douglas	EW 350	MF 2830	Fareham	U.K.
239	Chris	1927	A.J.S.	H1	HM 7246	Merseyside	U.K.
240	Peter	1927	A.J.S.	350	27 D 21	Marino	Dublin 3
241	Peter	1927	Scott	Squirrel	KA 9875	Essex	U.K.
242	Dorian	1927	Monet Goyon	MC S5		Hunawirh	France
243	Till	1927	Norton	16H	VIE 07611	Tonisorst	Germany
244	Cathy	1927	B.S.A.	SL 27	KO 811	Glos	U.K.
245	Jim	1927	B.S.A.	L27	BF 5361	Berkshire	U.K.
246	Pat	1927	A.J.S.	Big Port	Z 5	Glanmire	Co Cork
247	George	1928	Royal Enfield	Sports	Z 1004	Kenmare	Co Kerry
248	Ray	1928	Ariel	F	ARL 028	St Julians	Malta
249	Tony J.	1928	Brough Superior	680 OHV	WO 1406	Wardija	Malta
250	Brendan	1928	Terrot		500 C5 42	Newbridge	Co Kildare
251	Joe	1928	Rudge	Special	28 C 40001	Monkstown	Co Cork
252	Vincent	1928	Norton	16H	EB 7639	South Yorkshire	U.K.
253	Michel	1928	Peugeot	P 105		Vitry sur Seine	France
254	Brian	1928	A.J.S.	K8	VDX 654	Suffolk	U.K.
255	Colin	1928	Ariel	C	SV 6020	Glos	U.K.
256	Trevor	1928	A.J.S.	K4	SV 6052	Bristol	U.K.
257	Ken	1928	Rudge	4x4		Artane	Dublin
258	Peter	1928	A.J.S.	Big Port	28 D 120001	Lusk	Co Dublin
259	Dave	1929	Matchless	V2	EC 8786	Bindoon	Australia
260	Tom	1929	Terrot	HST	29 LS 6001	Rosenallis	Co Laois
261	Carl	1929	Sunbeam	Lion 6A	496 YUA	WA	Australia
262	Harry	1929	Sunbeam	5	SC 4248	Rugby	U.K.
263	Sally	1929	Ariel	F	BR 7690	Herefordshire	U.K.
264	Paddy	1929	Ariel	F	n/a	Whites Cross	Cork
265	Noel	1929	Ariel	F	ZV 26553	Douglas	Cork
266	Philip	1929	Raleigh	25	ZV 10521	Raheny	Dublin 5
267	Paul	1929	Rudge	Ulster	29 D 120001	Raheny	Dublin 5
268	Tony	1930	Ariel	B	BF 5753	Wiltshire	U.K.

Flat Tank Friday Entry List 2016 continued

No	Name	Year*	Make*	Model	Reg No	Prog Add 1	Prog Add 2
269	Rusty Hart	1930	Ariel	F	SO 3949	Glos	U.K.
270	Tony Hennessy	1930	Scott	Flying Squirrel	SV 6526	Dundrum	Dublin 16
271	Brian Smyth	1930	Scott	22	IF 7410	Stillorgan	Co Dublin
272	Jocelyn Wassner	1930	Gnome et Rhone	M120	80 73 YY 14	Cernay	France
273	Bill Martin	1930	Levis	A1		Berks	U.K.
274	Simon Robinson	1930	Sunbeam	Model 9	BZ 233	Suffolk	U.K.
275	Bill Shaw	1930	Sunbeam	9		Gosport	U.K.

* as declared when going to press on 8 Aug

Editor's Selection

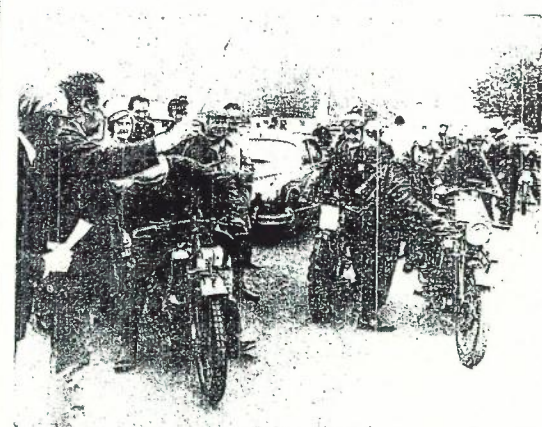
1936 Brough Superior ZA 7771 - Robert Swan

This bike was bought by accident in 1975. I had lent my Model H Triumph to Clive Jones for the National and agreed to buy a 600 Sunbeam to ride on the event myself. The Sunbeam deal fell through with two weeks to go, so Dick Quick and I set off to visit John Ellis in Celbridge to see what he had for sale. The choice was between the Brough and a much modified Matchless Silver Arrow 400cc. Dick was test pilot for the Brough and returned with the glad tidings that it went fine, but he was not sure if it had four gears and slipped out of two, or three gears and slipped out of one. Forty Nationals later, after one big end, one rebore, and numerous gearbox rebuilds, the story is really much the same. At the time I got much chiding from the cognoscenti for buying a Rough Inferior, but as they say, time is a great healer.



Cork Examiner, Thursday, September 24 1970

60 motorcycles in vintage rally



MORE than 60 vintage motorcycles in the Blarney Hotel yesterday to begin a three-day vintage motorcycle rally to West Cork. The rally is organized by the Munster Motorcycle and Car Club and is the second such event to be staged. It will form part of the fourth National Veteran Motorcycle Rally when the machines return to Blarney on Saturday.

OLDEST MAN IN RALLY
The oldest motorcyclist in the rally is Mr. John Ellis, Celbridge, Co. Kildare, riding a 1926 Harley Davidson.

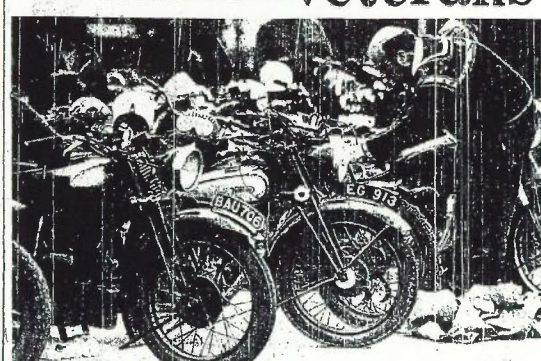
THE OLDEST MACHINE
The oldest machine to take part is a 1929 Minerva, owned and ridden by Mr. Arthur J. Whitmarsh, Salisbury, Wilts. It is a combination with a v-twin sidecar and was occupied by a 78-year-old passenger, Mr. Bill Moore, of Reading, England, who in 1912 won the Brooklands Gold Cup on a Zenith machine.

FINISHED DRINK AND TOOK CAR
Daniel Nugent, Main St., Castlemary, was fined £5 for having no insurance and 30/- in respect of a driving licence at Watercourse Place, Cobh on September 2. His brother, Thomas Nugent and David Morrison, Magdalen Road, Castlemary, were fined 50/- for taking the car. The three were ordered to pay £1 expenses at Cobh Court.

BROTHERS-IN-LAW WELCOMED AT COBH COURT
Two brothers, Nicholas and Arthur Connors who recently qualified as solicitors, were introduced at Cobh Court yesterday by Mr. James Donegan, Barr. III, D. J. Donegan and Son) to Justice K. I. McCourt who is extending a welcome to the view that they would carry on the same high standard their father had set in the Mallows and North Court regions.

DRILLING RESUMED
Repairs have been completed to the drilling equipment and drilling, "Giant North Sea," damaged by the sudden storm on the evening of August 15 it was announced by Marathon Petroleum Ireland Ltd. Drilling operations were resumed at the weekend at the well site located 28 miles off the Old Head of Kinsale.

Rallying with the veterans



A participant in the 12th Irish National Motorcycle Rally and 14th Windmill Rally carefully places his number in position before the start at Hotel Blarney, Co. Cork. (Examiner)

By VINCENT POWER
THE one aspect of my five-day rally on the 12th Irish National Motorcycle Rally which surprised me most was the almost boundless energy of the other riders — some in their seventies who covered 100 miles a day on machines which looked just like the day they rolled from the production lines at the beginning of this century.

Sharing a joke before the start of the rally were (from left): Tony Bazar, Brian Molloy, and Clame Rogers, Craig Modley and Clame Crowley. (Examiner)

PRIZE BONDS WINNERS
The following are the £100 winners in the October Prize Bonds draw.

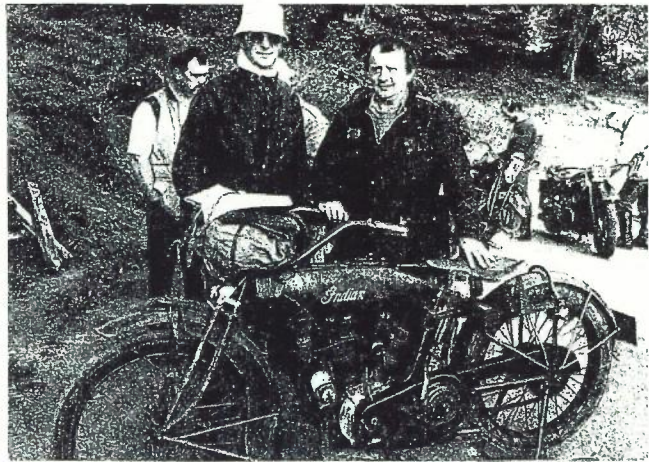
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J01056 J01057 J01058 J01059 J01060 J01061 J01062 J01063 J01064 J01065 J01066 J01067 J01068 J01069 J01070
K01071 K01072 K01073 K01074 K01075 K01076 K01077 K01078 K01079 K01080 K01081 K01082 K01083 K01084 K01085
L01086 L01087 L01088 L01089 L01090 L01091 L01092 L01093 L01094 L01095 L01096 L01097 L01098 L01099 L01100
M01101 M01102 M01103 M01104 M01105 M01106 M01107 M01108 M01109 M01110 M01111 M01112 M01113 M01114 M01115
N01116 N01117 N01118 N01119 N01120 N01121 N01122 N01123 N01124 N01125 N01126 N01127 N01128 N01129 N01130
O01131 O01132 O01133 O01134 O01135 O01136 O01137 O01138 O01139 O01140 O01141 O01142 O01143 O01144 O01145
P01146 P01147 P01148 P01149 P01150 P01151 P01152 P01153 P01154 P01155 P01156 P01157 P01158 P01159 P01160
Q01161 Q01162 Q01163 Q01164 Q01165 Q01166 Q01167 Q01168 Q01169 Q01170 Q01171 Q01172 Q01173 Q01174 Q01175
R01176 R01177 R01178 R01179 R01180 R01181 R01182 R01183 R01184 R01185 R01186 R01187 R01188 R01189 R01190
S01191 S01192 S01193 S01194 S01195 S01196 S01197 S01198 S01199 S01200 S01201 S01202 S01203 S01204 S01205
T01206 T01207 T01208 T01209 T01210 T01211 T01212 T01213 T01214 T01215 T01216 T01217 T01218 T01219 T01220
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V01236 V01237 V01238 V01239 V01240 V01241 V01242 V01243 V01244 V01245 V01246 V01247 V01248 V01249 V01250
W01251 W01252 W01253 W01254 W01255 W01256 W01257 W01258 W01259 W01260 W01261 W01262 W01263 W01264 W01265
X01266 X01267 X01268 X01269 X01270 X01271 X01272 X01273 X01274 X01275 X01276 X01277 X01278 X01279 X01280
Y01281 Y01282 Y01283 Y01284 Y01285 Y01286 Y01287 Y01288 Y01289 Y01290 Y01291 Y01292 Y01293 Y01294 Y01295
Z01296 Z01297 Z01298 Z01299 Z01300

FROM THE ARCHIVES

Cork Examiner, Thursday, October 5, 1978

Cork Examiner, Monday, August 29, 1988

NEXT Wednesday, the 22nd annual Duckham's Irish national Veteran and Vintage Motorcycle Rally roars into action. TIM CRAMER reports on the background to this much-loved event.



■ RALLIES PAST: Veteran and Vintage enthusiasts gather at Vernon Mount (above) while George Kingston and Pat Dwyer pose (top) with a 1917 Power Plus Indian, one of only two in this country.

Bikers of all countries, Unite!

TOWARDS the end of this month every year, I get the customary phone call from Paddy Morrissey of the Munster Motor Cycle and Car Club reminding me that "it's that time of the year again", meaning of course, that just around the corner is the Club's annual Duckham's Irish National Veteran and Vintage Motorcycle Rally. For all of those interested, including the thousands who will want to gather along the route to see the fine old machines, this year's event begins in Cork on Wednesday morning.

The ceremonies get under way at Vernon Mount, headquarters of the Club, at 10.30 am, when the Lord Mayor, Ald. Bernard Allen T.D., will lower the flag to set the first competitor on his way to tackle the course which goes through Bandon, Inchigeela and on to Killarney, via Rathmore.

After an overnight stop, the second day's run takes the group on a circuitous route to Castlemaine, Tralee, the Conor Pass, Dingle, Camp, Farranfore and back to Killarney for a well-earned rest, before tackling, on Friday, the final stage of the Munster Rally, to Kenmare, through Killorglin, Cahirciveen, Waterville, Sneem and Moll's Gap.

This ends the Munster Rally, but the hardy souls who are also competing in the National Rally then get under way on Saturday, travelling to Bantry and back to Kenmare, taking in such scenic but difficult sections as the Goat's Path and Borlin Pass, before travelling back to Cork on Sunday, following judging for the coveted *concours d'elegance* awards, for the annual banquet and presentation of awards, in the Metropole Hotel.

This year, the occasion of the 22nd annual rally and the 50th anniversary of the Club, the event has attracted an entry of nearly 120 riders and machines, coming from America, Sweden, West Germany, East Germany, Holland, the U.K. and this country, demonstrating that over the years, the rally has lost none of its international status. Indeed, many of those competing are now old friends, having come to Cork year after year to participate.

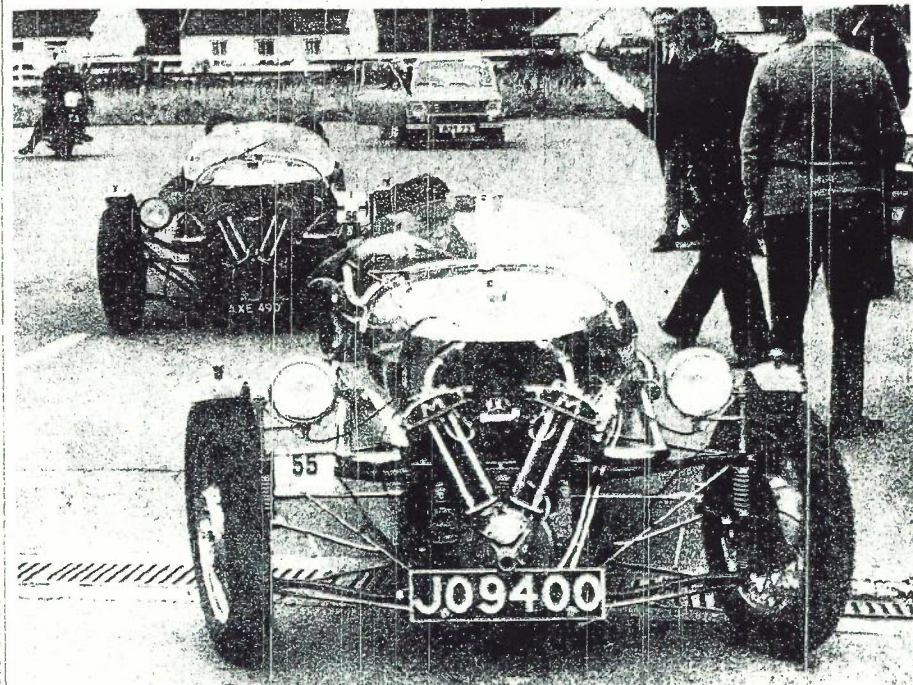
The machines date back to 1908, the oldest being a Pope of that year, owned and ridden by Dick Huttemann of Berlin. The youngest, and in this context the term is relative, is a 1961 Moto Guzzi ridden by Bob Troy of Cappoquin. In between are all those fascinating marques of former years, the majority no longer manufactured, such as BSA, Norton, Matchless, Sunbeam, Triumph, Scott, Vincent, and of course, the beloved "Moggies" in the section for three-wheelers.

Here you can view and admire the huge Harley Davidsons from America, the elegant BMWs from Germany, the rare Moto Sacoche from Holland, and the legendary Brough Superior from Britain: a veritable cavalcade of motorcycling history on Irish roads for a few short days. If you are at all interested in motorcycling, don't miss them.

Clerk of the Course is Michael O'Mahony, Paddy Morrissey is Secretary of the meeting and as usual, the indefatigable Mrs. Morrissey is looking after all the complex arrangements of the visiting riders, aided by a hard-working Club committee which ensures that the event runs smoothly every year — even on those rare occasions when some of the elderly machines do not. They are, after all, getting older every year, machines and riders alike, but the enthusiasm for the event and for Cork remains undiminished.

Cork Examiner, Thursday, September 28, 1978

VETERANS AT BLARNEY RALLY



Two visiting entries from Surrey and Berks, Messrs. R. Powell and D. Ellis, were the last to leave in their 1934 Morgans at the start of the Munster Vintage Rally at Blarney, Co. Cork, yesterday. ("Examiner")



Line up of Morgan three-wheelers

Veteran motorcycle rally comes of age

By TIM CRAMER

BY any standards, a 21-year span of organising and running a very successful event is a significant achievement and this is precisely what the veteran and vintage section of the Munster Motor Cycle and Car Club brings to fruition on Wednesday when it stages its "coming of age" Duckham's 21st Irish National Assembly of Veteran and Vintage motorcycles.

In the visual sense alone, this annual event has become very popular, not only with the riders who come literally from all over the world to take part, but also with the public in the Munster area, who over the years have come to regard it as a great piece of motorcycling nostalgia and who regularly turn out in large numbers to admire the colourful old machine and very often, the equally colourful riders.

You do not have to be a motorcycling enthusiast — though it helps, in the purely technical sense — to realise that what happens during the rally is a parade from the past, a cavalcade of motorcycling history from the very earliest days of the powered two-wheeler to the sleeker, when some of the greatest names and most famous marques disappeared under the Original onyx.

And if you wonder why people should travel from as far afield as West Germany, Sweden, Holland, Canada and Britain and indeed why they should do this year after year in

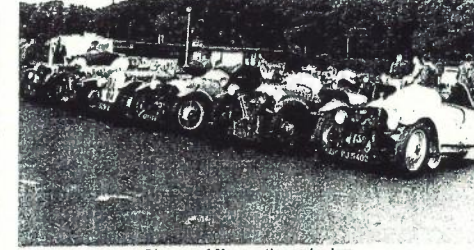
order to take part in this event, (it must surely be because it has become one of the premier occasions of its type in these islands. Enthusiasm alone does not attract people unless everything else is right and the MMC and CC rally has now achieved a status of its own in the international veteran world.

It is noted first for its inherent friendliness and camaraderie and while many of the participants are now very old friends indeed, the newcomer is assured of a warm welcome and made to feel very much one of the bunch. Secondly, its organisation has always been excellent, with just the right mixture of competitive events and social occasions and finally, of course, it has that certain touch of Irishness which appeals to overseas competitors who are greatly impressed by the informality of it all.

At this stage, and while fully recognising that the complex organisation is very much a team effort, I do believe that a special tribute is due to chief organiser Paddy Morrissey and his good lady Jude, both of whom have been associated intimately with the rally since its earliest days and it is very fitting indeed that they should once again be at the helm for this anniversary event. Doubtless they will receive well-earned plaudits on the day from everybody associated with the rally.

This year, I notice that the oldest machine, a 1908 Pope, comes from West Berlin and will be ridden by Dick Huttemann. The local competitor with the oldest machine is George Kingston from Ballinhassig on his well-known 1917 Indian, an enormous red monster with a huge V-twin engine. Do they make them like that any more? Of course they do, but somehow the modern equivalent, while greatly faster and more sophisticated, simply does not have the same appeal.

For the rest, you can take your pick from the great names now gone, and preserved only by these dedicated enthusiasts: AJS, BSA, Matchless, Scott, Brough-Superior, Harley-Davidson, Rudge, Velocette, Ariel, Sunbeam (coming in two guises, ancient and rather more modern) Norton, DKW, Triumph, the list is endless and they



will all be in the Cork-Kerry area during the next few days. The rally proper takes two major forms, the Munster Rally and the National Rally, both starting and ending in Killarney and each taking a different route on different days.

The event begins at the clubhouse in Vernon Mount in Cork at 10.30 on Wednesday morning when the machines will be sent off to Killarney via Bandon. They are expected to arrive in "Heaven's Reflex" from about 6 p.m. onwards.

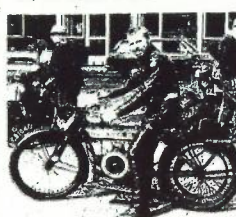
The Munster Rally continues at 10 a.m. on Thursday, travelling to Waterville and back again to Killarney in the evening.

On the following day, the Munster Rally concludes with a trip to Bantry and back. The National Rally takes place on Saturday with a run to scenic West Kerry, pausing for lunch at Ballyferret and hopefully everybody will be back in Killarney for "Let's celebrate time" — a get-together to mark the end of the formalities and the competitions. The whole affair ends with the presentation of awards and a banquet in the Metropole Hotel, Cork, on Sunday evening.

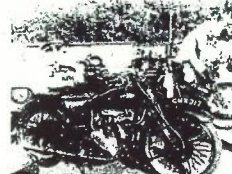
With an entry list well up to the best of former years, this special anniversary rally should be very well celebrated indeed. In passing, I wonder

just how much this annual influx of visitors has contributed to the local economy during the past 21 years. It is surely a thought on which to ponder at this time of economic stringency.

At all events, the message is that the old bikes are back in all their splendour this year and they will be visible in many parts of the Cork-Kerry region. Even if interest in motorcycling is limited, get out and see them and enjoy a little nostalgia while marveling at the fine condition of these wonderful old machines. And best of all, the lookin' is free!



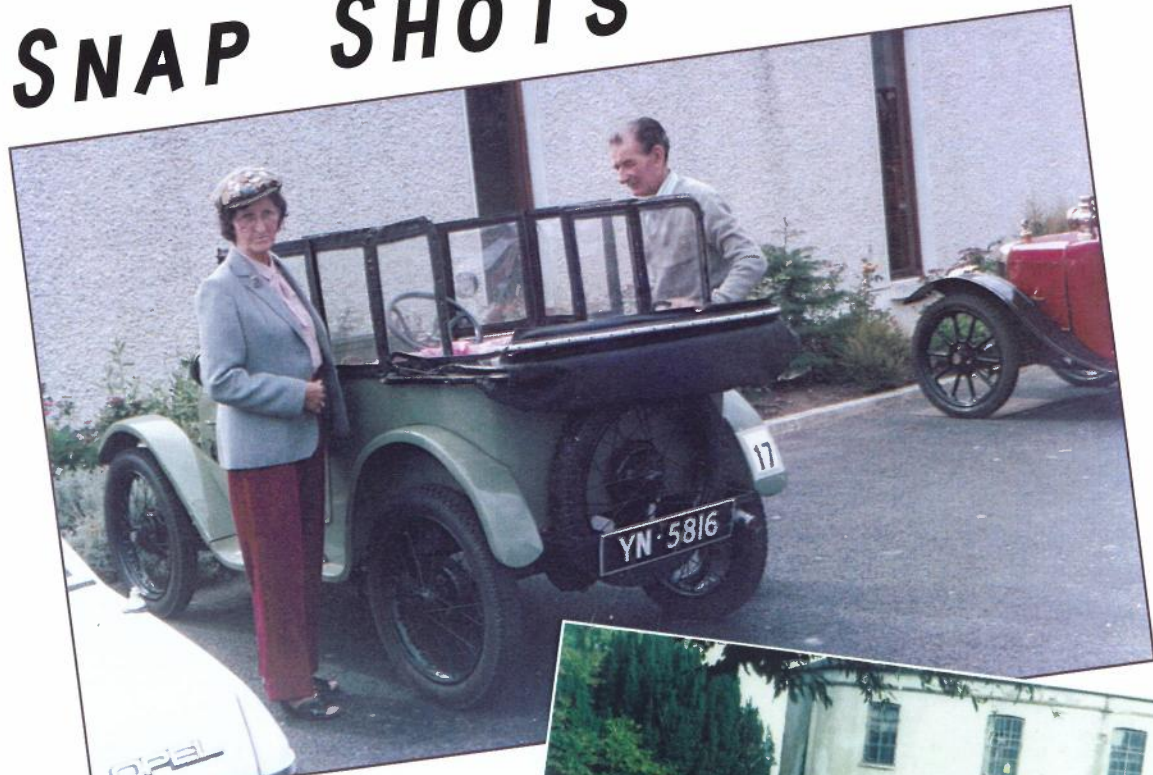
1914 Douglas 2 1/2 h.p. flat-twin with belt drive



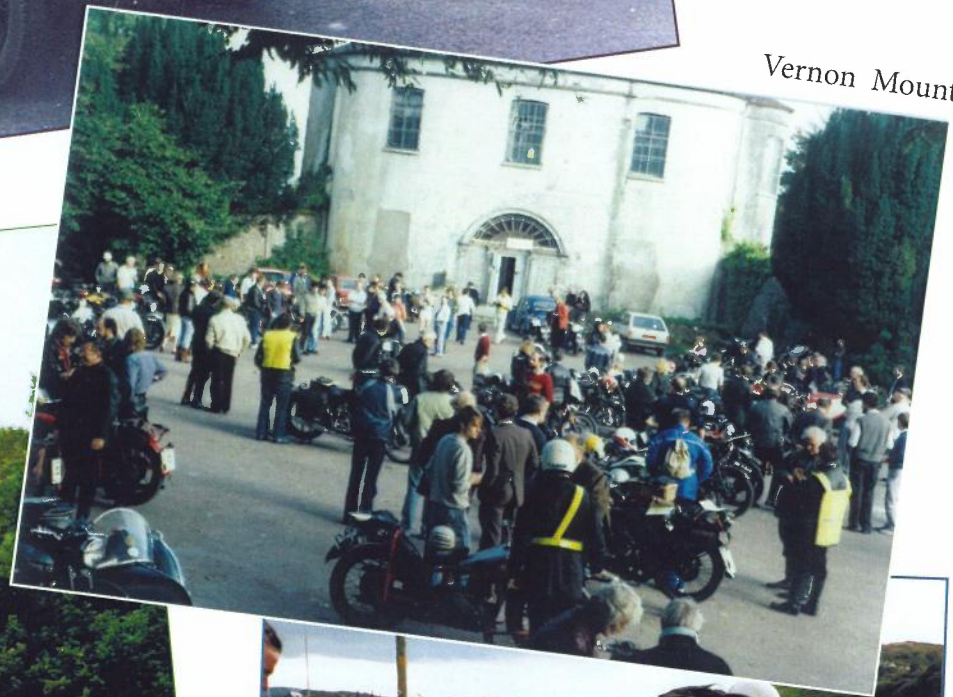
Rudge "Duster" — a famous name in racing

Cork Examiner, Monday, August 31, 1987

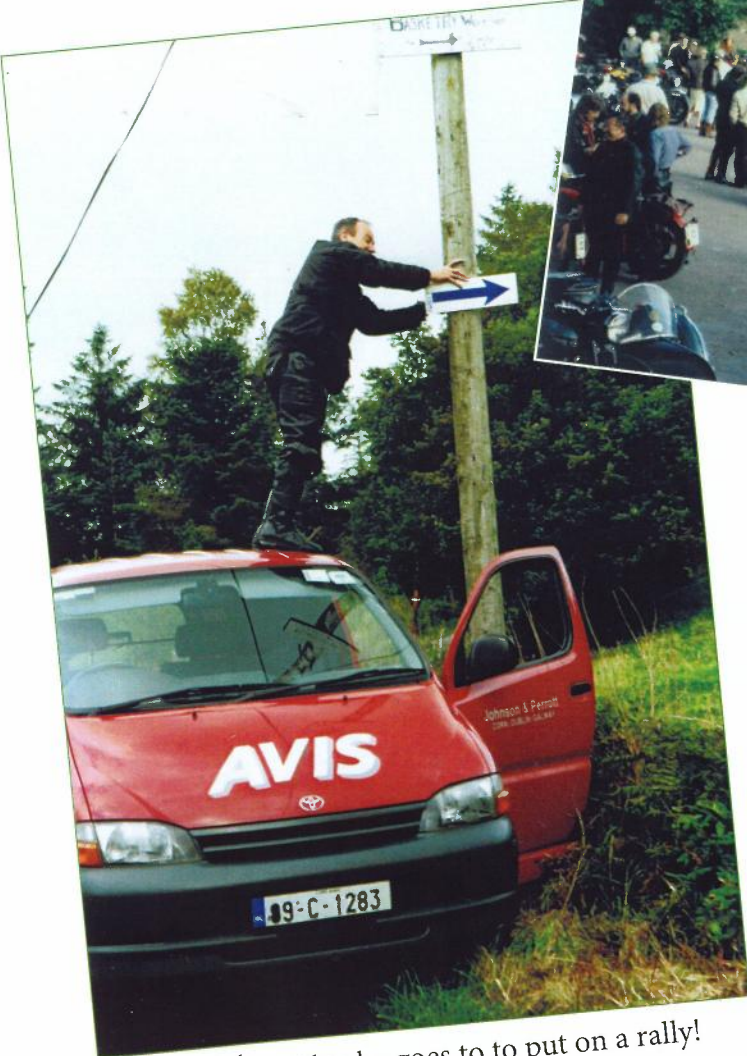
SNAP SHOTS



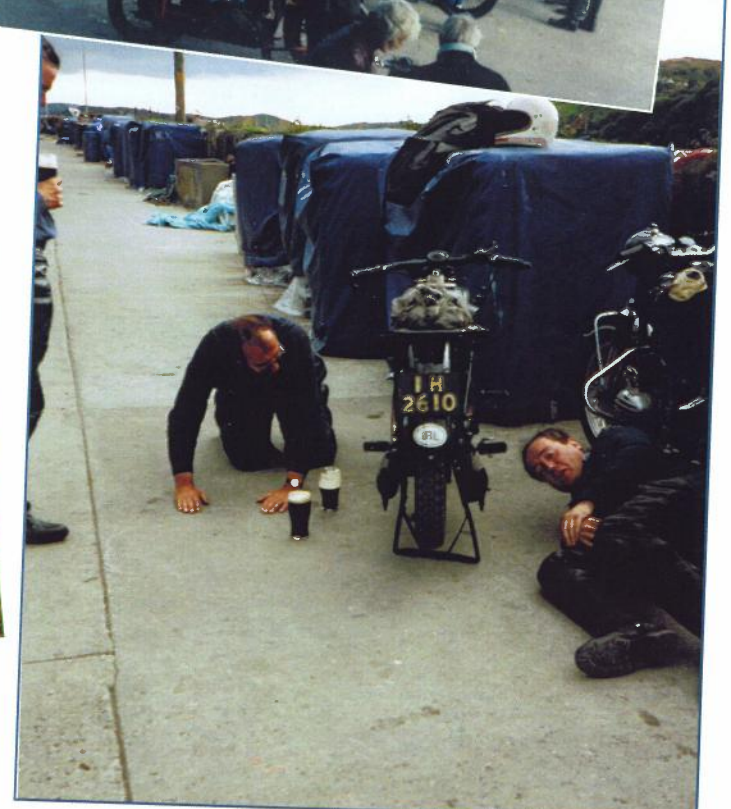
Paddy and Julia 1984



Vernon Mount



The lengths he goes to to put on a rally!



"What are youse boys doing?"

continued from page 7

Pre 1930 - Flat Tank Bikes

INFORMATION AND PHOTOS PROVIDED BY ENTRANTS



1929 Ariel Model F - Noel Barber

This 1929 Ariel Model F was exported new to Prague on 18/4/1929. The bike remained on the continent until I bought it from The Netherlands in 2013. One benefit of this is that the speedometer is in kilometres. This bike was very advanced in its day having a sophisticated oiling system and even boasted a centre stand similar to modern machines. It has completed several Irish rallies, both North and South.



1925 Ariel Sports - Rein Heerkens

This is a 1925, 4 1/2 hp, Ariel Sports Model. It has a 3 speed Gearbox and is all chain driven.

1925 was the last year Ariel used the White & Poppe Engine which was nicknamed "the Engine with the Valves a Mile apart"

The Ariel is in my possession for some 17 years, during this period several parts have been overhauled i.e. the Magneto, resleeved the Carburettor and it has new Valves and Guides.

The Ariel has been used in many Rallies and Runs in The Netherlands, The Irish National Rally will be its first outing on foreign soil.



1929 Ariel Model F - Sally Williams

This is the first "old" motorcycle Sally ever bought. This 1929 Ariel Model F is one of the earliest 500cc overhead valve single engines and firmly remains her favourite bike. Together since 2008 they have travelled in the UK, Europe and covered thousands of very happy Irish miles at this annual event. Last year engine metal fatigue caused their one and only recourse to the breakdown van, fortunately on the last rally day. All is mended now and we are very happy to be back.



1928 Royal Enfield 225 cc - George Kingston

My 1928 Royal Enfield 225 cc, is a 3 speed 2 stroke, Sports Model and is only 28 inches high. All the controls are operated by levers including the throttle. I originally rescued it from a barn in 1963 where it had languished for many years. It hasn't run for over 44 years until recently, when Robert Swan had a friend breathe new life into it.

It was entered on the 1st Irish National Rally and last ran in 1971 on the 5th National.

(Editor's Note) The attached photo of George on the Enfield was taken on a Dublin & District Run in the mid 1960s. George rode it from Cork to Dublin as he did not have a trailer!



1928 Norton 16H - Vince Hallam

This was the bike I used for my first Irish Rally in 1990 and it's back again with the same rider 26 years later. Both rider and bike looking a little more "weathered"! It has done numerous Irish Rallies in between, ridden either by myself or my late father Jon Hallam. A pint of Murphy's sits perfectly on the petrol tank!



1914 Rex Sidette 6HP - Fred Smith

The 1914 Rex was in a fire in 2006 and purchased by me in 2007. Parts were then flooded in my workshop later in 2007. Restoration has continued since then, including making the petrol tank which although off the bike was also destroyed in the fire.

Entering it in the Irish rally has pushed me to finish the restoration for the event. The side car chassis only came to light in 2015 and has been a quicker job.



1927 Sunbeam Model 6, DS 7040 - Tony Milbourn

bought this bike at a Bonhams auction only 18 months ago. According to Bonhams: "this Model 6 'Longstroke' was purchased new by one Horace Allen, who rode it until his wife's death in 1939. Mr Allen then became a recluse, keeping the Sunbeam in his kitchen until he too died, in 1983. Mr John Moore of Silchester then purchased the machine and got it back on the road. Re-registered as 'DS 7040' in 1985, the Sunbeam passed some two years later to Mr William Cakebread of Wittersham, from whom it was purchased by the [previous] owner in July 1987."

There is a fine divide between "patina" and "neglect". I think my bike sat right on that line. After some work, I brought it to the Irish National last year and it performed quite well. When Sunbeam bikes were made you could specify the front brake on either the left- or right-hand side of the handlebars. This machine had the brake on the (unusual) left. Following a scary moment last year involving a narrow lane, a damp road, a truck, and a grass verge, I have changed it over. I've also rebuilt a number of bits including the gearbox, brakes, clutch, etc. The engine I haven't touched and it seems to be in fine fettle; I suspect it was rebuilt before I got the bike. Most of the paintwork is original. Sunbeams of this period had particularly good paintwork and I like the fact that, whilst it looks scruffy it is pretty much as it was made 90 years ago, and I don't have to be too careful with it.

The Model 6 "Sportsman" is a 500cc side valve machine, which is delightfully highly geared and, with a manual advance and retard, very flexible. It cruises comfortably at 40mph (although Sunbeams are meant to be rather faster) and is surprisingly easy to ride. Many Sunbeams had a fully enclosed chaincase, which was one of Sunbeams distinctive features. In a nod to the term "Sportsman" this is not fitted to the Model 6. At this period of motorcycling lights were an extra; this bike has a sporting set-up with, modern for the time, electric lighting. Another amusing feature to look for is the oil feed. At this time Sunbeam had just moved to mechanical oil pumps, although it is still total loss. Because riders of the time were leery of mechanical pumps there remains a sight-glass so you can see that the pump is working and a manual pump as well. There is also a tap allowing oil to be diverted to the gearbox to top it up, instead of going to the engine. You don't want to forget to switch that back after topping the gearbox up before a run.



1929 Raleigh Model 25 - Philip Moss

Raleigh 1929 350 cc OHV Sports engine I restored this bike totally during 2007 and have used it regularly since then. This twin port 3.48 HP sports was entirely new in 1929 and was sold for £53.00 with a guarantee certificate that the bike was capable of 80MPH.



1913 Triumph Model C - Brian Smith

This is the fourth Irish on this particular machine and my 26th in total, I think. I restored it about 10 years ago and as well as Irish rallies it has been ridden in Holland, Belgium and all over the U.K. including a couple of Pioneer Runs. The rear stay broke in Belgium a few years ago whilst touring W.W.1 battlefields. I sent a telegram to Triumph and even rang Coventry 542 but got no reply. I think they have moved. It has a Sturmey Archer 3 speed hub which must be treated gently or great expense will be incurred which I can vouch for.



1920 ABC Sopwith - Harry Stitt

The entire ABC Sopwith motorcycle was designed by Famous British inventor Granville Bradshaw (a founding partner of the All British Engine Company) as a bet with Tom Sopwith (Sopwith Aviation) that a completely new motorcycle could not be designed and built in less than 3 weeks, the ABC 400cc prototype was on the road after 11 days. The machine itself was incredibly advanced for its time, with its unit construction OHV transverse twin engine (5 years before BMW) with four speed gearbox and a chassis with front and rear leaf spring

suspension and drum brakes. Manufacturing was carried out by Sopwith Aviation and the bikes were built to the same rigorous aircraft standards as their planes, with every component and machined surface on the bike bearing at least one inspection stamp.

The ABC made for a very civilized road going machine in stock trim, being fitted with a full leg and engine shield, valanced mudguards and electric lighting. However with these luxuries striped off the ABC Sopwith became a most formidable track racer. Most famously Jack Emerson rode the works ABC 400 to victory in the first motorcycle race to be held at the Brooklands circuit after the war. Later in 1920 Emerson secured ABC's name in the record books by taking the 500cc 1 hour record at 70.44mph, the first above 70mph and on a machine of only 400cc.



1924 Montgomery-Bradshaw - James Robinson

Montgomery was founded in the Suffolk, UK, town of Bury St Edmunds – the same town where its rider was born. By the time this machine was built, Montgomery had moved to the Midlands. Powered by an unusual oil-cooled Bradshaw engine, the 350cc Montgomery features a Sturmey-Archer gearbox and Webb forks.



1927 Scott Flying Squirrel - Peter Hull

Scott built their reputation with the twin-cylinder water-cooled two stroke engine which featured the distinctive "yowling" exhaust note. This particular machine is a 1927 Flying Squirrel which was the first year they were produced and production continued right through to the late 50's with very little change!

The bike is fitted with Scott's 3 speed close ratio gearbox. The forks are also Scott's own design and are "telescopic" in operation rather than the usual "girder" fork of the time.

It is a very original machine having matching frame, engine and gearbox numbers as shown by the despatch records held by the Vintage Motorcycle Club.

The bike was owned since the mid 60's by my Grandfather Sam who rode it in several of the early "Nationals" and was campaigned by him all over Ireland and Britain until he passed away in 1998. It has been in my possession since then and I have ridden hundreds of miles at events all over Ireland and Britain. This is my first "National" however and I am pleased to be attending this 50th anniversary - hopefully the first of many!



1928 AJ's K8 - Brian Robinson

Owned for approaching 50 years, this 500cc overhead valve AJ's was built for vintage racing in the 1960s, before being converted back into road trim and returned to the road in 1978.

It has been ridden at events all over the UK and Europe, been lent to visitors from America, Australia and Europe, completed lots of Banbury Runs (in numerous hands) and remains a joy to ride.



1930 Sunbeam Model 9 - Simon Robinson

So the story goes, this Sunbeam was originally supplied to a policeman in Northern Ireland, who wanted the sportier Model 90 but Sunbeam was unable to supply one. Instead they sent this Model 9 upgraded to '90' spec', with TT carburettor, close-ratio gearbox, hairpin valve springs and square ML magneto - all 90 items. The bike spent many years in the Isle of Man, owned by a chap named Doug Rose.

The Priests Leap

THE PRIEST'S LEAP: GATEWAY TO BONANE'S PAST

The Priest's Leap (or Lep, as it is known locally) was once an important link in communications between South Kerry and West Cork. Until the opening of the present Kenmare-Glengarriff road in the late 1830s it provided (in theory, at least) the only access route for horse-drawn vehicles from Kenmare to Bantry other than one involving a long detour via Castletownbere.

Many distinguished travellers have crossed The Lep down the centuries and some of them have left their impressions on record. Charles Smith in his history of Cork, published in 1750, describes the route over The Lep as 'a most rugged, dangerous one ... and well known in this country ...'. When the economist Arthur Young visited the locality in 1776 he found The Lep 'utterly impassable, the [new] road not being finished which is making by subscription'.

THE REV. DANIEL BEAUFORT'S ACCOUNT

The Rev. Daniel Beaufort, the distinguished cartographer, who visited Kenmare in August 1788, received conflicting accounts of The Lep, which he calls 'the short road to Bantry'. He was told that a fellow Church of Ireland clergyman had recently traversed it

with his wife in a Cabriole and others told us it was not very bad, but the generality declared it impassable & warned us not to engage in it - that is, in one half mile called the Priest's leap, on the top of the mountain which separates Kerry from Cork - the rest being good road.

Beaufort and his party decided, nonetheless, to attempt it. He went via Dromanassig, after passing which he found the road 'cut across by torrents to a great depth'. Then, he continues

passing between 2 high ledges of perpendicular rock we began to ascend towards the Priest's leap. A young man who had accompanied us on horseback for some miles left us here & promised to send us men immediately to help the chaise over the bad stages. But he disappointed us and when we got to the Priest's leap we were astonished to see how far the chaise had

been carried by the assistance of the 3 servants only - for this Leap is the most crooked, narrow, intricate, irregular path between and over vast crags of rocks on the top of a high Mount broken into hollows - to go a yard of which the Carriage was to be held up by strength, or lifted over obstructions. No man in his right senses would ride it - few horses could carry a rider safe over. Yet our excellent Charioteer had, with incredible labour, got nearly half way when he was stopped by impediments which seemed insurmountable. I begged he would desist until we could send him help ... A small rivulet here divides the counties and forms a horrid bad steep.

Later the party got caught in heavy rain and took shelter in a cabin close to the Cork side of The Lep where 'we obtained with some fear & caution of the poor inhabitants, some Brandy, very necessary for persons wet and worn'. Beaufort adds

None of the inhabitants could speak English, but one little girl of 10 years, but they were very civil, gave me milk, potatoes & one egg. They had butter, but neither salt nor bread.

LEWIS WESTON DILLWYN'S ACCOUNT

In July 1809 the Welsh botanist Lewis Weston Dillwyn crossed The Lep in the opposite direction, going from Bantry to Kenmare. While in Bantry he had been entertained by the Hutchins family of Ballylickey, one of whom, Ellen Hutchins, was also a botanist of some note. Dillwyn writes

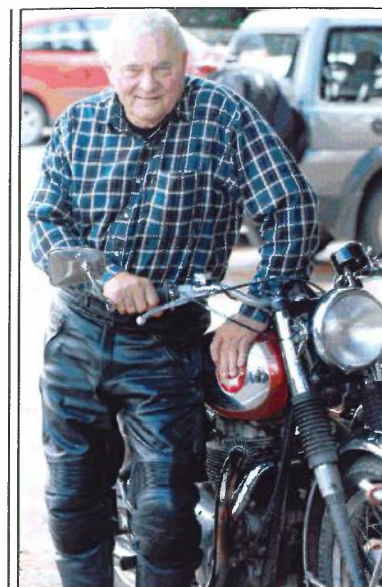
About half past twelve we with regret parted from our new friends at Ballylickey & set out for Kenmare. At 1 o'clock we arrived at the foot of the Priest's Leap ... It is a tremendous Mountain for a Carriage to pass & can only be accomplished with great difficulty on which account we found a respectable Farmer with fifteen of the Peasantry waiting by Mr. Hutchins's order in readiness to assist us.

Leaving the obliging peasantry to haul his carriage over The Lep, Dillwyn and his friends were able to cross the mountains into Kerry in carefree style, botanising as they went.

THE PRIEST'S LEAP: AN INTRIGUING PLACENAME

The origin of the placename 'The Priest's Leap' is quite intriguing. According to tradition in the locality it derives from an episode in which a priest pursued by soldiers escaped through having his horse make a miraculous leap from a mountain cliff in the townland of Cummeenshrute into the county Cork. The pursuit of the priest began in the townland of Killabunane where a rock which miraculously melted under the pursuing hounds is pointed out to this day. The rock, deeply pitted with what look like pawmarks, is situated close beside the main road from Kenmare. It is known locally as 'Carraig na Gadharraigh' (i.e., Carraig na nGadhar or the Rock of the Dogs?). The present writer remembers his father often pointing it out to him as a child when driving past the spot. Marks of the priest's knees and hands and of his horse's hooves appear on another rock a few miles from Bantry where he is said to have landed after his miraculous leap. Another version of the same story speaks of the priest leaping from the opposite side of Kenmare Bay, but this version would seem to be an aberration.

The Southern Star, Saturday, August 29, 2009



Munster Vintage Motorcycle Club's Skibb stop-over

By CAROL GILBERT

MUNSTER Vintage Motorcycle Club members stopped off in Skibbreen on Wednesday during their 43rd annual rally.

There were 115 bikes from a total of 11 countries, including Germany, France, UK, Denmark, Holland, Sweden, US, Canada and Ireland. The rally group, based in Kenmare, covered 120 miles each day, two of which were timed trials and covered a different route each day.

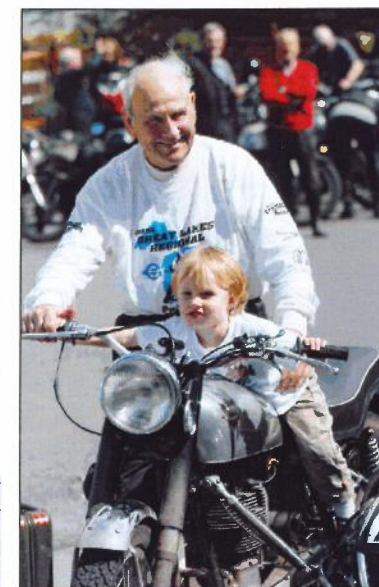
Lunch stop-offs were in Kenmare on Tuesday, Skibbreen on Wednesday, Waterville on Thursday and Glengarriff on Friday.

Motorcycles are dated from 1922 to 1961, with the oldest bike being a 1922 Sunbeam, all the way from Scotland. Vintage stars of yesteryear and works riders were amongst the bikers with world motocross champion Dave Bickers from Ipswich, England, enjoying the outing. Dave was seven times British motocross champion.

Renowned biker Dave Fox was amongst the riders, who also included Jeff S. Smith from the USA, who was a works BSA rider.

Left - Taking part in this week's Munster Vintage Motorcycle Club rally was Dave Bickers, from Ipswich, England, former world motocross champion, also seven times British motocross champion.

Right - Jeff S. Smith from the USA, former works BSA rider, taking part in this week's Munster Vintage Motorcycle Club rally, seen here with his grandson, James Smith (Photo: Eghan Doherty)



Triumph of design as bike marks century



Morgan O'Regan admires his 100-year-old Triumph Roadster. Inset: The simple mechanics behind the single-speed motorbike.

It has clocked up an unknown number of miles, gone through many an owner and pattered happily about the roads of Ireland for a century.

Yesterday, vintage bike enthusiast Morgan O'Regan, from Cork, celebrated the 100th birthday of his Triumph Roadster motorbike as he joined more than 130 other bikers dur-

ing the annual Munster Vintage Bikes Rally of Cork and Kerry. With its old Laois registration number, CI 356, the single-speed, belt-driven bike was made in Coventry and registered in Ireland in 1910.

Mr O'Regan bought the Triumph in 2003 and spent three years rebuilding it. It made its first appearance at the Munster

Vintage Rally in 1967 before another run-out in 2006 and every year since.

"It has no gears or clutch and there's a direct drive from the engine to the back wheel. It's a very easy motor until you want to stop," joked Mr O'Regan, who hopes to complete his 650km rally journey today.

FERGUS BLACK



Irish Independent August 27, 2010

FROM THE ARCHIVES