

# North Birmingham News

## NEWSLETTER

**A Review of 2007 Showing some of the places where we have been to.**



25 riders joined us on the New Year's Day Run



At the Spring Run Lunch Stop



The lunch stop of Josie's Jaunt at Carsington Water



The Girder Fork Run



One of the exhibits we were shown at the M&C Collection in Bakewell as part of Josie's Jaunt



Ian Harris receiving his Riders award as part of the "WET" Picnic/Concours



One of the wonderful views on the Clun Run



Crossing through the Malverns on the Autumn Run



## From the Archives

### The Norton Story up to 1957

In 1869, James Lansdowne Norton was born, a son of the industrial City of Birmingham. During a lifetime spent in business there he played a leading part in the creation of an entirely new industry, our own motorcycle industry. It can truly be said that the contributions he made to the design and construction of the motorcycle during the first quarter of the present century were of more importance than those from any other single source. When he died in the spring of 1925 he was mourned wherever motorcycles were ridden as "The Father of the Industry", and from those days his name has echoed on down the years without losing its magic among us.

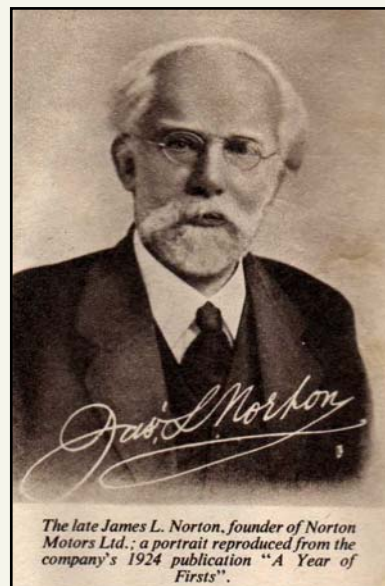
Even as a boy he was clever at making things. The earliest anecdote of his childhood is that relating to the little model steam engine he made at home at the age of ten. The sight of it running in the front room window brought down the wrath of the local constabulary on his mother who was told to get it moved, as too many people were congregating outside to watch it and were obstructing the road. After leaving school he was apprenticed to a local jeweller but his engineering inclinations were always very near the surface, and in due course he transferred his energies to something more in keeping with his talent, in the bicycle and cycle chain business.

In 1898 he started his own, as The Norton Manufacturing Co. already with the idea of the mechanically propelled bicycle at the back of his mind. Some of the experimental work he did in this direction around the turn of the century was to have a considerable effect on his later designs. More important at the time was his association with Charles Garrard who, in the first years of the century, was importing the little Clement engine from France, under the title of the Clement-Garrard. I suppose we should call it a moped today. The little Clement engine was attached to the front down-tube of a pedal cycle, and was reputed to produce  $1\frac{1}{2}$  hp at 1100 r.p.m. Two of its more interesting features were an external flywheel, which permitted a conveniently small

crankcase, and a push-rod operated overhead exhaust valve alongside the usual (for those days) automatic inlet valve. In place of raw hide belt drive direct to the rear wheel you could have a countershaft two-speed gear, mounted below the engine, and all-chain drive; and you did if you took Mr Norton's advice. There was also a twin-cylinder version, a narrow angle V-twin.

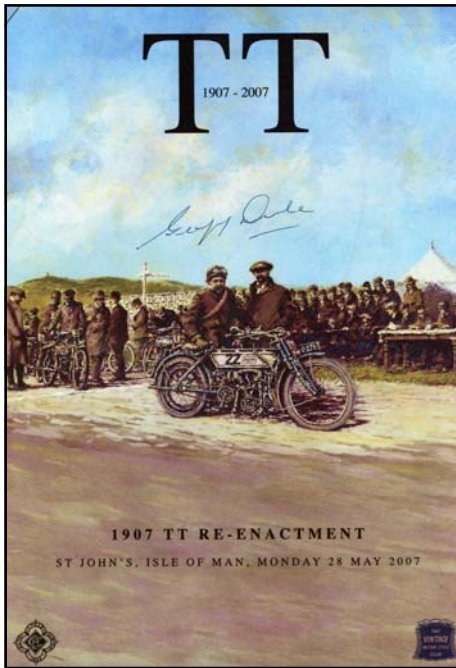
As a "Manufacturer to the trade" Norton was building machines or making parts for many of the firms which were coming into the industry in 1902/3. Mind you, there were machines leaving the little works at 320 Bradford Street, Birmingham, bearing the Norton transfer.

One went to Mr Sydney Turner of Derby, for his wife to ride, and had an open-type frame which made it one of the first ladies models to be produced. It was during this period that other young engineers of the infant motorcycle industry began to drop in for a word with Jimmy Norton, generally after business hours, to the point where the little office became affectionately known as "the club" a centre for the interchange of ideas, and of incalculable value in helping the industry through its most difficult years after the initial novelty of the motorcycle had worn off.



The late James L. Norton, founder of Norton Motors Ltd.; a portrait reproduced from the company's 1924 publication "A Year of Firsts".

Part two  
to be con-  
tinued  
next  
month



Former North Birmingham Section Chairman Ray Jones took part in the 100th Anniversary at the 2007 Isle of Man TT. I am sure a number of members would have read or heard about Ray's encounters published in the summer courtesy of the Express and Star.

**The Event 1907 TT Re-Enactment**

The whole event was well organised and huge crowds attended the start, and on many of the corners around the circuit. Geoff Duke let off the riders in pairs amidst a fair amount of smoke. The old AJAY ran well all through the event, there was only one anxious moment at the top of Creg Nilley's Hill when the plug overheated and caused a second or two's drop in revs. I am afraid this was created by my ham fisted use

*Machine: 1927 "Big Port" H6 A.J.S. 350cc O.H.V.*

of the throttle, however when I eased off the engine came back on song for the rest of the lap. Large crowds attended the awards presentations and a lovely buffet was provided for the competitors in the adjacent marquee. This made a very pleasant finish to the day.

*Ray*

**Recommendations of local suppliers**

If anyone has any recommendations which members might find useful in the area please obtain a small business card that can be included in the newsletter and then be posted on the notice board

**Small Ads Section**

Rear carrier and Rickman top box for sale, Excellent condition. Best offer secures. Tel Bruce Harrison on 01902-884224

F O R T H C O M I N G   A T T R A C T I O N S   F O R   2 0 0 8

	<b>CLUB NIGHTS</b>
JANUARY 30th	AGM and Presentation of annual awards
FEBRUARY 27th	Geoff Brazendale 'Early Vehicle Lighting – Candles Oil & Carbide'
MARCH 26th	Reg Eyre's Tour of New Zealand
APRIL 30th	History of the Air Ambulance & presentation of cheque
MAY 28th	Film Night
JUNE 30th	Ride a Bike Night— no meeting
JULY 25th	Fish and Chip Supper
AUGUST 29th	Arrive on Your Bike Night
SEPTEMBER 24th	Talk by Johnny Brittain on life as a trials rider
OCTOBER 31st	Talk by John Rhodes
NOVEMBER 28th	Bring and Buy evening
DECEMBER 26th	No Meeting

**CLUB RUNS**

<b>DATE</b>	<b>RUN</b>	<b>ORGANISER</b>	<b>Tel No</b>
January 1st	New Year's Day Run	Josie Stanley	01902-607293
April 13th	Spring Run	John Aston	01543-452695
May 4th	Relay Rally	Josie Stanley	01902-607293
May 18th	Girder Fork Run	Martyn Round	0121-550-1547
May 30th - June 1st	The Welsh Weekend	Josie Stanley	01902-607293
June 8th	Josie's Jaunt	Josie Stanley	01902-607293
June 18th	Wrinkly Signpost Hunt	Ian Harris	01952-299118
June 25th	Ride A Bike Night	Frank Ashton	01902-372719
June 29th	Roger's Run	Roger Greening	01562-730464
July 6th	Long Mynd Run	Colin Lloyd	01384-371385
July 9th	Wrinkly Run		
July 20th	Trent Valley Run	Brian Empsall	01543-264968
August 3rd	Breakfast Run	Rob Pell	0121-624-7674
August 17th	Picnic / Concours Run	Peter Ashen	01562-882854
September 7th	Flight of Fantasy Run	Trevor Bull	01905-778917
September 14th	Levis Cup Road Trial	Paul Harris	01952-299118
September 28th	Severn Valley Run	Bill Danks	01562-67103
October 12th	Autumn Run	Andy Briggs	0121-544-5938

# TT

1907 - 2007

*Geoff Duke*

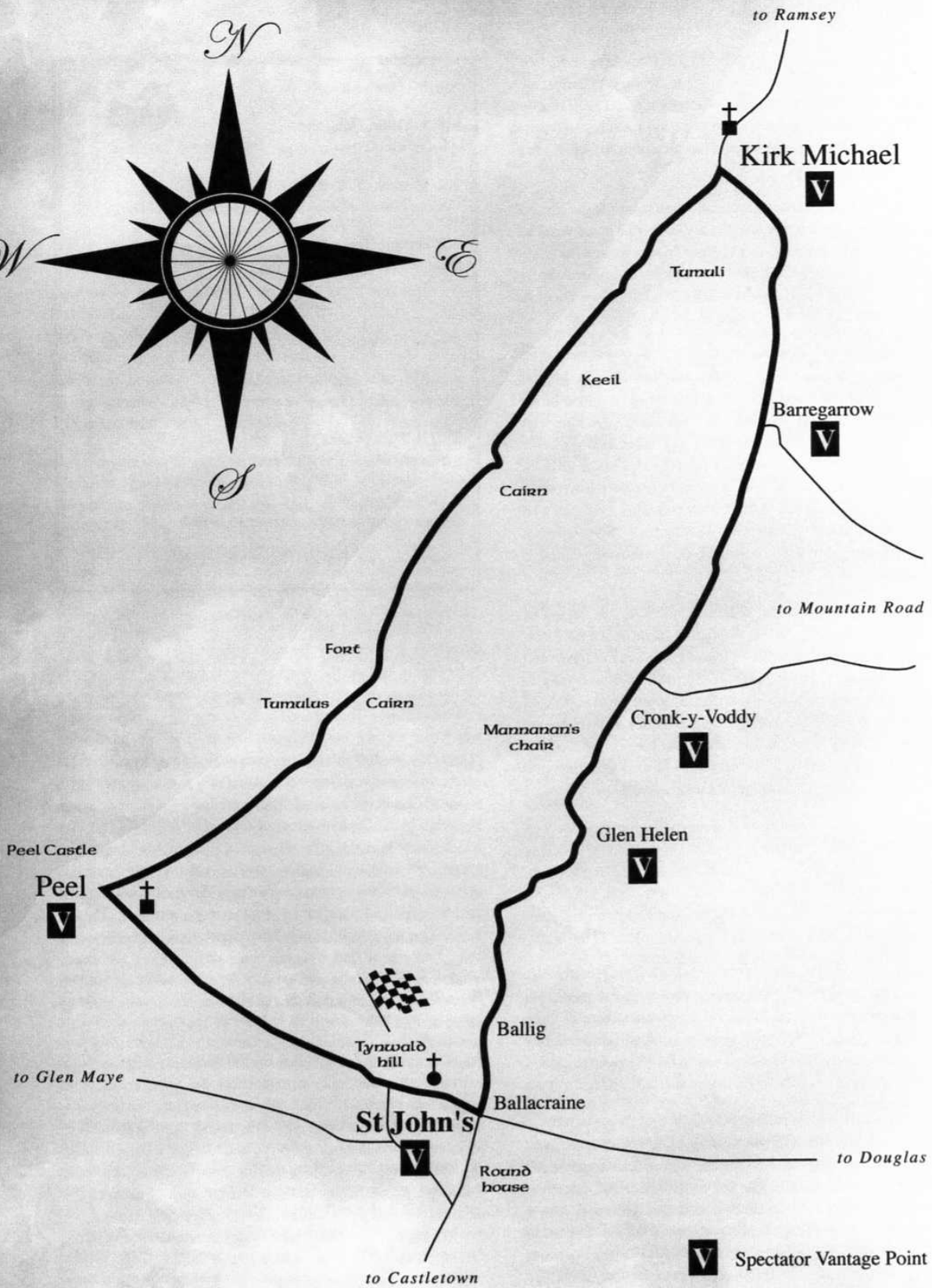
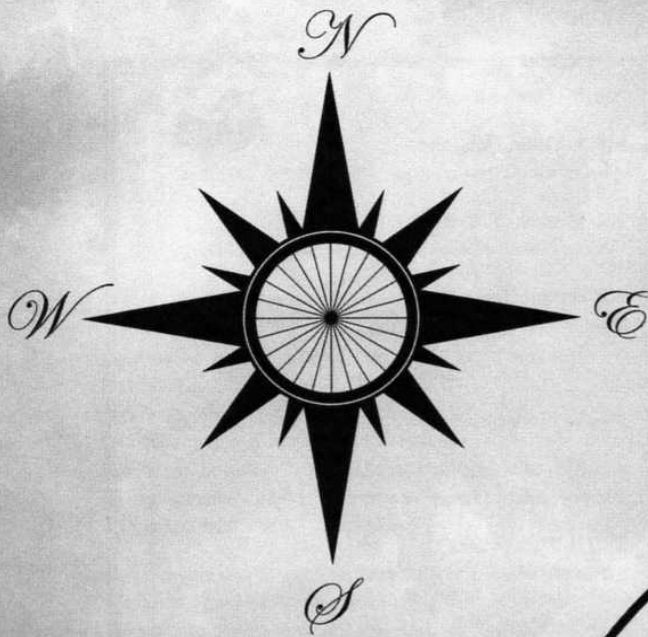


## 1907 TT RE-ENACTMENT

ST JOHN'S, ISLE OF MAN, MONDAY 28 MAY 2007



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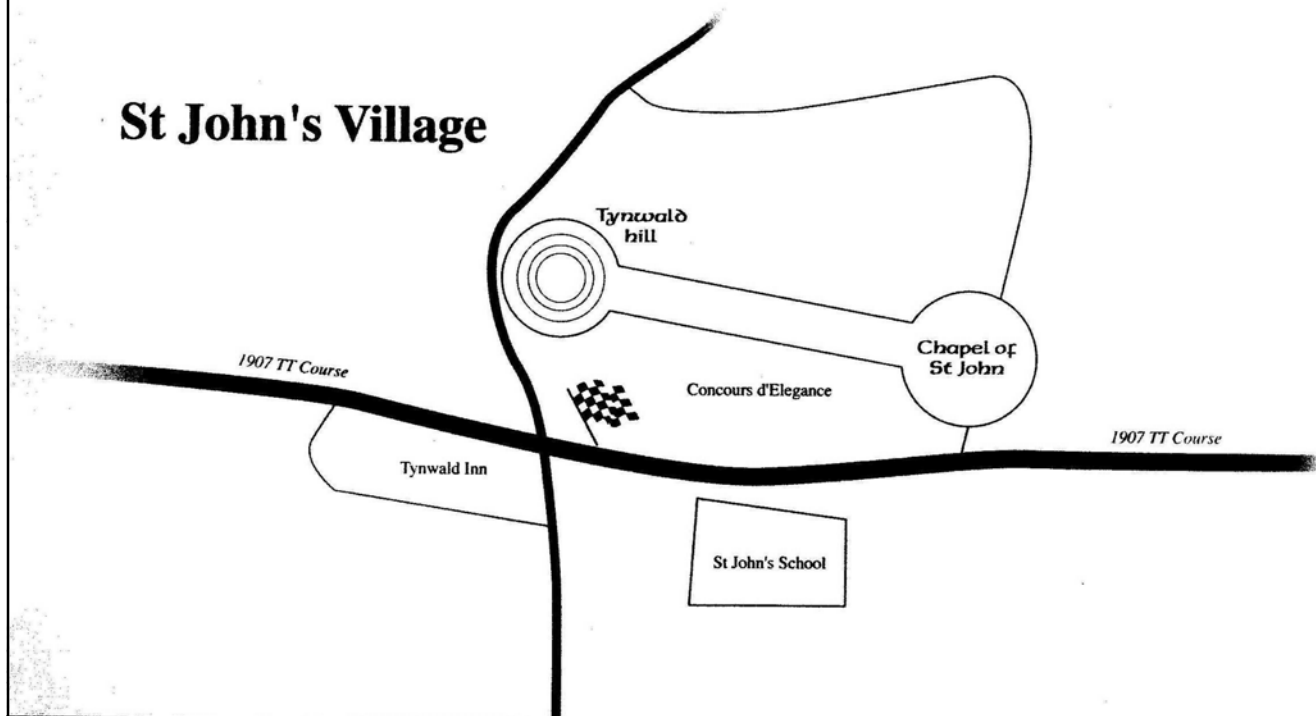
## Timeline for the Event

- 09:30 Roads Close.
- 09:35 His Excellency the Lieutenant Governor and the Chief Minister arrive at St Johns.
- 09:50 Geoff Duke OBE unveils a plaque adjacent to the original start line commemorating 100 years since the start of the first TT race.
- 10:00 Maroon signifies exactly 100 years to the time of the first race in 1907.
- 10:00 The re enactment event begins with Rem Fowler's 1907 winning machine flagged away by Geoff Duke.
- 10:01 Bikes continue starting in pairs at 30 second intervals.
- 10:25 Last machine leaves the grid .
- 10:30 (approx) First machines complete lap and start second parade lap .
- 11:30 Completion of parade, bikes assembled in concourse area on Tynwald Green.
- 11:45 (approx) Roads open except for Tynwald Green area.
- 11:50 Bikes available for public viewing in concourse area.
- 14:00 Awards presentation.

### Other Activities

- Vintage car display in the Tynwald Inn Car Park.
- Original TT course photograph exhibition in Tynwald Old School.
- Manx Jazz Aces entertaining throughout the morning from Tynwald Inn car park.

## St John's Village



# TT

1907 - 2007

## Re-Enactment Entry List

### 1. George Cohen, Norton V-Twin (1907) / Class: Twins

The Rem Fowler 1907 winning machine in the twin cylinder class event made the fastest lap of the day at 42.91mph. Fowler made numerous stops over the ten laps, including six plug changes, twice to shorten the laminated, four-ply leather belt (no chain drive) and an eighth lap puncture while travelling at 60mph - it took 11 minutes to untangle the old tube from the beaded edge tyre and then fit a butt-ended replacement.

### 2. Chris Read, Vindoc Special 5HP (1907) / Class: Twins

The original 1907 machine with racing engine, as ridden by Billy Wells, was believed to be the actual '1907 TT' machine. This machine normally has the Graham Brothers sidecar attached and is regularly used on the Pioneer and Banbury Runs. For the re-enactment, the machine will be run in solo form, as in 1907.

### 3. David Plant, Triumph TT (1908) / Class: Twins

In 1907, Frank Hulbert and Jack Marshall started as numbers one and two on Triumphs similar to this entry. Marshall came second but unlike the winner had no pedals to help him. He had to dismount and run alongside the machine to get up Creg Willies Hill. In 1908, pedals were barred and Marshall won the race at an average speed of 40.4mph.

### 4. Grahame Rhodes, Velocette Works 500 (1905) / Class: Singles

Grahame won the 2005 Senior Manx Classic race ... proving you don't have to be 5 foot nothing to win!!

### 5. Eric Alderson, Rex 3.5 HP Light (1907) / Class: Singles

### 6. Robert Lusk, Minerva 4.5 HP (1907) / Class: Twins

Robert Lusk came third in the 1967 Canadian GP (125cc) and eighth in the GP 250cc class. He moved from the US to the UK in 1969 to compete in the TT. However, he sustained a racing injury and did not fulfill his ambition, until now.

### 7. Allan Simpson, Ariel 2.5 HP (1908) / Class: Singles

The machine is owned by the Ariel Owners Club. It is believed the bike was used in the Southampton area until the late 1920s, re-acquired by the Ariel factory for publicity work in the 1930s and passed into the Ariel Owners Club membership around 1956, where it has remained since. The machine last saw action on the 2002 Pioneer Run.

### 8. Reg Glading, Triumph Roadster (1909) / Class: Singles

In 1957, with Reg Glading and Lionel Lockwood rode a 1919 Model H Triumph and sidecar from London to watch the Golden Jubilee TT and to take part in the VMCC events on the Isle of Man.

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## 9. CELEBRITY RIDER (see page 12)

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### 10. David Richards, Triumph TT Replica (1909) / Class: Singles

This Triumph is one of only seven left and the only one registered for the road. It is a copy of the works bikes that finished first, second and third in the 1908 TT.

### 11. Alan Bridge-Butler, Triumph 3.5 (1910) / Class: Singles

This machine was requisitioned in 1915 by the Royal Flying Corps. It is fitted with a 1911 Brampton variable gear.

### 12. Peter Dawson, Matchless TT (1911) / Class: Singles

The Matchless was found in pieces by David Plant in a wagon load of scrap some 20 years ago and was painstakingly assembled by the rider. It is believed to be the only surviving model of this machine and is mechanically sound but has yet to be 'spruced up'

### 13. David Rodgers, Douglas D (1927) / Class: Singles

Mr W. W. (Willie) Douglas entered the 1911 TT on a similar model with number 18, and finished seventh.

### 14. Douglas Allen, Humber TT (1912) / Class: Twins

Douglas Allen rode in the half centenary Vintage Rally in the Isle of Man and also in the 125cc TT.

### 15. Julian Plant, Norton TT (1912) / Class: Singles

A very powerful machine, still capable of speeds approaching 70mph. No clutch or gearbox and very 'lively' to push start.

### 16. Dave McMahon, Rudge TT Single Speed (1912) / Class: Singles

This machine is a 1913 500cc TT single speed Rudge - the same as the Rudge that was second in the 1913 TT and the outright winner in 1914. Normally in Brooklands trim, this machine will have mudguards and front brake fitted for the 2007 TT Re-Enactment.

### 17. Wyndham Rees Jnr, Triumph C (1912) / Class: Singles

Bought from a Scottish museum two years ago and restored to running order. Has classed as a finisher on both the Pioneer and Banbury Runs and also took part in the Festival of 1,000 Bikes at Mallory Park.

### 18. Chris Lewis, Triumph Roadster (1912) / Class: Singles

Chris Lewis has covered in excess of 2,000 miles per annum during 2004 and 2005, including the Irish National Rally both years. The 'old un' goes very well, things get exciting when trying to stop it!

### 19. Joyce Plant, Sunbeam (1913) / Class: Singles

Reputed to be a 'gentleman's' machine, but in this case a lady's machine. This machine has the luxury of a kick-start, clutch and two speeds. Sunbeam first entered the TT in 1914, when they came joint second.

### 20. Graham Kneale, ABC Prototype (1913) / Class: Twins

This is the oldest known All British (Engine) Company (ABC) motorcycle and was the prototype for the 1914 standard and TT models. One of these machines was timed at over 78mph and includes some unusual features. One owner covered over 70,000 miles on this machine. The engine was used to drive a generator to light a bungalow in the 1930s. It was restored by the late Bob Thomas after he bought it in 1946.

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## 21. CELEBRITY RIDER (see page 12)

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### 22. Tony Lockwood, Motosacoche 2C7 (1912) / Class: Twins

Trevor Lockwood has owned this bike since 1955 - it features the rare De Lissa exhaust valves. It has completed the Pioneer Run eight times. In 1957, Trevor and his friend Reg Glading attended the Golden Jubilee TT and rode the 1921 Triumph Model H. It was the second year of the VMCC Rally. Reg will be riding his 1909 Triumph.



**23. Trevor Blunt, Athena / Minerva (1906) / Class: Singles**

The sad remains of this machine were pulled from the River Thurso in Caithness thirty or forty years ago. It was originally registered to a Mr Dunnet of Caithness with a SK Reg No. After extensive restoration the machine has completed two Pioneer Runs.

**24. Juris Ramba, Rex/Jap Deluxe (1913) / Class: Twins**

This machine was bought unseen from Siberia more than 20 years ago. The asking price was 200 Russian roubles – then the equivalent of £1! It took three months to arrive – the delay because the machine was snowed in a shed. The motorcycle was painted in light blue Russian tractor enamel, and this had saved it from corrosion. The REX-JAP machine has been painstakingly rebuilt over five years.

**25. Derek Fox, Norton BRS (1914) / Class: Singles**

This machine was presented to Graham Walker in 1956 and exhibited at Beaulieu and Stanford Hall. It is also in the Ken Bills collection.

**26. Rupert Murden, Triumph TT (1914) / Class: Singles**

The bike was purchased from the sale of the Rochester Motorcycle Museum (Ken Bills) in November 1991 and has been confined to quarters ever since.

**27. Anthony Stockman, Triumph Roadster (1914) / Class: Singles**

Known as 'The Garland Triumph', since it was used by one Harold Garland in the very first London to Brighton Pioneer Run in 1930 (and subsequent runs). There is a full history of this old girl from 1919! At present it is undergoing some sympathetic restoration. Manual everything (of course), with next to no brakes, weak front end and a leg burning exhaust.

**28. Adam Lee, Sunbeam (1914) / Class: Singles**

Very few of these Sunbeam machines have survived.

**29. Michael Highfield, Scott Standard (1919) / Class: Twins**

The Scott sales records held by the VMCC show that this machine was delivered to William Welford in Brighton and sent from the Scott Works on September 17, 1919. The engine, frame and gear numbers match, but Magneto and Carb are not original.

**30. Philip Newman, Tustroke (1919) / Class: Singles**

The world's only known example of the 'Two-stroke'. Very kindly loaned by Rupert Murden and ridden by Phil, a long distance motor cyclist.

**31. Ian McBride, Velocette MOV (1940) / Class: Singles**

A genuine factory machine and one of three which won gold medals in the 1920 ACU six days trial, putting Velocette 'on the map'. Eugene Goodman completed the trial on it by lapping Brooklands at over 40mph during the half hour test. Then in France, it carried R Humphries to gold again. Restored by Tony Webb it is owned by Ian McBride, Secretary of the Northern Ireland VMCC Section.

**32. Michael Jackson, Norton 16 (1920) / Class: Singles**

Machine was owned by the first owner until the 1960s. Displayed at Sowerby Hall Museum, Bridlington until purchased by the current owner in 2005.

**33. Travelling Marshall****34. Pat Davy, DOT lightweight (1921) / Class: Singles**

Harry Reed made his first DOT motorcycle in 1907, in 1908 he entered and won the twin cylinder class of the second TT. Pat Davy rides the oldest known surviving DOT and only belt driver in running order. The machine is similar to that ridden by Whit Howarth gaining seventh place in the 1921 Junior at 46.180mph.

**35. Janet Cope, Velocette EL3 (1921) / Class: Singles**

A drop frame model to attract lady riders. This machine was first sold in 1921 and has been rebuilt using parts sourced over many years to EL3 specification - three gears, a small front hub brake, and a clutch. In common with all Velocettes, it was built to high standards. In 1921 it cost £75 plus £1.10s (£1.50) for aluminium leg shields, £4 for Brooks B650 saddle and 12/6d (62.5p) for a Lucas bulb horn.

**36. Jim Blanchard, Douglas 2.75TS (1921) / Class: Twins**

This machine was built between 1914 and 1918 (23,000 were built for dispatch riders as part of the war effort). After the war, the good ones were repatriated and returned to the Douglas factory, refurbished and put on sale. This machine was first registered on May 11, 1921 as AX 3275. In 1990 it was brought to the Isle of Man and re-registered as MAN 1921.

**37. Wyndham Rees, Triumph SD (1921) / Class: Singles**

Bought 15 years ago, in bits, in Weston-super-Mare. Since restoration it has won a gold award on the Banbury Run and has taken part in many local runs including the Saundersfoot.

**38. Bryan Reynolds, Rudge Multi (1922) / Class: Singles**

This rider rode in the Golden Jubilee re-enactment 50 years ago on the 1000cc Brooklands Rudge - which is quite a handful on the road. This time a more comfortable Rudge Multi is the chosen mount - a direct descendant of the machine on which Cyril Pullen won the 1914 TT.

**39. Geoff Hanson, Sunbeam TT (1922) / Class: Singles**

The last TT winner with a side valve engine was a model similar to this machine. MB 236 has been owned by Geoff for nearly 20 years and covered 9,000 miles without any breakdown and with only routine maintenance.

**40. Richard Stephen, Levis Two Stroke (1923) / Class: Singles**

This Levis has been in the Stephen family for over 80 years. The first owner was Frank Stephen, a grocer, who acquired it after it was used as a practice bike in the TT races. Frank's son John painted it in the only colour available - green - in an attempt to preserve it. After many years of decay and rust, he passed the bike on to his son Richard who spent two years restoring it to its former glory.

**41. Michael Ruocco, Rex-Acme TT (1923) / Class: Singles**

This actual machine HP 6009 was third in the 1923 Lightweight TT. Rex Acme 250 OHV air cooled Blackburn engine. Three-speed.

**42. E. Corkill, New Hudson 500 OHV (1932) / Class: Singles****43. Mark Scale, New Scale Bradshaw (1924) / Class: Singles**

HJ Scale built his first Scale motorcycle in 1906. He entered the 1910 TT on a 3.5hp Scale. The company was renamed 'New Scale' and returned to the Island in 1921, 1922, 1923 and 1924, finishing fourth in the 1924 sidecar event. Ridden by the great grand son of the manufacturer, it has a 350cc, 1924 TT Spec Bradshaw engine, with Sturmy Archer three speed gear box.

**44. Keith Jones, Velocette AC3 (1926) / Class: Singles**

A chain drive version of the Model A produced as an economy version during the mid-1920s. It had a lower quality oil pump and less sophisticated girder forks, but later models had a three speed hand change gearbox with kick starter.

**45. Andrew Sharp, Norton Maudes Trophy (1926) / Class: Singles**

This machine was built to contest the Maudes Trophy of 1926, and also was part of the gold medal winning team of the international six days trial, ridden by Phil Pike, when it had a sidecar attached. It has a four speed gearbox, eight inch brakes and is wired on the tyres, which were not common.

**46. Jack Ward, Royal Enfield Sports 351 (1926) / Class: Singles**

Year of machine, rider and reg number all the same - typical Manxman!

**47. Dick Miles, Norton TT Replica (1926/7) / Class: Singles**

Dick Miles has raced Nortons for the last thirty years, winning many races and championships in his native America. He has frequently visited the Isle of Man and is riding George Cohen's fabulous 1926 Norton, which is in full TT trim.

**48. Ann Davy, Levis KTS (1927) / Class: Singles**

Past President of the VMCC and has ridden this machine since 1975.

**49. Ray Jones, AJS H6 (1927) / Class: Singles**

A previous owner, who used this machine in local events, had a fetish for drilling holes in everything to reduce weight, even the con rod and piston were like a colander.

**50. Brian Cope, Velocette KSS (1927) / Class: Singles**

A true landmark in motorcycle development, the forerunner of the famous KTT Velocette racers produced from 1929. This machine is similar to that on which Alec Bennett won the 1926 Junior TT by 10 minutes. This motorcycle has been restored to the original specification. It was originally sold on January 15, 1928 to F J Boyce of Handsworth, Birmingham.

**51. James Crook, BSA L27 (1927) / Class: Singles**

This BSA L27 is the 350cc OHV sporting model for 1927. The engine is believed to be derived from the BSA entry in the TT of approx 1920, which failed dismally! This bike has been based on the Isle of Man for many years and regularly turns out for VMCC events.

**52. Xavier Hipkin, Sunbeam M8 (1927) / Class: Singles**

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**53. CELEBRITY RIDER (see page 12)**

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**54. Carl Chippendale, Rudge 4-4 Special (1927) / Class: Singles**

This bike was found in a chicken shed in Cumbria where it had been standing for 50 years. It was 'rescued' and restored by the rider's father-in-law, and has been kindly loaned to the rider to take part in all the VMCC runs this fortnight. The bike has been over to the Island many times, and has been featured in the Classic Motorcycle Magazine

**55. Anthony Cook, Scott TT Replica (1927) / Class: Twins**

Bought in 1964 by its present owner for £5. It had been standing dismantled in a front garden in Woodford, Essex having been left by its previous owner, an airman who, sadly, never returned from the war. Tony restored it over five years and brought it with him when he moved to the Island in 1988. Tony raced in the TT, winning a silver replica in 1960, on a Manx Norton with streamline sidecar.

**56. Tim Simkins, OK Supreme TT (1928) / Class: Singles**

This is the actual 1928 Lightweight TT winning machine. Ridden by Frank Longman at an average speed of 62.90mph, which was only 0.32mph slower than the Senior race winner. The bike is kindly loaned by Peter Bignal.

**57. Ivan Rhodes, Velocette KSS (1928) / Class: Singles**

Ivan, a former TT racer and acknowledged Velocette guru, is riding the machine that won the 1928 Junior TT ridden by Alec Bennett.

**58. Peter Addison, DOT Bradshaw (1928) / Class: Singles**

This DOT has raced in England in the late 1920s and early 1930s, then was grass tracked when its first owner (Bill Bull) slowed down a bit. The sports engine was being built up on the bench at Dorman's for a customer. Bill put £50 on the bench and said he would like to take it home, after much deliberation, the boss reluctantly gave the engine to Bill to put in this DOT.

**59. Roger Field, 966 Norton (1928) / Class: Singles**

This machine and rider first took part in the Isle of Man Vintage Rally in 1972 and also in the Manx Jubilee in 1973.

**60. Richard Birch, Sunbeam Longstroke (1928) / Class: Singles**

Kindly loaned so that Richard Birch can ride a 'flat tanker', his Sunbeam being a little too modern - it's 1930!

**61. Derek Rumble, Scott Super Squirrel TT (1928) / Class: Twins**

Rode in the TT from 1963 to 1990. Holder of some 25 TT awards - including an honorary award for stopping during 1979 to assist four injured fellow competitors. Took part in 1957 in the 50th anniversary at the age of 23. Hoping now to complete the 100th anniversary run at the age of 73. This machine was used by Eric Langton in the 1928 TT and also to win the 1928 Scott trial. Loaned to me by Jim Baxter.

**62. Alex Downie, Moto Guzzi Sport 14 (1928) / Class: Singles**

The rider is a member of Tynwald, the Manx parliament and an Italian motorcycle enthusiast. The Sport 14 was a very popular sport machine in the 1920s. Overhead inlet, push rod exhaust valve with traditional 'bacon slicer' outside flywheel.

**63. William Bewley, Sunbeam 6 Sportsman (1928) / Class: Singles**

By the late 1920s Sunbeams had started winning races on their more famous OHV machines, but the long stroke SV machines provided early successes and were still being campaigned by club men throughout the 1920s. This motorcycle is fitted with oil tank frame mounted. Isle of Man registered, it carries the registration number MN 496, originally allocated to Sunbeam for their 1914 TT number three works racer.

**64. Terence Wilson, Douglas SW5 (1928) / Class: Twins**

This machine was purchased in 1991 from an 80-year-old man who used this bike on the road from 1941 until he was unable to ride any more. Terence Wilson has used it since 1991 for sprints with the VMCC, VSCC and NSA. He has competed at North Weald, Houghton Tower, Brands Hatch and Festival of 1000 Bikes, etc.

**65. Trevor Moore, Triumph TT Replica (1928) / Class: Singles**

The Triumph model TT was developed from Vic Horsman's successful 1926 TT race machine and became 'the ultimate sportsman's mount'. This particular machine was rescued from an allotment where it had languished for at least 10 years until it was found and restored during the 1980s.

**66. Raymond Ainscoe, Monet & Goyon 175TT (1929) / Class: Singles**

One of the most famous French pre-war racers. Winner of 1930 175cc French GP at Monthléry it has a Villiers Brooklands engine. The rider is the author of 'Gilera Road Racers', 'Benelli Road Racers' and 'The TT Races: A Photographic History' and has visited the TT since 1959 as a spectator, reporter, sponsor and participant in the TT parade laps of 1997 and 2002.

**67. John Hayes, 493cc Sunbeam 9 (1932)**

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**68. CELEBRITY RIDER (see page 12)**

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**69. Horace 'Crasher' Crowder, Terrot 250 (1929) / Class: Singles**

Charles Terrot started the factory in 1887 trading from Dijon, France. They continued building motorcycles after the Second World War when they were taken over by Peugeot. Terrots were raced in five TTs by a Spanish rider.

**70. Paul Hipkin, AJS MG (1929) / Class: Singles****71. Robert Taylor, Rudge Whitworth (1929) / Class: Twins**

Robert Taylor was given the Rudge two years ago by his old boss Malcolm Davis. A TT regular since 1971, Robert has not missed a TT or MGP for the last 10 years, and even came over in 2001 when they were cancelled. He sponsored the late Mark MacDonald and Matt Jackson, until retirement, and this year sponsors 'Dave East Racing' with Kiwi TT regular Paul Dobbs riding.

**72. Peter Shacklady, Scott TT Replica (1929) / Class: Twins**

The machine is rebuilt from boxes of parts, not all of which made one motorcycle. Other parts were sourced from Scott Owners Club and Autojumbles, or re-manufactured. The frame still carries a 1929 Scott transfer on the steering head. It completed a TT lap of honour in 1998 and was ridden by Peter's late brother, the TT rider John Shacklady.

**73. Corina Norman-Smith, Velocette KTP (1930) / Class: Singles**

This is a rare model indeed! Although 1,308 of them were made in 1930 and 1931, very few KTPs remain as almost all were modified into single port versions to gain the extra 15mph! Katie is Corina Norman-Smith's 'modern bike' and they are both seen regularly in Cotswold section events.

**74. Ann Moore, AJS 350 (1930) / Class: Twins**

Ann Moore is ably assisted by her partner and the owner of this machine, Anthony Stockman.

**75. Andrew Morgan, Sunbeam Model 9 (1930) / Class: Singles**

This machine was in the Geeson Museum for many years before being purchased and made roadworthy by Dick Hodge, from whom it is on loan for the ride today. The rider is normally a Laverda man, and this ride is a first on this machine.

# TT

1907 - 2007

## Celebrity Riders

### 9. Sammy Miller, 1912 Humber V-Twin

Arguably the greatest British trials rider of all time, Miller was also a very accomplished road racer who could, and should, have won the 1957 Lightweight 250cc TT. Held on the smaller Clypse course, the Ulsterman was leading on the final lap until he slipped off his Mondial at Governor's Bridge, handing the race to Cecil Sandford. He remounted to take 5th and ended the year in 3rd overall in the World Championship whilst his best TT results would be 4th in both the 1957 and 1958 125cc races. Although he had a short road-racing career he was a multiple winner at the North West 200 and went on to win no less than 11 British Trials Championships. Sammy has a vast collection of bikes at his museum in Hampshire and he is a regular on the Classic parade scene.

### 21. Guy Martin, 1938 Triumph Tiger 100 500cc

Likeable Lincolnshire lad Guy Martin is one of the world's fastest road racers. After falling out with the authorities on the mainland, he turned his attentions to Irish Road Racing and success was immediate. He has since scored countless wins in Ireland including a stunning four race wins from five starts in last years Ulster Grand Prix. He is also the fastest newcomer in TT history and riding for the Hydrex Honda British Superbike team goes into the Centenary TT as one of the pre event favourites.

*Bike: This twin cylinder was the weekend racer of the 30's. The megaphone exhausts, when missing the end caps for racing purposes, made a fearful noise. Today they have been left on. Restored and on loan courtesy of the A.R.E. Classic Bike Collection, housed here on the Island at Kirk Michael.*

### 53. Alan Cathcart, 1937 Ariel Red Hunter 500cc single cylinder

Alan is the world's most prolific motorcycle test rider and has ridden ALL of the most exotic and iconic racing motorcycles in the world. If Alan hasn't ridden it, it isn't worth riding! Alan was also a good racer in his day and has finished inside the top ten at the TT no less than three times.

*Bike: A motorcycle that is greatly appreciated by the Vintage Bike movement, having had considerable successes in hill climbs, trials and scrambling. Restored and on loan courtesy of the A.R.E. Classic Bike Collection, housed here on the Island at Kirk Michael.*

### 68. Mick Grant, 1938 Triumph Speed Twin 500cc

One of Britain's finest road racers, Grant has the rare distinction of being a works rider for Kawasaki, Honda and Suzuki and it was on the former when he had some of his best career moments. A race winner in 1974, it was 1975 when he really hit the headlines when he won the Senior and broke Mike Hailwood's 8-year old outright lap record in the Classic. Riding the fearsome KR750 Kawasaki, he won the 1977 and 1978 Classic races pushing the lap record even higher and a controversial win with Honda in the 1980 Formula 1 race followed before he switched to Suzuki a year later racking up more wins. His final TT race was the 1985 Senior when he crashed heavily at the Black Dub but he stayed with Suzuki for a number of years, managing their road race teams.

*Bike: This machine was one of the first of Edward Turner's famous vertical twin cylinder motorcycles. It changed the fortunes of British Motorcycling for many, many years. Purchased in 1980 in a dilapidated condition, it was restored and is on loan courtesy of the A.R.E. Classic Bike Collection, housed here on the Island at Kirk Michael.*

### 86. Nick Jefferies, Yowling Scott water-cooled two stroke

Yorkshireman Nick Jefferies is part of a unique racing family, father Allan rode in the TT between 1947 and 1949 gaining two 2nd places. Son Tony raced on the Island between 1969 and 1973, winning three TT's; the 1971 Formula 750 and Junior plus the 1973 Production 750cc Races. Tony's son, David started on the Mountain Course in 1996 and amassed nine wins by way of three trebles in 1999, 2000 and 2002. Nick though has his own 'claim to fame' winning the Manx Two Day Trial [1976]; the Senior Manx Grand Prix [1983] and the Formula One TT [1993]. Having ridden a variety of machinery over the years Nick has had the privilege of sitting astride 'works' machinery of Loctite Yamaha, Silkolene Honda, Castrol Honda and Honda Britain. So far, the popular Yorkshireman has no less than 40 Silver and 2 Bronze TT Replicas in his collection at home on the outskirts of Bradford.

*Bike: This twin cylinder machine was manufactured at Shipley and was used in Trials, T.T. Road racing and all forms of motorcycle sport. Indeed, Nick's father sold Scotts from his motorcycle shop in Shipley and was a works rider for the factory. Nick should have no problems being re-acquainted with this iconic machine. On loan courtesy of the David Plant Collection of Pioneer, Veteran and Vintage machines.*

### 100. Richard Quayle, Shuttleworth Snap replica

'Milky' hit the headlines when he broke Philip McCallen's Newcomers Manx Grand Prix lap record in 1995 before crashing out at the 32nd Milestone breaking his leg. He went on to score a fine MGP double victory winning the 1999 Junior and Lightweight Races, before moving onto the TT proper where he scored instant success with a second place finish in the 2000 Production TT Race behind David Jefferies. A debut win at the Ulster Grand Prix followed in 2001, before the most successful year of his career, 2002, where he won the Lightweight TT and Senior Classic Manx Grand Prix, becoming only the second rider to win a TT and MGP in the same year, the other being Geoff Duke. His career was ended the following year when he crashed out of the TT at Ballaspur, and has since spent his time working for the DTL as Rider Liaison Officer for the TT. Milky rides his own Shuttleworth Snap replica.