

VINTAGE MOTOR CYCLE CLUB

SECOND ANNUAL

SAUNDERSFOOT RUN

AND

CONCOURS D'ELEGANCE

FOR

VETERAN AND VINTAGE

MOTOTRCYCLES

14th/15th SEPTEMBER 1957

Organised by the Western Section of the Vintage Motor Cycle Club.

With the co-operation of the Saundersfoot Motor Cycle Club.

OFFICIALS.

Secretary of the Meeting.
Club Steward.
Concours Judges.

F.T. Smith.
Mrs A. Moffat.
Messrs E. Stephens.
V. Morris.
J. Thomas.

Commentator.

G. Badham.

THE RUN

The start of the run is nominally St Michaels Square, Gloucester. Riders may start from other points, but must join the recognised route between Gloucester and Brecon. Riders are expected to average approximately 22 m.p.h. and will pass through the places mentioned

START.	Gloucester	9.0 a.m.
	Huntley	9.18
	Ross	9.42
	Monmouth	10.12
	Raglan	10.34
	Abergavenny	10.56
	Brecon	11.50 - 12.20 (lunch stop)
	Sennybridge	12.45
	Llandovery	1.16
	Llandilo	2.04
	Carmarthen	2.53
	Red Roses	3.24
	Kilgetty	3.41
FINISH	Saundersfoot	4.0 p.m.

The finish is at the Harbour Car Park Saundersfoot where the machines will be on show. Awards will be given for the best performance on a Vintage machine (i.e. manufactured not later than 31st December, 1930) and the best performance on a Veteran machine (i.e. manufactured not later than 31st December, 1914). Runners up in each class will also receive an award. In each case, the awards will be decided on the basis of marks given in respect of age and type of machine, age of rider and distance travelled. An additional Award will be given to the rider who in the opinion of the Judges, gives the most meritorious performance.

THE CONCOURS D'ELEGANCE.

This will be held on Sunday 15th September, at 10.0a.m. in the Harbour Car Park, Saundersfoot. Awards will be given to the best machine in each class, Runners up will also receive an Award. A special Award will also be given for the most interesting machine.

The judging will be done by Messrs E. Stephens, V. Morris and J. Thomas All of whom are well known for their service to Motorcycling and each have long records of competition successes in the Vintage years.

RIDERS AND MACHINES.

FH 1444.
F.E. Palmer. Cheltenham. 1921 4h.p. Douglas. Solo.
Rescued from a disused Air Raid Shelter where it lay beneath two feet of water, and restored to its present pristine condition by the rider.

DD 9028
F.E. Burke. Cheltenham. 1926 2 3/4h.p. A.J.S Solo.
De-Luxe Model still in original condition and has been in almost daily use since new.

FH 1605
H.W. Hyde. Evesham. 1919 225c.c Triumph. Solo.
purchased from a scrap dealer for a pound, and has been in regular use since 1953 without having been decarbonised.

NY 707
D.C.Boothman. Cranham. 1922 500c.c. Sgonina Solo.
The first double O.H.C engine ever raced successfully. This machine was raced on Pendine by Charles Sgonina and also by local rider Eddie Stephens.

NX 2526
Mrs Jean Boothman. Cranham. 1922 21/4h.p. New Hudson. Solo.
A fine example of a Vintage Lightweight. Note the Patent Sparking Plug Cooler and Spare Plug Carrier.

KT 1817
P.A. Moffat. Gloucester. 1914 31/2h.p. Triumph. Sidecar.
This machine was dug up from a Surrey field in 1952 but did not suffer too badly from its burial. The sidecar is a Brooklands Racing Model. Note the 3-speed Hub gear and all Belt drive.

MR 971

P.S. Jukes. Gloucester. 1924 2 3/4 h.p. Ariel Solo
First time out since complete restoration by the rider and the owner M. Jennings who is at present in the Middle East.

LU 474

J.S. Adcock. Cheltenham. 1919 3 1/2 h.p. Triumph Solo.
Later version of the "Trusty". Note that the Gearbox has now moved to a conventional position.

PE 3382

W.J. Rich. Bristol. 1925 490c.c. Sunbeam Solo.
Winner of the Sunbeam M.C.C. Blockley Bowl in 1953.

Max Clark. Brockhampton. 1921 2 1/4 h.p. Velocette Solo.
Prewar International Grand Prix Rider. Ex. 175c.c. and 250c.c. Champion.

A. Johnson. Tewkesbury. 1919 8h.p. New Imperial. Sidecar.
This outfit was built as a machine gun carrier, and intended for service in Russia. The Revolution stopped shipment and many were subsequently sold for civilian use.

Miss E. Johnson. Tewkesbury. 1924 3 3/4 h.p. Triumph Solo.
Note this model although generally similar to its predecessors now has all chain drive.

C.J. Palmer. Cheltenham. 1926 680c.c. Zenith Solo.
This machine has been in constant use since new, and was used with a sidecar until 1955.

D.G. Bailey. Cardiff. 1911 3 1/2 h.p. Triumph Solo
Single gear model and earliest of its make competing today.
Completely rebuilt by the rider after laying idle since World War One.

J.J. Lewis. Cheltenham. 1924 2 1/4 h.p. Velocette Solo.
Found in good condition after years of disuse. Believed to be one owner from new until this year.

MS 8756

E.D. Burke. Cheltenham. 1929 197c.c. Abingdon King Dick Solo.
First time out since being rebuilt for this rare O.H.V. Lightweight £35. 12. 6. when new.

J. Fryer. Bishops Cleeve. 1929 550c.c. Chater Lea Solo.
This machine is an Ex A.A. Road Patrol Machine.

FH 4937

F. Hill. Gloucester. 1927 348c.c. Douglas Solo.
One of the famous E.W. models.

FO 1239

W.H. Walker. Cheltenham. 1923 550c.c. Triumph Solo.
Model DRR Chain cum Belt Drive.

AN APPRECIATION

We are indebted for the valuable assistance given to us by the Officials and Members of the Saundersfoot Motor Cycle Club, to all County Constabularies on our Route, to Mr V. Morris for Garage Accommodation and Public Address Equipment, to those who have so generously given Awards, and to those others who have helped behind the scenes. Lastly we are indebted to the Riders whose enthusiasm makes such events possible

THE VINTAGE MOTOR CYCLE CLUB.

President. C.E. Allen.

The Vintage Motor Cycle Club was founded in 1946 for the owners of Motor Cycles manufactured not later than 31st December, 1930. The Club with almost a thousand members, united by the common appreciation of the engineering skill and vision of those who built the pioneer machines, has ensured that they neither rust away neglected, nor remain as lifeless museum exhibits, but are living examples and are brought to life on frequent occasions in order that a new generation can marvel at the handiwork of the pioneers and an older generation can view with nostalgia the machines they rode in days gone by. Membership is also open to past owners of Vintage machines and full details of this and of the general activities of the Club may be obtained from any of the Officials or Riders.