

RiderNo	Class	Timed?	TIME	FirstName	SurName	Town
1	A	U	10-00	RICHARD	SCUDDER	UCKFIELD
2	A	U	10-00	TONY	BROWN	FLACKWELL HEATH
3	C	T	10-00	CHRIS	EDMOND	DRIFFIELD
4	C	T	10-00	NICHOLA	CLARK	DRIFFIELD
5	C	T	10-00	MARIE	EDMOND	DRIFFIELD
6	C	U	10-01	HOWARD	WILCOX	DUNSTABLE
7	C	U	10-01	GEOFF	DIXON	ROCKLAND ALL SAINTS
8	B	T	10-01	STAN	BARTLE	HULL
9	A	U	10-01	T J	GOODALL	BURTON UPON TRENT
10	C	U	10-01	IVAN	RHODES	DERBY
11	C	T	10-02	ANTHONY	SAMS	DERBY
12	B	T	10-02	FRANK	BAYMAN	NORTHANTS
13	C	T	10-02	DAVE	PRITCHAF	GLOUCESTER
14	C	T	10-02	CHRISTINI	PRITCHAF	GLOUCESTER
15	C	T	10-02	KEITH	SAMS	CHESTERFIELD
16	B	T	10-03	STEVE	PAWSON	DRONFIELD
17	A	U	10-03	CHRISTOF	WRIGHT	SIDCUP
18	C	T	10-03	MICHAEL	RODEN	RUGELEY
19	B	T	10-03	MIKE	HELE	WATERLOOVILLE
20	B	U	10-03	TOM	BATES	WATFORD
21	C	T	10-04	JAMES	ADAMS	WHITLAND
22	C	T	10-04	HUW	ADAMS	WHITLAND
23	B	U	10-04	TERRY	COOPER	CLEVEDON
24	B	U	10-04	COLIN	TURTON	BACKWELL
25	B	U	10-04	WAYNE	FAUNT	CONGRESBURY
26	B	U	10-05	DAVE	COX	OXFORD
27	C	U	10-05	DAVE	LEE	CHELTENHAM
28	A	T	10-05	DOUG	ELLIS	NEWTOWN COMMON
29	B	U	10-05	ADAM	BELL	COLCHESTER
30	B	U	10-05	KARL	SCHWOEF	EAST HADDON
31	C	T	10-06	DAVID R	HUDSON	WINCHESTER
32	A	U	10-06	PETER	COTTRELI	NEW BARNET
33	A	U	10-06	OYVIND	LIBERG	FROGNER
34	B	U	10-06	BRIAN	PHILPOTT	CAMBERLEY
35	C	T	10-06	MARTIN	CARTER	AMBERLEY
36	B	U	10-07	ANDY	COOMBS	OXTED
37	B	U	10-07	JON JAME	SMITH	STRATFORD-ON-AVON
38	C	U	10-07	MERVYN	PANTING	NR DROITWICH
39	A	T	10-07	DAVID	CLARK	FORRES
40	A	T	10-07	ROBERT	CLARK	FORRES
41	A	U	10-08	ROY	GREEN	BRIDGWATER
42	C	U	10-08	ROY	LAMBERT	WORCESTER
43	C	U	10-08	STUART	MORGAN	OLNEY
44	B	U	10-08	CHRIS	BARHAM	BIDEFORD
45	B	U	10-08	NEVIL	BARHAM	BIDEFORD
46	A	U	10-09	BRIAN	NICHOLLS	MARSTON MORTAINE
47	C	U	10-09	GARY	BLANSHAI	BARNSTON
48	C	T	10-09	BRIAN	CORNWEI	STEWARTBY
49	A	U	10-09	EDWARD	CONSTAB	ST ALBANS
50	B	T	10-09	MARTIN	GEE	FINDERN
51	A	T	10-10	DAVE	FORD	WESTON ON TRENT

52 B	T	10-10	BARRY WILSON DERBY
53 C	T	10-10	ALAN JAM JENNINGS DAVENTRY
54 A	T	10-10	NICK CANFOR WINCHESTER
55 B	T	10-10	TONY SCOTHER LOWDHAM
56 C	T	10-11	BORIS FAULCON HALESWORTH
57 B	U	10-11	DAVID WESTBUR DEDDINGTON
58 B	U	10-11	RICHARD GIBBS BANBURY
59 B	U	10-11	GEORGE GIBBS DEDDINGTON
60 A	U	10-11	DAVID TURNER WOODBRIDGE
61 B	T	10-12	TRACY FARRAND BAKEWELL
62 B	T	10-12	MARK FARRAND BAKEWELL
63 C	U	10-12	DEREK WICKES HALSTEAD
64 C	U	10-12	NICK HARRISON OAKINGTON
65 B	T	10-12	ROY ROBINSON BRISTOL
66 B	U	10-13	DUNCAN HOSIE RODNEY STOKE
67 C	U	10-13	GORDON HALLETT STEVENAGE
68 B	T	10-13	MALCOLM GRIFFIN WARWICK
69 C	T	10-13	MARK HILLIER CRICKHOWELL
70 B	T	10-13	TED WATERHOE BIRCHINGTON
71 A	U	10-14	PHILIP CASTLE MARKET HARBOROUGH
72 C	U	10-14	JOHN SHARP BLACKMORE
73 C	U	10-14	JIMMY GREGORY BLACKMORE
74 A	T	10-14	ALAN SMITH SWINDON
75 C	T	10-14	CHRIS GREEN DIDCOT
76 C	U	10-15	ALAN HEADINGTON BLACKWOOD
77 C	U	10-15	SCOTT HEADINGTON BLACKWOOD
78 A	T	10-15	ROY HODGES BLACKMORE
79 B	U	10-15	IAIN WALKER HOLME-ON-SPALDING MOOR
80 B	U	10-15	ANTHONY DRAPER HOLME-ON-SPALDING MOOR
81 B	U	10-16	MARK BUSSEY HOLCOT
82 C	U	10-16	STEPHEN BUSSEY PIDDINGTON
83 B	U	10-16	CLIVE BUSSEY WINNICK
84 A	T	10-16	P R WOOD BLACKMORE
85 C	U	10-16	TIM JACKSON DONCASTER
86 C	U	10-17	PAT DAVY ASHBOURNE
87 C	U	10-17	R ANN DAVY ASHBOURNE
88 A	U	10-17	KEN LAY NORTHAMPTON
89 A	U	10-17	MARTIN SMITH NORTHAMPTON
90 B	U	10-17	BRIAN DU JOHNSON WINCHESTER
91 C	U	10-18	LEO LEACH WITNEY
92 C	U	10-18	WARREN LEACH WITNEY
93 A	T	10-18	JOHN FISHER LONGNEY
94 A	T	10-18	ROBERT DIXON CHELTENHAM
95 A	T	10-18	RICK HAIDON CHELTENHAM
96 B	U	10-19	KEN LEE WINCHESTER
97 C	T	10-19	BRIAN TOMPKINS LONGFIELD
98 C	U	10-19	ROGER MILLS SANDY
99 A	U	10-19	JOHN SHEPHER CHESTERFIELD
100 C	U	10-19	ANDY DAVIS STRATFORD-ON-AVON
101 B	U	10-20	PATRICK GUERIN CORK
102 A	U	10-20	SIMON HOLLINGSBURY ST EDMUNDS
103 A	U	10-20	PETER BELL NORFOLK

104 A	U	10-20	NICK	FARTHING	NORWICH
105 A	U	10-20	ERIK	MOLLER	SILKEBORG
106 C	U	10-21	ANDY	BATCHELOR	TODDINGTON
107 A	T	10-21	GRAHAM	BATES	BIRMINGHAM
108 B	T	10-21	JOHN	COXON	RUNCORN
109 A	T	10-21	DAVID	COOPER	LONDON
110 C	U	10-21	NIGEL	BEALE	ABINGDON
111 B	U	10-22	JOHN	HOLDING	SPALDING
112 B	U	10-22	JAMES	SCOTT	BUCKLEY
113 C	T	10-22	DICK	HOBART	CHELMSFORD
114 C	T	10-22	PHILIP	MILNE-TA'	PRESTON
115 B	T	10-22	SIMON	HODGES	KILGETTY
116 B	U	10-23	ROY	POYNTING	SALISBURY
117 B	U	10-23	JOHN	STODDAR	SALISBURY
118 C	T	10-23	JAMES	CROOK	BRIDE
119 A	T	10-23	PETER	HALLOWE	STURMINSTER NEWTON
120 C	U	10-23	HYLTON	JOHNSON	HALSTEAD
121 B	U	10-24	JOHN PAT	FLYNN	ATHERSTONE
122 C	U	10-24	DAVID	PHOENIX	TELFORD
123 C	U	10-24	IAN	PARKIN	SHEFFIELD
124 A	T	10-24	KEN	BLAKE	POOLE
125 A	T	10-24	SHIRLEY	BLAKE	POOLE
126 B	U	10-25	KEN	WOODWA	STURMINSTER NEWTON
127 C	T	10-25	JOHN	BOOTH	LLANGADOG
128 A	U	10-25	RODNEY	HANN	SHERBORNE
129 C	U	10-25	JIM	POOLE	HARDSTONE
130 B	U	10-25	PETER	SCOTT	PORTSMOUTH
131 B	U	10-26	DAVE	YOUNG	TENTERDEN
132 C	U	10-26	JOHN D J	COCHRAN	CUPAR
133 C	U	10-26	JOHN C	BEDDIS	BRISTOL
134 C	U	10-26	PETER	MADDOX	WOODFORD GREEN
135 B	U	10-26	JOHN	BARRETT	STANSTED
136 C	T	10-27	PHILIP	WILLIAMS	OSWESTRY
137 B	U	10-27	BERNARD	HOLMES	WEST HARNDON
138 B	U	10-27	BARRY	DORLING	CORRINGHAM
139 A	U	10-27	MIKE	WILLS	RUGBY
140 A	U	10-27	JOHN	GUY	EASTLEIGH
141 B	T	10-28	TOM	BREEN	NEW ALRESFORD
142 C	T	10-28	ALAN PAU	WILLIAMS	WICKFORD
143 C	T	10-28	TERESA A	WESTGAF	WICKFORD
144 B	U	10-28	BARRY	CARE	NORTHAMPTON
145 B	U	10-28	JIM	BROWN	SANDBACH
146 C	U	10-29	BILLY	MCCOMBE	NEWRY
147 C	U	10-29	ROBIN	JAMES	LEOMINSTER
148 B	U	10-29	STUART	TYLER	WOODHOUSE EAVES
149 C	U	10-29	ROY	PLOWMAN	CHELTENHAM
150 C	U	10-29	MARIAN	SANDERS	LITTLE HAY
151 A	T	10-30	DAVE	BICKERS	IPSWICH
152 C	T	10-30	LES	THOMAS	KILGETTY
153 C	U	10-30	ERIC	STEPHEN	COCKERMOUTH
154 B	T	10-30	EDWARD	DRAPER	YOXFORD
155 C	U	10-30	ALAN	COOMBE	NEWTON ABBOT

156 A	U	10-31	MICHAEL SQUANCE	EXETER
157 C	U	10-31	RON SPINKS	LEICESTER
158 C	U	10-31	ARTHUR SOSBE	LEICESTER
159 B	U	10-31	NEIL STYLES	EVESHAM
160 C	U	10-31	DAVE RICHMON	HAYES
161 C	U	10-32	MARTIN HECKSCH	CHORLESBURY
162 C	U	10-32	ANTHONY FAIR	STANMORE
163 C	U	10-32	CYNRIC F RICHARD	STANMORE
164 C	U	10-32	COLIN WEST	DRAYTON
165 C	T	10-32	MIKE BOTTING	HENLEY-ON-THAMES
166 A	U	10-33	IAN SMITH	SWANSEA
167 C	U	10-33	ROBIN ELLIS	SHREWSBURY
168 C	U	10-33	TONY CLORLEY	SHREWSBURY
169 C	T	10-33	STEPHEN WHITAKEI	CLITHEROE
170 C	T	10-33	SIMON WHITAKEI	NEAR COLNE
171 B	T	10-34	DAVE MASTERS	BEXHILL
172 B	T	10-34	MAGGI DAVIS	BEXHILL
173 C	U	10-34	NIGEL PRATT	ANDOVER
174 C	U	10-34	ROGER COOPER	MARKET HARBOROUGH
175 A	T	10-34	MARK HUGGINS	WENDOVER
176 C	T	10-35	ED SEFTON	BIRMINGHAM
177 C	U	10-35	GEORGE WANDER	HONITON
178 B	T	10-35	NICK HAMMONI	MAIDSTONE
179 C	U	10-35	EDDIE CARTER	MALDEN
180 C	T	10-35	DAVID JAMSON	TOTNES
181 B	U	10-36	RICHARD DIGBY	NORTHAMPTON
182 B	U	10-36	WILLIAM DIGBY	NORTHAMPTON
183 B	U	10-36	EDWARD DIGBY	NORTHAMPTON
184 B	U	10-36	CHRISTOF WYKES	NORTHAMPTON
185 C	T	10-36	KEN MELLOR	SELBY
186 C	T	10-37	GARY COOKE	BANBURY
187 C	T	10-37	EWAN MACKENZ	MILTON KEYNES
188 C	T	10-37	GEOFF HODEN	BEDFORD
189 C	T	10-37	PAUL BIGNALL	NORTHAMPTON
190 B	T	10-37	VIC BLAKE	WOKINGHAM
191 C	T	10-38	DORTHY BROWN	THAME
192 C	T	10-38	BARRY BROWN	THAME
193 C	U	10-38	JONATHAI SMALL	CHELTENHAM
194 B	U	10-38	CYRIL GRIFFIN	FAIRFORD
195 C	U	10-38	TIM WALKER	HUDDERSFIELD
196 C	U	10-39	JONATHAI JONES	PETERBOROUGH
197 A	T	10-39	RALPH BOREHAM	ROTHERHAM
198 C	U	10-39	NICOLA WILSON	GOTHERINGTON
199 B	U	10-39	JOHN SCOTT	COUNTY ANTRIM
200 B	U	10-39	DAVID PATTISON	CO ANTRIM
201 A	U	10-40	ERIC COOPER	KIDLINGTON
202 C	U	10-40	JOHN KIDD	CO DOWN
203 C	T	10-40	ALAN JONES	WARWICK
204 C	T	10-40	NOEL WHITTALL	LEEDS
205 A	T	10-40	GWILYM JONES	CRAVEN ARMS
206 A	T	10-41	GEOFF WHEELER	BANBURY
207 A	T	10-41	IWAN REES	CRYMYCH

208 B	T	10-41	ALED	REES	CRYMYCH
209 C	T	10-41	SHON	REES	CRYMYCHE
210 C	T	10-41	AL	GODFREY	BRISTOL
211 A	T	10-42	JONATHAN	HILL	CRAMLINGTON
212 A	T	10-42	HOWARD	GERMAN	HARROW
213 C	T	10-42	PAUL	GRANAHA	HEMEL HEMPSTEAD
214 C	T	10-42	ERIC	PAYNE	HEMEL HEMPSTEAD
215 B	T	10-42	TERRY	HOPES	BARRY
216 C	T	10-43	RON	MUIRHEAD	SWANSEA
217 C	T	10-43	PAUL	MARSDEN	BANBURY
218 B	T	10-43	KEVIN	EARLEY	UTTOXETER
219 B	U	10-43	SAMMY	MILLER	NEW MILTON
220 C	T	10-43	BRIAN	LOWE	BANBURY
221 C	T	10-44	SANDER	IZAKS	GELDERLAND
222 C	T	10-44	BILL	BEWLEY	AMBLESIDE
223 A	T	10-44	JIM	CODD	KILGETTY
224 C	U	10-44	DUNCAN	FISH	MINEHEAD
225 C	U	10-44	ALEX	FISH	MINEHEAD
226 B	T	10-45	RUSTY	HART	CHIPPING CAMPDEN
227 A	T	10-45	JAMES	BRIDGE-B	HENLEY-ON-THAMES
228 C	U	10-45	DAVID	BAYLDON	PRESTON
229 A	T	10-45	ROGER	KIMBELL	KETTERING
230 C	U	10-45	COLIN	BUTLER	LONG COMPTON
231 C	T	10-46	RONALD	PATES	SPALDING
232 C	T	10-46	DAVID	HAYWARD	STRATFORD-ON-AVON
233 A	T	10-46	RICHARD	MUMMER'	FAVERSHAM
234 B	T	10-46	TIMOTHY	MUMMER'	HERNE BAY
235 C	T	10-46	DAVE	FOX	SARRE
236 A	U	10-47	JOHN	ATKINSON	HENLEY-IN-ARDEN
237 C	T	10-47	PETER	JACKSON	BURGESS HILL
238 C	T	10-47	STEVE	BLENCH	MACCLESFIELD
239 C	U	10-47	JOHN	BUCKINGH	LANCING
240 A	T	10-47	IAN	HIRONS	ASTON
241 B	T	10-48	FREDERIC	EAMES	CRANFIELD
242 A	T	10-48	JOSEPH	ARUSH	READING
243 C	U	10-48	STEPHEN	CABLE	BOURNEMOUTH
244 C	U	10-48	MALCOLM	HOLMES	ICKENHAM
245 B	T	10-48	JEREMY	JOINER	CHIPPENHAM
246 A	T	10-49	ALAN	DIGNAN	WORTHEN
247 C	U	10-49	BRYAN	MARSH	DUNSTABLE
248 C	T	10-49	BOB	WILSON	CANNOCK
249 C	T	10-49	BRIAN	ANDREW'S	MARGATE
250 C	T	10-49	JOHN S	THOMPSON	BEVERLEY
251 A	T	10-50	ALEX	TAYLOR	ABINGDON
252 C	U	10-50	BILL	MILLS	WHEATHAMPSTEAD
253 B	U	10-50	MALCOLM	WOOD	BANBURY
254 C	T	10-50	DENIS	REES	CEREDIGION
255 C	T	10-50	TERENCE	PALLISTER	BARRY
256 B	U	10-51	RAYMOND	ACKROYD	NOTTINGHAM
257 C	U		JAMES	ROBINSON	HORNCASTLE
258 B	T	10-51	JOSEPH	LOUGHLIN	VIA SLIGO
259 B	T	10-51	BRENDAN	KELLY	SLIGO

260 C	T	10-51	ANDREW CORBITT LOUGHBOROUGH
261 B	T	10-52	BOB BRANCH BANBURY
262 A	T	10-52	FRED EVANS LYDDINGTON
263 B	T	10-52	JOHN HASTINGS CORBY
264 C	T	10-52	PETER WHITE KETTERING
265 C	U	10-52	PETER COURT DROTWICH
266 C	T	10-53	PETER MAHONY FILLONGLEY
267 A	T	10-53	IAN JOHNSTON SOUTHMINSTER
268 B	T	10-53	TERRY WINDSOR COLCHESTER
269 C	T	10-53	ERIC HODKINS CHELMSFORD
270 C	U	10-53	CONRAD MONEY MOSSLEY
271 A	T	10-54	MIKE CHENERY PETWORTH
272 B	T	10-54	JANE ANDERSON PULBOURGH
273 C	T	10-54	STEPHEN CHENERY CHICHESTER
274 C	U	10-54	DAVID GIBSON GREAT BOOKHAM
275 C	U	10-54	JEFF READ YARMOUTH
276 A	T	10-55	IAN CLARKE VERWOOD
277 B	T	10-55	BRIAN BARBER SALISBURY
278 C	T	10-55	MIKE SMITH RINGWOOD
279 B	U	10-55	ALAN BAILEY DAVENTRY
280 B	U	10-55	MARC PETRONI SAINT PAUL
281 A	T	10-56	ALICK BURGE RICKMANSWORTH
282 B	T	10-56	PHILIP BARFIELD TRING
283 C	T	10-56	JULIAN WADE CHESHAM
284 C	T	10-56	IAN COLE SHIPSTON-ON-STOUR
285 A	T	10-56	ROGER KING LUTON
286 A	T	10-57	RICHARD ROSENTH CHATTERIS
287 B	T	10-57	TONY SILVEY ELY
288 C	T	10-57	THOMAS GILBY WARE
289 B	U	10-57	DAVID J CATTON AYLESBURY
290 C	T	10-57	KEITH SHORTLAND DESBOROUGH
291 C	T	10-58	CHRIS WOOD CONGLETON
292 C	T	10-58	DEREK HOWARTH CONGLETON
293 A	U	10-58	COLIN LLOYD STOURBRIDGE
294 B	U	10-58	MARK PALMER LONDON
295 C	T	10-58	DEREK MORRIS COVENTRY
296 A	T	10-59	DAVID J BROWN GREAT MISSENDEN
297 C	T	10-59	TONY DONITHO EAST GRINSTEAD
298 C	T	10-59	CHRIS BROWN DORMANSLAND
299 B	U	10-59	DEREK STEARNE HYTHE
300 B	U	10-59	ARTHUR DUNN BURY ST EDMUNDS
301 A	T	11-00	PETER LOCKWOOD MARPLE
302 C	U	11-00	PETER REEVES VIRGINIA WATER
303 B	T	11-00	DAVID TOWN BINGLEY
304 C	T	11-00	JOHN BAKER BIRMINGHAM
305 A	T	11-00	ROGER YATES LITTLE HORWOOD
306 A	T	11-01	JOHN MCMAHON COVENTRY
307 B	T	11-01	TONY COULING SUDBURY
308 C	T	11-01	MIKE GRIFFITH SWINDON
309 C	T	11-01	PETER J A EVANS LYMM
310 C	T	11-01	JOHN CHARLTON SALE
311 C	T	11-02	PATRICK CLACY BANBURY

312 C	T	11-02	PETER	CLACY	BANBURY
313 B	T	11-02	RAYMOND	HUDSON	WALTON-ON-THAMES
314 C	T	11-02	MICHAEL	HAINES	CHIPPING CAMPDEN
315 C	T	11-02	NEIL	BATCHELOR	EVEESHAM
316 B	T	11-03	BILL	MANTLE	TAMWORTH
317 B	U	11-03	IAN	DAY	ST NEOTS
318 B	T	11-03	WILL	MANTLE	TAMWORTH
319 C	T	11-03	ANDY	GEDEN	SHIPSTON-ON-STOUR
320 C	T	11-03	TIM	KEMP	LLANDRINDOD WELLS
321 A	T	11-04	COLIN	SCOTT	KENILWORTH
322 B	T	11-04	J BRAIN	CALVERT	TREDINGTON
323 C	T	11-04	JOHN	STIRMAN	BANBURY
324 C	T	11-04	PHIL	BARTON	CONGLETON
325 C	T	11-04	CATHRYN	BARTON	CONGLETON
326 A	T	11-05	DAVID	JARVIS	HAYLING ISLAND
327 B	T	11-05	ANDY	DEAN	WOKINGHAM
328 C	T	11-05	MIKE	DAVIS	CHELTENHAM
329 A	U	11-05	JANE	JARVIS	HAYLING ISLAND
330 C	T	11-05	ROD	PHILLIPS	DERBY
331 C	T	11-06	DON A	BARKER	BICESTER
332 A	T	11-06	NICK	PEARCE	WHITSTABLE
333 B	T	11-06	JOHN	PHILLIPS	DERBY
334 C	T	11-06	JIM	MARTIN	NEWBURY
335 C	T	11-06	BILL	MARTIN	READING
336 A	T	11-07	MARTYN	CALCOTT	ATHERSTONE
337 C	T	11-07	DAVID A	BARLOW	CONGLETON
338 C	T	11-07	JOHN	DRABBLE	MACCLESFIELD
339 A	T	11-07	COLIN	MYLER	SWINDON
340 C	U	11-07	ALLAN	WILLIAMS	MACCLEFIELD
341 B	T	11-08	RICHARD	ELLINGWOOD	GRANTHAM
342 C	T	11-08	IAN	LOVERIDGE	KINGS LANGLEY
343 B	T	11-08	GLYN	CHAMBER	HEMEL HEMPSTEAD
344 C	T	11-08	DAVID	LOVERIDGE	CHOLSEY
345 C	T	11-08	PAUL	ROGERS	ILKLEY
346 A	T	11-09	REG	EYRE	CHELTENHAM
347 C	T	11-09	SCOTT	HODGES	PRESTON
348 C	T	11-09	RON	TODD	MANCHESTER
349 C	T	11-09	GRAHAM	BRINDLE	CHORLEY
350 B	U	11-09	BOB	HOARE	STURMINSTER NEWTON
351 C	T	11-10	NIGEL	HEWITT	BERKHAMSTED
352 C	T	11-10	RON	HEWITT	CHESHAM
353 A	U	11-10	ROY	BERRY	SUDBURY
354 C	T	11-10	MANUEL	HUGHES	NORTHANTS
355 C	T	11-10	BILL	PLENTY	BREACON
356 A	T	11-11	IAN	COLLINS	CAMBRIDGE
357 B	T	11-11	TONY	MILBOURN	GT STUKELEY
358 C	T	11-11	ROGER	FOX	SANDY
359 A	U	11-11	BERNARD	WHITE	HUNGERFORD
360 C	T	11-11	DAVID	MOY	STRATFORD-ON-AVON
361 A	T	11-12	BRIAN	WISE	WOBURN SANDS
362 A	T	11-12	DAVID	MCKIE	MALVERN
363 A	T	11-12	DEN	MORGAN	MALVERN

364 B	U	11-12	BRIAN	STANDFIE	STOCKBRIDGE
365 C	T	11-12	EDDIE	CLAPHAM	BRISTOL
366 C	T	11-13	MARTIN	MACCURI	CHELTENHAM
367 B	T	11-13	IORWERT	HILL	TREDEGAR
368 A	T	11-13	ALLAN	HILL	TREDEGAR
369 C	T	11-18	ANTHONY	BUBB	ALCESTER
370 A	T	11-13	JOHN	LAY	OXFORD
371 C	T	11-14	REX	MATHER	BLAKEDOWN
372 B	U	11-14	RICHARD	CROSS	ADDLESTONE
373 A	T	11-14	DAVE	MCMAHON	COVENTRY
374 B	T	11-14	MICHAEL	WILD	HOLDWAY
375 C	T	11-14	HARRY	EASTWICH	WORTHING
376 C	T	11-15	FRANK	BOOYS	BOVINGDON
377 B	T	11-15	DAVID J	GREEN	COLEFORD
378 B	T	11-15	ALAN	JANES	OXFORD
379 C	T	11-15	NEAL	FARR	GLOUCESTER
380 C	T	11-15	CLIFF	LAYCOCK	HOPE VALLEY
381 C	T	11-16	CHRISTOP	PIERCE	MILTON KEYNES
382 A	U	11-16	JOHN	COATES	WELWYN
383 C	T	11-16	COLIN	VINCENT	SWINDON
384 C	T	11-16	JOHN	WIGHTMAN	HAMILTON HILL
385 C	U	11-16	REX	EDMONDS	WILLETTON
386 C	U	11-17	GARY	LEIGH	MARGARET RIVER
387 C	U	11-17	WILLIAM J	COWLIN	BALDIVIS
388 C	U	11-17	CARL	MONTGOM	THORNIE
389 C	U	11-17	KEVIN	BADBY	MOUNT RICHON
390 C	U	11-17	GREG	BOOTHEY	OLDBURY
391 C	U	11-18	DAVID	JENNINGS	MILLICENT
392 C	U	11-18	GRAHAM	HAMMONI	WOODBIDGE
393 C	U	11-18	MALCOLM	COX	VICTORIA
394 C	U	11-18	KEITH	BARNARD	VICTORIA
395 C	U	11-18	GEOFF	COOLE	ROCKINGHAM
396 C	U	11-19	PHIL	SKINNER	THORNIE
397 C	U	11-19	DAVE	WEEKS	COTTESLOE
398 C	U	11-19	CHRIS	WHISSON	PERTH
399 C	U	11-19	DAVID	ALDERSON	BINDOON
400 C	U	11-19	ERIC	ALDERSON	HAWES
401 B	U	11-20	PAUL	DEPPER	KIDDERMINSTER
402 B	U	11-20	BRYAN	HELLEWE	BARNESLEY
403 C	U	11-20	CHRIS	OLIVER	SOUTHAMPTON
404 B	U	11-20	GEOFF	DAVIES	STOKE-ON-TRENT
405 C	U	11-20	RORY	MCLEOD	HONITON
406 C	U	11-21	BOB	ASHLEY	STOKE-ON-TRENT
407 C	U	11-21	GARY	SANDERS	ONNELEY
408 C	U	11-21	PHIL	BUCK	STOKE-ON-TRENT
409 B	U	11-21	GEOFF	PARR	MICKLETON
410 B	U	11-21	PAUL	SMITH	THETFORD
411 A	U	11-22	GORDON	MILES	NR MALMESBURY
412 C	U	11-22	ANDREW	TYLDESLE	CHARNOCK RICHARD
413 C	U	11-22	MATTHEW	TYLDESLE	CHARNOCK RICHARD
414 C	U	11-22	ADRIAN	TYLDESLE	CHORLEY
415 A	U	11-22	LES	MILLS	BEXHILL ON SEA

416 C	U	11-23	PADDY	WINTER	WOODHALL SPA
417 B	U	11-23	JOHN	BOGGIS	WREXHAM
418 C	U	11-23	TONY	CORNELL	MALDON
419 C	U	11-23	LUKE	CORNELL	LONDON
420 C	U	11-23	RICHARD	DUFFIN	KIDLINGTON
421 A	U	11-24	DAVID	DAVIES	SUTTON
422 A	U	11-24	VALERIE	DAVIES	SUTTON
423 C	U	11-24	RAYMOND	DORE	HALSTEAD
424 C	U	11-24	TERRY	GREEN	CHELMSFORD
425 C	U	11-24	BRIAN	THOMAS	BIRMINGHAM
426 B	U	11-25	ANDREW	BIGLANDS	SHEFFIELD
427 C	U	11-25	GRAHAM	HAWLEY	LOUGHBOROUGH
428 C	U	11-25	DEREK	BENNETT	LOUGHBOROUGH
429 A	U	11-25	MICHAEL	LAWSON	HINTON ST MARY
430 C	U	11-25	MARK	TAYLOR	PRESTON
431 C	U	11-26	DAVID	SPRUCE	STOURBRIDGE
432 C	U	11-26	SHAUN	WARNER	KIDDERMINISTER
433 A	U	11-26	NIGEL	HUSSEY	STREET
434 C	U	11-26	ANDREW	EASON	NEWPORT
435 C	U	11-26	PAUL	EASON	RYDE
436 B	U	11-27	TERRY	SPENCER	WELLINGBOROUGH
437 B	U	11-27	PETER	SPENCER	WELLINGBOROUGH
438 B	U	11-27	SIMON	SPENCER	WELLINGBOROUGH
439 A	U	11-27	BOB	GODFREY	HITCHEN
440 A	U	11-27	CHRIS	DAWKINS	SHILLINGTON
441 B	U	11-28	JOHN	JOINER	CHIPPENHAM
442 C	U	11-28	LINDA	DICKINSON	GILLINGHAM
443 C	U	11-28	RAY	DICKINSON	GILLINGHAM
444 A	U	11-28	MICHAEL	BRYANT	READING
445 B	U	11-28	JAMES	NEALEY	SLEAFORD
446 C	U	11-29	BRUCE	MOORE	HADLEIGH
447 C	U	11-29	CHRIS	ARMOUR	IPSWICH
448 B	U	11-29	RON	PROCTOR	SHEFFIELD
449 C	U	11-29	MARTIN	HANSTOCK	SHEFFIELD
450 C	U	11-29	STEPHEN	BROWN	NORTHAMPTON
451 C	U	11-30	FRITZ	PIKEL	VIENNA
452 A	U	11-30	ALAN	HUMMERS	HIGH WYCOMBE
453 A	U	11-30	ROBERT	HUMMERS	HIGH WYCOMBE
454 C	U	11-30	MIKE	LAWRENCE	MILTON KEYNES
455 C	U	11-30	TERRY	JAMES	MILTON KEYNES
456 B	U	11-31	HOWARD	WHITE	BRISTOL
457 B	U	11-31	RUSS	JENKINS	BRISTOL
458 C	U	11-31	BRIAN	HALFORD	NORTHAMPTON
459 C	U	11-31	PETER	BOOTH	COVENTRY
460 C	U	11-31	GARY	BOOTH	EVESHAM
461 B	U	11-32	CHRIS	HARRIS	BEXHILL ON SEA
462 C	U	11-32	MERV	KENDALL	DUNSTABLE
463 C	U	11-32	PAT	TURLEY	DUNSTABLE
464 C	U	11-32	STEVE	WILLIS	LEIGHTON BUZZARD
465 C	U	11-32	DEREK	HARDING	BERKHAMSTED
466 C	U	11-33	BILL	CRAMPTON	ST ALBANS
467 C	U	11-33	RICHARD	UPSTONE	DUNSTABLE

468 B	U	11-33	JOSEPH D HIGHAM	WALSALL
469 C	U	11-33	ALAN YEOMANS	BANBURY
470 C	U	11-33	DAVID KEEN	HARPENDEN
471 C	U	11-34	ANDY FENN	HEMEL HEMPSTEAD
472 B	U	11-34	DAVID GARDINE	MILTON KEYNES
473 C	U	11-34	IAN LORAM	BRIXHAM
474 C	U	11-34	ROBERT SWAN	HOWTH
475 C	U	11-34	EDWARD TANGUAY	HAVERFORDWEST
476 B	U	11-35	MIKE COCHRAN	NR BANBURY
477 C	U	11-35	RICHARD DARLING	SHREWSBURY
478 C	U	11-35	DAVID THOMAS	BIRMINGHAM
479 C	U	11-35	IAN DURRANT	LOUTH
480 A	U	11-35	COLIN TAVERNE	COLCHESTER
481 B	U	11-36	STEVE GIBBONS	SHALBOURNE
482 B	U	11-36	GUY HAFFENDI	LEWES
483 C	U	11-36	BILL JACKSON	MANCHESTER
484 C	U	11-36	DAVID VINER	OLDHAM
485 C	U	11-36	IAN BEVERIDGE	RAMSBOTTOM
486 C	U	11-37	FRED TAYLOR	BACUP
487 C	U	11-37	JOHN LOCKETT	BURY
488 C	U	11-37	GEOFF GREEN	MANCHESTER
489 A	U	11-37	TREVELY/HOPKINS	DAVENTRY
490 A	U	11-37	PERCY AUSTEN	WOKINGHAM
491 C	U	11-38	PETE PAINE	RICKMANSWORTH
492 B	U	11-38	CHRIS STREATHI	LYDBROOK
493 C	U	11-38	LAWRENCE HAMPERL	BUSHEY
494 C	U	11-38	JOHN MCLELLAN	STEYNING
495 C	U	11-38	ANDY NEWBOUR	LEEDS
496 C	U	11-39	OWEN CORRIGAN	HARTLEPOOL
497 C	U	11-39	DAVID B WOODS	LEEDS
498 B	U	11-39	ROGER PHILPOT	BANBURY
499 C	U	11-39	CHRIS BRAINWORTH	NORTHCHURCH
500 C	U	11-39	CHARLIE TAGG	RIPLEY
501 C	U	11-40	BERNIE DUNMORE	BERRIEW
502 C	U	11-40	GEZ CATER	RAMSGATE
503 B	U	11-40	JOHN ANDREWS	OXFORD
504 A	U	11-40	BRIAN TOMKINS	WELLINGBOROUGH
505 C	U	11-40	WESLEY WALL	BIRMINGHAM
506 B	U	11-41	MICHAEL MURPHY	STAFFORD
507 B	U	11-41	PAUL SCHROED	STAFFORD
508 B	U	11-41	BARRY U ODDY	ABBOTS MORTON
509 C	U	11-41	JOHN POCKLING	WEST CHILTINGTON
510 C	U	11-41	ROBIN DOUGLAS	NORTHAMPTON
511 B	U	11-42	RICHARD STONE	NORTHAMPTON
512 B	U	11-42	DALE WARREN	NORTHAMPTON
513 B	U	11-42	ROY BROWN	MARKET HARBOROUGH
514 B	U	11-42	BERNIE LANTSBEI	NORTHAMPTON
515 B	U	11-42	DAVID MEAD	WEEDON
516 B	U	11-43	ROBERT PERCIVAL	RUSHDEN
517 B	U	11-43	MIKE SAWYER	NORTHAMPTON
518 B	U	11-43	CHRIS SAWYER	STEVENAGE
519 B	U	11-43	KEITH BONHAM	NORTHAMPTON

520 A	U	11-43	TED	COTTON	NORTHAMPTON
521 C	U	11-44	DAVID	BROWN	NORTHAMPTON
522 C	U	11-44	PADDY	DOHERTY	NORTHAMPTON
523 C	U	11-44	ROBERT	MCCONNELL	OTLEY
524 B	U	11-44	JOHN	WILTON	PORTCHESTER
525 B	U	11-44	ALEC	HUDSON	WATERLOOVILLE
526 C	U	11-45	JOHN	BUTCHER	SANDY
527 C	U	11-45	JOHN	BIGGS	SANDY
528 A	U	11-45	JAQUELIN	BICKERST	DAVENTRY
529 C	U	11-45	DICK	CARDY	BATH
530 C	U	11-45	GORDON	BURGE	BRISTOL
531 A	U	11-46	PETE	HARVEY	ELLENHALL
532 A	U	11-46	JAKUB	BERGAND	SUNBURY ON THAMES
533 C	U	11-46	IRENEUSZ	TOMYSLA	POZNAN
534 B	U	11-46	IAN	CASTLE	MARKET HARBOROUGH
535 B	U	11-46	TOM	CASTLE	MARKET HARBOROUGH
536 A	U	11-47	KENNETH	STANDEN	ETCHINGHAM
537 B	U	11-47	STAN	WILLIAMS	FARNBOROUGH
538 C	U	11-47	NEIL	DIGGENS	ROYSTON
539 C	U	11-47	MICHAEL	SCOTT	CAMBRIDGE
540 C	U	11-47	BRIAN	EAST	ROYSTON
541 C	U	11-48	GORDON	DIGGENS	ROYSTON
542 C	U	11-48	JOHN	SOLE	ROYSTON
543 C	U	11-48	BARRIE	COLMAN	CAMBRIDGE
544 A	U	11-48	CHRIS	GINN	WOODBIDGE
545 B	U	11-48	DAVID	BARKER	KEIGHLEY
546 C	U	11-49	RAY	BYRNE	DUBLIN
547 C	U	11-49	TONY	HENNESSY	DUBLIN
548 B	U	11-49	DAVE	CLARKE	BICESTER
549 A	U	11-49	PHILIP	BRIGHT	STAFFORD
550 C	U	11-49	JOHN	HUNTLEY	BICESTER
551 C	U	11-50	GEOFFRE	HEWETT	BANBURY
552 B	U	11-50	PAUL	STIRLING	STRATHGLASS
553 B	U	11-50	R A	PRISEMAN	ELSTEAD
554 C	U	11-50	KEMAL	MEHMED	PETERBOROUGH
555 B	U	11-50	BRIAN	SANDERS	TOWCESTER
556 C	U	11-51	IAN	PARSONS	NORTHAMPTON
557 C	U	11-51	REG	HARGRAVE	CRICK
558 C	U	11-51	BARRY	WINTER	ABINGDON
559 A	U	11-51	MIKE	ROBINSON	REIGATE
560 A	U	11-51	DR BARRY	ROBINSON	BECCLES
561 C	U	11-52	DAVID	NOAKES	HAILSHAM
562 C	U	11-52	FABIAN	FRESSON	HAILSHAM
563 C	U	11-52	CHRISTOPHER	PILE	HEATHFIELD
564 A	U	11-52	BRAIN	BAILEY	MANSFIELD
565 B	U	11-52	PAUL	MARCH	BERKHAMSTED
566 C	U	11-53	RICHARD	MORRIS	CAMBERLEY
567 C	U	11-53	GARY	PARKIN	BANBURY
568 C	U	11-53	MATTHEW	LITTLE	SOUTHAM
569 B	U	11-53	JOHN B	TELFER	WOKING
570 B	U	11-53	GRAHAM	ITILBURY	BANBURY
571 A	U	11-54	ALASTAIR	DENT	OXFORD

572 A	U	11-54	COLIN	KILPATRIC	OXFORD
573 C	U	11-54	JOHN	ENGLISH	YARNTON
574 C	U	11-54	STUART	FRANKLIN	DAGENHAM
575 C	U	11-54	DAVID	FRANKLIN	GUILDFORD
576 B	U	11-55	MICHAEL	IDALE	BANBURY
577 C	U	11-55	CLIVE	JONES	CO CORK
578 C	U	11-55	ROGER	MONK	MOUNTSORREL
579 A	U	11-55	MARTYN	GRIFFITHS	STOURBRIDGE
580 B	U	11-55	JOHN	QUINCEY	BANBURY
581 C	U	11-56	JEFF	WARD	CORBYP
582 C	U	11-56	STAN	BAYLISS	KENILWORTH
583 C	U	11-56	FRED	BURBURY	MATLOCK
584 C	U	11-56	JUSTIN	HAYES	BISHOPS STORTFORD
585 C	U	11-56	DOUG	PARRY	WARE
586 B	U	11-57	P W J	ROBOTHAM	UTTOXETER
587 A	U	11-57	PETER	BOVENIZE	STURMINSTER NEWTON
588 C	U	11-57	MIKE	SMITH	ALTON
589 B	U	11-57	PETER	LANGRIDGE	ST ALBANS
590 B	U	11-57	PAUL	LANGRIDGE	ST ALBANS
591 A	U	11-58	GRAHAM	WATERS	CAMBRIDGE
592 A	U	11-58	ROGER	BURTON	CAMBRIDGE
593 C	U	11-58	BILL	SHAW	GOSPORT
594 B	U	11-58	GRAEME	HARDY	DERBY
595 C	U	11-58	DICK	HODGE	DOUGLAS
596 A	U	11-59	PETER R	DARCH	OXFORD
597 A	U	11-59	DICK	SMITH	BOUGHTON
598 C	U	11-59	NEIL	BYRNE	HEMEL HEMPSTEAD
599 C	U	11-59	DAVID	GORDON	HINTON ST GEORGE
600 B	U	11-59	PETER	CLARK	SWINTON

Make	Model	Capacity	Year
ROYAL ENFIELD	180 (6HP V TWIN)	770	1912
MORGAN	AERO	998	1926
TRIUMPH	C	550	1914
TRIUMPH	N	500	1928
TRIUMPH	W	277	1928
BROUGH SUPERIOR	SS100	990	1925
RALEIGH	21	500	1928
BEARDMORE PRECISION	SPRING FRAME	600	1922
VELOCETTE	KTT	349	1930
VELOCETTE	KSS	350	1928
ABC	SOPWITH	400	1919
TRIUMPH	H	550	1922
NEW IMPERIAL	7B	500	1930
VELOCETTE	U	250	1929
ABC	SOPWITH	400	1919
BSA	S26	500	1926
DOUGLAS	TS 23	350	1923
TRIUMPH	MODEL P	500	1927
NER-A-CAR	B	283	1923
SUNBEAM	1	347	1927
TRIUMPH	MODEL N	550	1928
TRIUMPH	NSD	550	1929
TRIUMPH	H	550	1919
BSA	3 1/2 HP	489	1924
DOUGLAS	2 3/4 HP	348	1921
FEDERATION	5HP	680	1921
OK SUPREME	G 29	250	1929
NEW IMPERIAL	LIGHT TOURIST	293	1914
SUNBEAM	5 LIGHT SOLO	500	1924
TRIUMPH	P	494	1927
SCOTT	DE-LUX	600	1929
HUMBER	3 1/2 HP	500	1912
NEW HUDSON	2 1/4 HP	211	1920
SUNBEAM	MODEL 8	350	1928
BSA	SLOPER S/VALVE	557	1930
SUNBEAM	MODEL 1	347	1924
LEVIS	MODEL K	249	1925
SUNBEAM	5	500	1928
RUDGE	TT	498	1912
CALTHORPE	JAP	293	1915
SUNBEAM	5	500	1927
SCOTT	2 SPEED FLYING SQUIRREL	498	1930
AJS	G6	350	1926
COVENTRY EAGLE	LIGHT	200	1924
COVENTRY EAGLE		300	1920
WALL AUTO WHEEL	STANDARD	118	1913
SUNBEAM	SIX	500	1928
ARIEL	G	500	1930
WALL	AUTO WHEEL	118	1913
ROVER	3 1/2 HP	500	1921
JAMES	MODEL 8	2 1/4	1914

LEVIS	Z POPULAR	247	1930
BSA	S 28	493	1928
TRIUMPH	3 1/2 HP	3 1/2	1912
DOUGLAS	TT	2 3/4	1914
SUNBEAM	6	492	1930
AJS	H1	799	1927
ARIEL	D	5 HP	1928
AJS	G8	498	1926
LEVIS	M	247	1927
BSA	B27 DELUXE	250	1927
BSA	ROUND TANK	250	1924
DOT	J2/JAP	350	1928
NORTON	18	490	1929
DOUGLAS	EW	350	1927
BSA	S28	493	1928
NEW HUDSON	83 SUPER S V SPORT	350	1928
COVENTRY EAGLE	S293	293	1922
ARIEL	A	550	1929
NEW HUDSON	SPORT	350	1925
TRIUMPH	C	550	1914
BSA	S29 SLOPER	500	1929
TRIUMPH	MODEL W	277	1930
AJS	H6	349	1927
NEW IMPERIAL	1 LIGHT TOURIST	293	1926
ARIEL	MODEL F	500	1930
AJS	MODEL D	696	1913
NORTON	18	500	1927
VELOCETTE	G3C	249	1924
DOUGLAS	TS	350	1924
REX ACME	C	348	1922
TRIUMPH	CSD1	550	1930
TRIUMPH	SD	550	1924
HUMBER	350CC SPORTS	350	1928
NORTON	16H	500	1926
DOT	V4	361	1929
LEVIS	K	249	1927
TRIUMPH	JUNIOR (BABY)	225	1918
CEDOS	GENTS MODEL 2 STROKE	247	1921
NORTON	18	490	1927
MATCHLESS	R	250	1927
RALEIGH	14	250	1925
REX	3 HP	3 HP	1904
ROYAL ENFIELD	S/6 HP	5 3/4	1914
LINCOLN ELK	3 HP	3 HP	1908
AJS	G 5	350	1926
BSA	L28 350CC OHV	2 3/4	1928
RALEIGH	20	348	1928
BSA	A	770	1922
AJS	G5 STANDARD SPORTING	349	1926
HENDERSON	K DELUX	1300	1922
TRIUMPH	ROADSTER FREE ENGINE	3 1/2 HP	1912
NORTON	18	499	1926

TRIUMPH	ROADSTER	3 1/2 HP	1911
BSA	L 27	350	1927
RALEIGH	MO 30	3 HP	1930
TRIUMPH	W	277	1928
SUNBEAM	3 1/2	3 1/2 HP	1913
QUADRANT		1 3/4 HP	1902
TRIUMPH	4 HP	550	1914
NORTON	18	490	1928
AJS	350 SV	349	1924
LEVIS	A2	350	1929
AJS	H6	350	1927
TRIUMPH	S D	550	1924
ROYAL ENFIELD	350	350	1929
NORTON	CS1	490	1928
BSA	L 27 OHV	350	1927
TRIUMPH	H	4 HP	1921
SUNBEAM	ONE	347	1927
AJS	H1	799	1927
BSA	SLOPER	500	1930
NER-A-CAR	MODEL C	350	1925
N U T	SPORTS	700	1925
COTTON	29 TT	350	1926
SCOTT	SQUIRREL	500	1927
RUDGE	SPECIAL	499	1930
ARIEL	ROADSTER	3 1/2 HP	1914
ARIEL	N	500	1929
EXCELSIOR	LIGHTWEIGHT	147	1923
MORGAN	AERO	1078	1927
NORTON	21	490	1930
SUNBEAM	9	500	1930
SCOTT	SQUIRREL	486	1923
BSA	L23	2 3/4 HP	1923
NORTON	24	600	1930
INDIAN	B16 TWIN	7HP	1912
RUDGE	MULTI	499	1913
BRADBURY	2 SPEED	554	1911
MAGNAT DEBON	BST	350	1929
TRIUMPH	C	550	1914
BSA	350L	349	1924
RALEIGH	15 DELUX	2 1/4 HP	1927
RALEIGH	MODEL 23	500	1928
EDMUND	350	350	1922
BSA	4.9HP SLOPER	500	1927
AJS	H6	800	1927
NORTON	16H	490	1923
ARIEL	MODEL C	497	1928
VELOCETTE	KN	350	1929
FN	4 CYLINDER	496	1913
BSA	S 29 S/VALVE	493	1929
SUNBEAM	8	350	1927
NEW IMPERIAL	1- LIGHT TOURIST	292	1925
BSA	SLOPER S30-13	500	1930

TRIUMPH	WS	277	1930
MONTGOMERY	TWIN FIVE	680	1928
AJS	K7	350	1928
FRANCIS BARNETT	9 SUPER SPORTS	172	1927
TRIUMPH	P	494	1925
NORTON	18	3 1/2	1925
SUNBEAM	TT 80	348	1928
BSA	OHV L25	350	1925
NORTON	CS 1	500	1928
AJS	R10	495	1930
FN	SAHARA	350	1927
ARIEL	MODEL G	500	1929
AJS	R5	350	1930
SCOTT	FLYING SQUIREL	500	1930
SCOTT		500	1927
VELOCETTE	G 3	2 1/4 HP	1923
VELOCETTE	EL3	2 1/4 HP	1925
BSA	SLOPER DE LUXE	493	1930
SCOTT	3 SPEED SUPER SQUIRREL	596	1928
DOUGLAS		350	1915
RUDGE	SPECIAL	500	1928
BSA	S 27 SPORTS	500	1927
BSA	MODEL E 6/7 HP	770	1924
BROUGH SUPERIOR	MK1	998	1922
SCOTT	FLYING SQUIRREL	596	1929
CEDOS	21	350	1925
CEDOS	162	247	1926
CEDOS	LADIES	247	1924
CEDOS	7	247	1923
YORK	BS	500	1929
TRIUMPH	P	498	1927
TRIUMPH	N	498	1927
TRIUMPH	Q	498	1926
ROYAL ENFIELD	182	998	1929
RALEIGH	OHV SPORTS	350	1926
CALTHORPE	IVORY	350	1929
NEW HUDSON	VITESSE	500	1927
SUNBEAM	2	350	1929
ZENITH	680	680	1926
DUZMO	TT REP	500	1920
P & M	50	500	1930
TRIUMPH	JUNIOR	225	1919
SCOTT	FLYER DE LUX	600	1929
TRIUMPH	H	550	1919
TRIUMPH	H	550	1922
DOUGLAS	B	4 HP	1919
SCOTT	SPRINT SPECIAL	596	1930
SUNBEAM	LONGSTROKE	492	1927
TRIUMPH	H	550	1918
DOUGLAS	WD	2 3/4 HP	1919
QUADRANT	TRICYCLE	3 HP	1903
TRIUMPH	C	3 1/2	1912

TRIUMPH	SD	550	1921
NORTON	FLAT TANK	490	1929
SUNBEAM	MODEL 9	500	1928
TRIUMPH	ROADSTER	3 1/2 HP	1912
REX	REX DELUX	5HP	1910
BSA	L 23	350	1923
BSA	S 27	500	1927
BEARDMORE PRECISION	BARR & STROUD SLEEVE VALVE	350	1921
AJS	H 9	498	1927
ARIEL	MODEL B	550	1929
VELOCETTE	B3	249	1924
W E BROUGH	G	680	1919
ZENITH	SPORT	660	1926
TRIUMPH	MODEL N	494	1927
SUNBEAM	6 SPORTSMAN	500	1928
NEW IMPERIAL	SPORTS	250	1927
TRIUMPH	TT ROADSTER	499	1912
ROYAL ENFIELD	MODEL 500	488	1928
TRIUMPH	SD	550	1923
TRIUMPH		3 1/4	1910
ARIEL	MODEL C	500	1927
SUNBEAM	9	499	1929
SCOTT	FLYING SQUIRREL	500	1930
OK SUPREME	L32	500	1930
BSA	SLOPER	557	1930
WILKINSON	T M C	830	1913
TRIUMPH	H	550	1915
SUNBEAM	90	500	1929
BSA	L 25	349	1925
AJS	K 6	350	1928
ARIEL	F	500	1929
VELOCETTE	KTP	348	1930
ROYAL ENFIELD	160	2 3/4 HP	1914
TRIUMPH	JUNIOR	2 1/4 HP	1919
IXION	LADIES	269	1921
BSA	B30-4 BLUE STAR	250	1930
BSA	B30-4 BLUE STAR	250	1930
TRIUMPH	MODEL H	4 1/2	1916
BEARDMORE PRECISION	SPORT 350	350	1923
TRIUMPH	CN 3	498	1930
NORTON	18	490	1927
ARIEL	E	493	1928
SCOTT	SUPER SQUIRREL	596	1926
GRIGG	MODEL A	161	1923
AJS	B	350	1921
HUMBER	A SPORTS	349	1924
BSA	G12	986	1930
BSA	S 27	550	1927
RALEIGH	26	350	1928
REX ACME	TT8	350	1928
BEARDMORE PRECISION		350	1922
SUNBEAM	3 1/2 HP	500	1916

ARIEL	MODEL F	500	1930
CALTHORPE	D6	348	1928
ROYAL RUBY		247	1913
NER-A-CAR	B	285	1923
SCOTT	FLYING SQUIRREL	500	1927
SCOTT	SUPER SQUIRREL	596	1928
NORTON	MODEL 18	500	1925
ROVER	3 1/2 HP	500	1913
HUMBER	2 3/4 HP	350	1923
ROYAL ENFIELD	182	976	1926
ARIEL		500	1927
WOLF	B	269	1914
VELOCETTE	E	220	1922
RALEIGH	16	350	1926
AJS	G 8	500	1926
NORTON	18	490	1929
NEW HUDSON	BIG SIX	770	1913
AJS	TOURER	350	1922
AJS	K6 BIG PORT	350	1928
ARIEL	E	497	1928
ARIEL	B	557	1927
TRIUMPH	FREE-ENGINE	499	1911
RUDGE	MULTI	3 1/2	1919
BSA	S 28 SLOPER	493	1928
BSA	MODEL H	557	1929
SCOTT	STANDARD	532	1914
CAMPION	3 1/2 HP	499	1910
EXCELSIOR	AMERICAN ARMY	1000	1917
SUNBEAM	9 SPORTS	493	1928
NORTON	16H SPORTS	490	1922
NORTON	CS 1	500	1928
ROYAL ENFIELD	C OHV	349	1929
AJS	H 4	349	1927
TRIUMPH	Q	496	1926
HARLEY DAVIDSON	J	1056	1923
MATCHLESS	T4	350	1928
BSA	H + BSA NO 2 SIDECAR	4 1/4 HP - 557	1918
ZENITH	GRADUA 90 BORE	996	1913
BSA	E27 LIGHT	770	1927
AJS	5	350	1927
RUDGE	SPECIAL	500	1929
TRIUMPH	JUNIOR	225	1914
ACE	FOUR CYLINDER	1200	1922
SCOTT	TOURER	596	1930
NORTON	MODEL 18	500	1929
LEVIS	POPULAR	221	1913
RUDGE	MULTI	499	1914
RUDGE	4 VALVE 4 SPEED	499	1924
RUDGE	ULSTER	500	1930
SUNBEAM	9	500	1927
SUNBEAM	LONGSTROKE LIGHT SOLO	500	1926
SUNBEAM	5 LIGHT SPORTS	498	1926

CLYNO	COMBINATION	750	1914
COULSON	B	550	1920
RUDGE	STANDARD	499	1927
SCOTT	FLYING SQUIRREL	596	1927
TRIUMPH		550	1914
TRIUMPH	H	550	1917
BSA	ROUNDTANK	250	1926
BSA	S 29	497	1929
AJS	M2	996	1929
MORGAN	GRAND PRIX	980	1914
TRIUMPH	S D	550	1924
AJS	H6 BIG PORT	350	1926
BSA	30/4	248	1930
NORTON	18	500	1928
NEW IMPERIAL	LIGHT TOURIST	293	1914
NEW IMPERIAL	MODEL 1	293	1924
NEW IMPERIAL	5 SUPER SPORT	250 OHV	1927
KENILWORTH	MOTORCYCLETTE	170	1921
BSA	B 27 DE LUXE	2 1/4 HP	1927
RADCO	ACE K	490	1930
DOUGLAS	2 3/4 HP DELUXE	350	1914
BSA	L 24	349	1924
TRIUMPH	H	4 HP	1921
BSA	S 26	500	1926
CALCOTT		292	1913
ARIEL	A	550	1930
NORTON	19	600	1929
ROYAL ENFIELD	200 LIGHTWEIGHT	2 1/4 HP	1919
ARIEL	MODEL A	550	1926
SCOTT	FLYING SQUIRREL 2 SPEED	500	1923
SCOTT	FLYING SQUIRREL	598	1929
SCOTT	2 SPEED	532	1913
AUTOMOTO	AL 9	350	1930
NORTON	C S 1	490	1928
WERNER	TOURIST	344	1903
RUDGE	SPECIAL	500	1926
AJS	G8	500	1926
AJS	G 8	500	1927
AJS	G2	799	1926
NER-A-CAR	C	350	1925
NER-A-CAR	C	350	1924
DOUGLAS	EW	348	1927
ARIEL	A	550	1929
TRIUMPH	N DE-LUXE	500	1928
DOUGLAS	2 3/4 HP	350	1914
SUNBEAM	3 1/2 HP	500	1916
SUNBEAM	MODEL 9	500	1930
TRIUMPH	FREE ENGINE	3 1/2	1912
AJS	K9	799	1928
TRIUMPH	C	4HP	1914
AJS	B	350	1922
ARIEL	SPORT	557	1922

EXCELSIOR	JUNIOR	147	1923
TRIUMPH	RICARDO	500	1923
ARIEL	MODEL D	500	1927
BSA	B30	250	1930
AJS	B4 SPORTS	350	1924
ARIEL	B	550	1928
LEVIS	2 1/4	211	1921
AJS	M7	350	1929
SUNBEAM	3 1/2 HP	498	1924
RUDGE	SINGLE SPEED	499	1911
RUDGE	MULTI	500	1922
RUDGE	SPECIAL	500	1929
BSA	S 26	500	1926
NEW HUDSON	350CC SIDE VALVE	350	1923
DOUGLAS	B20	4HP	1920
BSA	S 26	500	1926
VELOCETTE	KTP	348	1930
REX ACME	OHV SPORTS	350	1927
SCOTT	FLYING SQUIRREL	600	1927
VELOCETTE	U	249	1928
DKW	E300	300	1929
BSA	SLOPER	500	1929
ROYAL ENFIELD	182	1000	1929
BSA	S29 SLOPER TWIN PORT	493	1929
AJS	350CC BIG PORT	350	1925
HENDERSON	DELUXE	1301	1923
NORTON	ES2	500	1930
INVINCIBLE J.A.P	8 HP TWIN	1000	1925
INDIAN	POWER PLUS	600	1918
NORTON	19	588	1929
RUDGE	ULSTER	500	1930
ROYAL ENFIELD	J30	500	1930
INDIAN	101 SCOUT	600	1926
BSA	S28	500	1928
NORTON	MODEL 18	500	1929
AJS	K7 350 OHC	350	1928
PRECISION	V TWIN 3 SPEED	490	1914
QUADRANT	653CC	654	1921
AJS	H5	349	1927
ZENITH	680	680	1927
COVENTRY EAGLE	SPORTS	350	1924
SUNBEAM	6	500	1929
NORTON	MODEL 18	490	1928
AJS	G 8	498	1926
NORTON	18	490	1926
SUNBEAM	5 LONGSTROKE	500	1928
AJS	D	799	1921
TRIUMPH	H	550	1922
SCOTT	TWO SPEED OUTFIT	600	1923
SUNBEAM	90	500	1929
SCOTT	SPORTS SQUIRREL	600	1930
NEW IMPERIAL	2	350	1928

SUNBEAM	8	350	1928
NEW IMPERIAL	300 DE LUXE	300	1924
RUDGE	ULSTER	500	1930
DOUGLAS	E W	348	1926
BURNEY	V TWIN	680	1926
EXCELSIOR		269	1921
DIAMOND		147	1924
TRIUMPH	RICARDO	499	1924
TRIUMPH	P	500	1924
BMW	R 42	494	1927
EXCELSIOR	JUNIOR DELUXE	1 1/2 HP	1928
BSA	MODEL B (ROUND TANK)	249	1924
SUNBEAM	90	493	1930
TRIUMPH	SD	550	1923
ARIEL	MODEL B	550	1930
SCOTT	FLYING SQUIRREL	600	1929
TRIUMPH	Q	500	1926
TRIUMPH	ROADSTER	3 1/2	1908
NORTON	CS1	500	1928
BROUGH SUPERIOR	SS80 DELUXE	1000	1929
SCOTT	SUPER SQUIRREL 2 SPEED	589	1929
ENDURANCE	2 SPEED	269	1921
BSA	B 27 DELUX	248	1927
TRIUMPH	3.5 HP	3 1/2 HP	1910
TRIUMPH	3.5 HP	500	1911
TRIUMPH	RICARDO	499	1923
BSA	L31	350	1930
TRIUMPH	NL	500	1928
PREMIER	TOURIST	3 1/2 500	1914
BSA	H2	557	1921
ARIEL	B	557	1930
AJS	H 5	350	1927
HENLEY	TOURIST	550	1924
RALEIGH	6A	350	1925
MOTOSACOCHE	350CC	350	1926
ARIEL	B	557	1929
SUN	VILLIERS	269	1914
SUN	VILLIERS	269	1914
BSA	H30-10 (SIDEVALVE SLOPER)	557	1930
BSA	SLOPER	500	1928
DOUGLAS	SW	2 3/4	1923
AJS	B3	350	1924
DOUGLAS	CW	2 3/4	1925
BSA	L 24	2 3/4 HP	1924
ZENITH	750 TWIN	750	1929
DOUGLAS	T/S	2 3/4 HP	1920
BSA	E	770	1930
HUMBER	350 SPORTS	350	1928
ARIEL	E	500	1928
ARIEL	D	498	1928
BSA	S 28 SLOPER	500	1928
RALEIGH	6 A	350	1925

TRIUMPH	H	550	1918
BSA	SLOPER	493	1930
BROUGH SUPERIOR	SS 80	998	1924
RUDGE	SPECIAL	500	1928
BSA	A	6-7 HP	1920
NORTON	NORTON ES2	500	1929
NORTON	16H	498	1928
NER A CAR	C	350	1926
TRIUMPH	H	550	1916
SUNBEAM	9	500	1930
VELOCETTE	KN	350	1929
RUDGE WHITWORTH	500 SPECIAL	500	1928
AJS	K 6	350	1927
MONET + GOYON	TOURISM	3 1/2 HP	1924
VELOCETTE	B	250	1925
MONTGOMERY	GREYHOUND	500	1930
OK SUPREME	H 29	350	1929
BSA	B27 DELUXE	250	1927
TRIUMPH	TYPE H	550	1919
SCOTT	F/SQ	600	1930
SCOTT	SUPER SQUIRREL	500	1929
RALEIGH		2 3/4 HP	1922
RALEIGH		348	1922
AJS	M10 OHC	499	1929
NORTON	44	600	1927
NORTON	MODEL 24	588	1929
AJS	K 10	500	1928
JAMES	12	500	1925
ARIEL	F	500	1929
NORTON	FLAT TANK 18	490	1927
BSA	S 28 DE-LUXE	498	1927
AJS	BIG PORT	350	1930
ARIEL	MODEL A	557	1928
SUNBEAM	9	499	1929
SUNBEAM	MODEL 2 350 SV	350	1928
ARIEL	250 LB	250	1929
ARIEL	B	500	1926
BROUGH SUPERIOR	SS100 ALPINE GRAND SPORTS	1000	1927
TRIUMPH	MODEL H	4 HP	1921
SCOTT	FLYING SQUIRREL	600	1930
SUNBEAM	9	493	1929
AJS	K4	350	1928
BMW	R47	500	1927
VELOCETTE	KN	350	1929
AJS	TWIN	779	1926
AJS	R6	350	1930
AJS	R6	350	1930
BSA	SLOPER	500	1928
SUNBEAM	9	500	1930
RALEIGH	TOURER	3 HP	1922
COTTON	BLACKBURNE	400	1928
ROYAL ENFIELD	C.O.L	350	1930

TRIUMPH	H	549	1921
BSA	S 29 DE LUXE	493	1929
AJS	D 2	800	1921
BSA	SLOPER DE LUXE	493	1930
AJS	H 9	500	1927
DOUGLAS	C W	350	1924
RUDGE	SPECIAL	500	1928
ARIEL	E	497	1929
TRIUMPH	TT	3 1/2 HP	1909
BSA	S 28 SLOPER	493	1928
BROUGH SUPERIOR	BLACK ALPINE	680	1930
DOUGLAS	EW	350	1915
TRIUMPH	TWN T500	496	1930
HARLEY-DAVIDSON	B21	348	1928
TRIUMPH	SD	550	1924
AJS	R12	249	1930
LA FRANCIS DIAMANT	DIAMANT	98	1930
SCOTT	2 SP FLYING SQUIRREL	598	1926
NORTON	19	600	1928
DOUGLAS	S6	600	1930
NORTON	18	500	1928
RALEIGH	55	400	1923
P & M	RFC	498	1918
TRIUMPH	P	500	1925
BOWN/VILLIERS		269	1920
VELOCETTE	KSS MK1	350	1927
LEVIS	A2	350	1930
DOUGLAS	TS	2 3/4 HP	1924
SUNBEAM	9	500	1926
SUNBEAM	7	600	1922
ZENITH	680	680	1929
BSA	S29 DE LUXE	493	1929
LEVIS	250CC MODEL K	248	1925
RADCO	NO 2	285	1922
ARIEL	LF COLT	250	1930
RUDGE	ULSTER	499	1929
SCOTT	2 SPEED SPORTS SQUIRREL	498	1929
SCOTT	2 SPEED SQUIRREL	596	1925
SUNBEAM	90	500	1928
RUDGE	MULTI	499	1912
TRIUMPH	3 1/2 HP	499	1913
DOUGLAS	SW5	600	1928
SUNBEAM	MODEL 8 OHV	350	1928
SUNBEAM	90	493	1926
DOUGLAS	EW	350	1926
TRIUMPH	C	550	1914
SUNBEAM	3 1/2	499	1915
TERROT	HT	2 3/4 HP	1926
SUNBEAM	MODEL 80	350	1930
TRIUMPH	N	494	1928
RALEIGH	15 DE LUXE	248	1928
ROYAL RUBY	LIGHTWEIGHT	269	1913

RUDGE	MULTI 750CC	750	1921
SUN	BLACKBURNE DE LUX	350	1923
SCOTT	FLYING SQUIRREL	600	1929
BSA	SLOPER	500	1930
RALEIGH	13 (7HP)	800	1925
AJS	K4	350	1928
TRIUMPH	CSD	550	1929
TRIUMPH	RICARDO	500	1923
TRIUMPH	P	494	1926
FRANCIS BARNETT	9 SUPER SPORTS	172	1929
SUNBEAM	MODEL 8	350	1928
VELOCETTE	K N	350	1929
NORTON	16H	3 1/2	1926
NORTON	16H	3 1/2	1926
VICTORIA	4 1/4 HP	600	1912
HARLEY DAVIDSON	11F	11 HP	1915
BROUGH SUPERIOR	OHV 680	680	1929
NUT	3 1/2 HP	3 1/2 HP	1921
RUDGE	MULTI	3 1/2 HP	1912
REX ACME	V9B TWIN PORT	350	1929
MCKENZIE	ROADSTER	169	1923
SUNBEAM	9	500	1929
TRIUMPH	MODEL P	500	1924
SCOTT	FLYER	498	1928
LEVIS	250	2 1/2	1925
SUNBEAM	LIGHT SOLO	500	1926
NEW IMPERIAL	2	349	1929
SUNBEAM	6	500	1930
TRIUMPH	H	4 HP	1915

ProgNotes

Mr first Banbury on this recently acquired machine.

This is the first time we have used two cylinders to pull us round the run.

Why class C on a veteran? - so I can keep an eye on the girls or maybe vice versa?

Good to be back riding this year after giving birth to new son Oliver.

Will be trying hard to win the Rotheram Cup for the third year running.

This machine was built in 1925, the year the SS100 model was introduced. It was George Broughs' masterpiece, c
Never restored- one careful owner before me- we are both feeling our age, but so far have all our original parts.

Unusual sprung frame with leaf springs, only five known of the 600cc on the Beardmore register. This is the bike to
Taken over from my trusty MAC as my favorite machine. Ridden in last three 1000 bikes, Irish rally, many local eve
Alec Bennetts TT winning KSS Original unrestored 1928 works team Velocette which, carrying Alec Bennett at No
My first Banbury run. This ABC is an early model - no kickstart. My normal bike is a BMW with a button start.

The model U (for utility) is the last of a long line of overhung crank two strokes from the Hall Green factory of Veloc
This is the oldest surviving production ABC m/c. I am sure the push rod will stay in, all the books say they fall out.
Still chasing that elusive gold!!

On my last Banbury run I was able to confirm that the flywheel becoming detached does go faster than the bike.

I always look forward to the Banbury run and riding with other vintage bikes. Getting up Sunrising is always a surp
Machine first registered at Folkstone, Kent. Present owner since 1994. Completed several Banbury runs at Drayto
Third Banbury run- now aged 20- now hooked on this event. Hope for trouble free ride around. Looking forward to
Third year for the Triumph outfit (many more for the rider- lost count). Gearbox been rebuilt this year to carry Mary
My first "Banbury" for some years as I've been organising the VMCC Manx rally and then the Banbury run itself last
The definitive early period motorcycle, a good honest 500 SV BSA, once very common on our roads in the 1920's
An unusual Douglas in that this motorcycle is three speed, but still has kickstart like the earlier two speed model.
First time out since 1936, it was left in pieces by the 1st owner in a leaking wood shed to avoid being melted down
The OK Supreme has been owned by my family for 30 years in a dismantled state when it was rebuilt by myself in
First Banbury run for rider and machine.

This will, hopefully, be my first Banbury. Tried to have the machine ready in 2009 but didn't make it. Hoping for bet
My fifth Banbury on the Scott, last year the clutch burnt out on me at the top of Sunrising hill. Hoping this year will b
Made in coventry, with two speed Roc gear and starting handle.

Oyvind from Norway will be enjoying his first Banbury run.

It's exactly 50 years since my first Banbury ride.

Once again I am looking forward to a great day. Hope I get my gears properly sorted on Sunrising this year!

This "mundane" machine, according to Robert Champ, was bought by me from north Wales in 2009. It had been s
First registered on the Isle of Man and found last year in north Wales in great need of re-commissioning. The Levi
Motorcycle once owned by Ivor Mutton- founder of the 'Banbury run'- and ridden in the 1950's Banbury runs by a
Riding dad's Rudge again this year. He is riding alongside on my Calthorpe. I will have to get him to slow down as
Trouble free run last year, but went too fast for a timed award. Will try to be a little slower this time.

Bike 1930- Rider 1930- 30th Banbury run. 2 speed 2 stroke 2 years ahead of it's time.

First Banbury- first vintage bike. Bike bought from Pete Sole last summer.

Bought this C/E in Nov last year, as dad had a flying 8. Not a lot is known about this machine and like dads, it is g
A 2HP Coventry Eagle flat tanker bought because the Ariel I am working on is still not finished.

Disappointed not to complete course last year. Despite efforts on start line by my friend Tony Morton- one problerr
Riding the wonderful model "G" Ariel again. The best model ever produced by Ariel. Combined age of machine, ri

First year bike is on road- rider only recently passed bike test especially to ride this bike owned by his father, but n

My wife and I have, over the years, travelled over most of Europe on our HRD/Vincent outfit, covering some 17000
I did not get an entry to the event last year so really looking forward to riding this year.
The first year I rode Banbury I was 11 minutes early. The second year I was 23 minutes early. This year I have rac
Having tried three times, unsuccessfully, on a single speed two stroke, I am now taking my wife and son to help with
One round the block and never to stop (I hope!)

This machine was in the Martin Museum until it closed down. I am the third owner from new. The previous owner \n
This machine has tackled Sunrising a couple of times in the past with success, but its creaky rider wishes a more l
Hoping to get round without an oil refill

Somebody else can lead the pack this year.

Entered for the first time last year. The DOT only stopped once with an oil plug due to a slow start, but once underv
Back for my second Banbury, thanks once again to Tim Walker and the kind loan of the Norton

Looking forward to another fantastic day out with like minded people.

This will be my first Banbury run (if accepted) after 45 years of road racing my 1956 (ex Jack Brett) Manx Norton.
Exported new to Rhodesia (now Zimbabwe), returned to UK with original owner's family in the 1970's. Owned by r
First registered in Belfast around January 1923 (as Xi 2433) with the 293cc Jap engine being manufactured in 1922
Best event of the year, failed to pick up a timed award, due to my navigator falling asleep, and then missing a chec
Once again I will try the timed run. They say 3rd time lucky. Must keep the speed down.

Big veteran this year, 1st Brighton, 2nd Banbury

VE2055- Third Banbury for this machine. Wife enjoyed it so much last year has agreed to take part again, as long ;
Belive 1st Banbury for this little machine. Unusual power to weight ratio, it will be interesting to see if it makes Sunr
First Banbury for sleeping beauty, asleep since 1949. Not quite what I have been calling her during a year long dif

This is my third ride of the "Banbury Run" and last year's ride for me was the best. I meet like minded people and it
I rode the jezabele last year for the first time at the Banbury run, and what a feeling to be riding the course that leg
This model 18 went to Denmark in 1927. Was owned and ridden by Svenn Nielsen, Ex-world speedway champion,
Thought to be 'colonial' model with larger wheels. Rebuilt winter 2009-10, last used in 1960. On loan from Mr T D
This bike has seen very little use during its life. Having been taxed for 4 years only. Has had a complete rebuild o

Lovely run last year. Fitted new big-end for this year. Hope all goes well for a nice run.

West Kent International founder Alex Brett's old bike. DOT- Devoid of Trouble? Or Disfunctional on Tarmac? Sunr
Past President Ann cannot wear out her Levis. Last restored in 1975- truly "the master two stroke".

Formerly owned by "British" Bob Hadnett this little motorcycle has taken part in "the Banbury" virtually since it's beg
Hoping for fewer breakdowns this year. Carburettor and clutch problems in 2009- most out of character.

What is there to say about riding a flat-tank model 18 Norton? It always delivers a joyful ride and I know that it is 'l
This very original old machine just keeps on going, unlike it's owner who now needs to rest at times.

Looking forward to another exciting run out, on what is always a good day.

Great run last year until the puncture- still, the breakdown services were excellent! Hope for better luck this time.
Original & unrestored, the bike "over oiled" in 2009 and 'died'. Its ok now if this was a "one off" I'll never overtake it
Regular rider in the past, but not ridden from Gaydon, so looking forward to it.

Resurrected from a pile of bits, with it's 28" wheels and high sprung saddle, the last time I rode anything this high it
Andy has been spectating at the event every year for over 30 years, since he was a teenager. This will be 3rd year

This Henderson spent all of its life in Australia. It came to the UK about 10 years ago and remained in bits until I p
First registered owner Robert Emrys Thomas from Aberystwyth, 25th April 1921- stored in a stable from 1924 to 1

The first Banbury for me but not for the Norton. I hope it knows the way round.

AJ 943 used for the 1957 Banbury run no. 69 fitted with a later Sturmer-Archer 3 speed hub. Dismantled in the 60s

Apart from the Banbury run I think this is probably the most miles my bike ever completed in one go- fingers cross
Motorcycle aquired 32 yrs ago (a swap for goods supplied). Until my retirement, it has remained under my workbe
I first entered Banbury in the 1970's on a 147cc Excelsior. This Sunbeam is on loan.

Too fast on the flat and too slow on the hills. No chance of a gold!

Every year brings a smile at the top of Sunrising from both me and the "Trusty"

Owned for 54 years. Bike surviving better than rider.

Bike and rider recommisioned for last Banbury, hope to have equally enjoyable time this year.

Believed to be one of the oldest A2 Levis in use.

Missed last 2 Banbury runs. Looking forward to this one!

Bike repatriated from Sri Lanka 10 years ago and restored to present condition by previous owner. I purchased bik

Bike nearly expired on Sunrising last year, must treat her with more respect this time.

A great ride last year, looking forward to the same again.

A grand old bike, used regularly. Both comfortable and reliable.

This bike has not had an airing at the Banbury for several years. I normally ride the single speed 1914 version. I do
Essex VMCC events often take fords. Riding with my wife Ros on our Velocette we lost the front wheel in a large p
Dad's bike-been in family 53 years, we are its second owners from new. Has competed in many Banbury runs from
Completed first run last year with my father. Hope to have as much fun this year.

Rider getting older, bike seems to be getting younger Did first Banbury 1956

Bike and rider doing well for their age, both need a pep pill now and again to keep going.

What a surprise- Gold last year!

Quite rare veteran Ariel Roadster with the 3 speed gearbox. Two year restoration just completed and returned to ti

Never seen one of these at Banbury- so time to correct that. Very light, unlike me, so pushing up Sunrising should
I had to spend all day yesterday at Blenheim Palace to get my wife to passenger today! I need her to push as this
I have owned the bike since 1947 and rode it quite extensively in 49,50,51,52. Laid up since 53 until 2001. Now aft
This machine was purchased as a museum exhibit, but not running and has had extensive mechanical refurbishme
Registered October 1923 but as a late 1923 is in fact a 1924 model with rear drum brake.

This flat tank BSA has completed several runs and has proven to be reliable- touch wood!! My son Oliver will pas
I rode in the 2001 Montlhery (South of Paris)The 100 years of Triumph and led the procession on my 1923 Mod H
I am the 3rd owner since 1949. Care is taken with this machine to keep it in mechanically perfect condition, but mair
Following a life in Australia and eight years unused in the Ward collection- this is it's first UK season. Still wonderir
Bradbury also made sewing machines in Oldham. Note crank case brazed on the frame. Having shot to fame on th

The machine is 95 this year, as for the rider he feels 95.

After 2 years of Elvis the clutchless Levis, I need a bit of a rest so, rising from the ashes of a barn fire I present Bet
I at least try anything once, twice if I like it. Exhausted four wheeled motorsport. Now trying two wheels. Normal roa
This bike was once owned by Jack Bacon and a picture of it appears in his book "Lost Motorcycles of 1920's" on p
The Edmund spring frame gives a nice smooth ride. I hope it goes up Sunrising as well this year as it did in 2009.

Seventy year old rider on an eighty three year old bike- what a combination!

Our late founder C E (Titch) Allen helped maintain the Norton when the original owner used it for grass track racing
Having had a gold, a 'no award' and a silver, this year I'll relax and enjoy a social run with stops to hear the other bi
My first Banbury run this year, but the 3rd for the Velo, so we shouldn't get lost! I'm usually the 'support team' and ε

Last year we were very pleased, and even more suprised to be overall winners of the event, and to bring home to

Rider has returned to classic/vintage motor cycles, after many years sailing for a hobby. Bought the New Imp to do
This bike was found in a shed in Norfolk where it had been for over 30 years.

Went to buy a trailer advertised locally. Came away with trailer plus Triumph WS which had been stored since early
Have you ever enjoyed the tingle from an ancient cammy single? Would you rather have your valve on top on a m
Looking forward to another Banbury in company of my mate Ron on his Montgomery. He will probably be as high a
"Built like a Bridge" Fanny B using the Villiers super sports engine of 172cc.

A very early example of this model with original electric lighting set and the "noose" front brake.

Hopfully Arthur Green is looking down & approving. He bought the model 18 brand new on June 3rd 1925, & still h

It took 15 years to find this bike. It introduced me to the delights of owning a non-shiny bike. Ian-'Sod the shine'- Y
A reliable & fun "slogger"

Built in 1930, this was George Rowley's 'works' entry in the 1930 TT. Because of AJS's financial position he private
Second Banbury run. After engine rebuild Sunrising should not be a problem.

Further research, via ever helpful Annice at VMCC library, has revealed that 'Po' left Selly Oak in 1929 as a model
First time for that big hill, on my little AJS

OG 1691 was a favorite motorcycle of the late great author and famous Scott enthusiast- Mr John Underhill who ro
Harry Langham works TT racing machine. This machine is a genuine 1927 Works TT machine that was raced in th
This sporty G3 Velocette was a development of the successful 1922 lightweight TT Velocette team machines and
Before the intro of their OHC machines, Velocette were famous for their quality overhung crank two-strokes. The n
A fourth Banbury for me and the Sloper. Looking forward to another good ride.

After a 50 year lay-up, DK4900 successfully took to the road again last year. Heres hoping that it will give me ano
This is the third attempt. The first year the flywheel came off. The second attempt the engine blew up on the way to

Sadly we missed running in 2009 due to breaking the crank shaft before the event. However we enjoyed marshalli
I hope on this years ascending of Sunrising I can find 2nd gear, rather than doing a high reving ascent- like last tim
I bought my Scott in 1967 and have enjoyed many Banbury runs. I thought that 2006 would be my last, but I am ho
It seems likely this year's entry will be a record. In 2004 VMCC had 6 cedos on the register, now we have 16, of w
William is the grandson of Marque specialist, Alan Digby and is riding one of the 6 Cedos in this Banbury run.
Edward, the grandson of Marque specialist Alan Digby is riding the ladies Cedos - another of today's Cedos.

One of only two known surviving machines. Built in Coventry for Robert Sturm of Vienna.

Fourth Banbury for me with this machine, eleventh for the Triumph.

Should complete the run ok as long as the large nut between the saddle and the handle bars stays on.

Good run with good company.

Trying timed this year. Did untimed last year.

This rare example of the marque has been carted round many venues at home and abroad for several years witho
Last year broke down at Sibford Gower with magneto failure. Spent the afternoon taking tea with a farmer and his f
The New Hudson proved as reliable as ever- hopefully the perennial magneto problems on my wifes Calthorpe hav
Completed first Banbury run last year, bikes first major run since before WW2. We hope our re-built cam followers
10th Banbury run for me and the Zenith.

Second Banbury on the Duzmo, 2007 it won it's class. Now running with new crankshaft and oil pumps.

Five previous Banbury Runs on this beauty, and always ridden to the start and home afterwards, it's such a pleas
Riding in WW1 Uniform representing my maternal grandfather- George T Landamore No. 315, 4th Battalion Norfo
I'm hoping the bike runs smoothly as this is my first Banbury run.

Bought in an auction in Dublin over 20 years ago and just fixed up a bit- never really restored. It cost me £700 ther
Riding my old H again as it just potters around so sweetly. This Model H Triumph has just one previous owner from
Black and purple petrol tank colours were available option through Corrs of Bristol.

Last year I lost the nipple on the Model 18's clutch cable & rode most of the route clutchless- very satisfying if som
As usual I rode up and down Sunrising twice- because I like it! Even stopping for 1/2 pint the Sunbeam and I man
A well- travelled machine. Completed John O'Groats - Land's End and back again without any back up last year.

Douglas says " he has enjoyed many a Banbury run- 30 or more. Always his fault when things go belly-up! "

Giving the tricycle a go again this year. My legs have just recovered from the 08 run when it was so windy I had to

The team is made up of 3 brothers, riding their late father's bikes.

Bike and rider in 'as found' condition.

Overall and class winner 2009 Scottish National Rally (timed) . Has completed several pioneer runs and Dutch Hor
It is over 60 years since Howard's first Banbury when he started from Banbury Cross. He is still trying to finish and
This is my second outing to the Banbury run on this machine which is owned by Eric Payne, also riding today. The
Fifth Banbury for the machine and rider.

Rare Barr & Stroud sleeve valve engine model. Frame/tank made up of steel pressings welded together. Broken cl
No problems with Sunrising, always taken 2nd riding 2 up. We have a steeper hill than this only 1/2 mile from hom

Hope I can get up Sunrising this time with out stopping. May be even back at the right time.

I (Sander) have entered classic motorcycle rally's in Germany, Belgium and of course Holland. The Banbury run wi
Came back within the second last year of a perfect time, but somebody put the check point on a different route to t
Bought by me 1976 and took part in my first Banbury Have been hooked ever since on the event. Well afterall my r
Aiming for Sunrising hill this year

6th run on the trot If an entry I have got Triumph good and ready to go Long as there's no bloody snow!!

Here we go again, same old rider, same old bike!

This machine has spent all its life in Portugal before being returned to this country for restoration. Originally a side
Enjoyed my first Banbury in 1959 in S/C of Sunbeam owning John Butterworth. Competed in past few years on Su
My first Banbury run, and on a new bike. Could be fun!

Restored 3 years previously (not myself, the bike) by myself. Ridden last year by member K Mehmed. Crank broke
Hopefully riding to the event this year

Out once again on the Wilkinson. Hope to get in the timed results. That will please our team captain Old Foxey!

This machine is set up as issued to dispatch riders in first world war. I hope to get my dispatches on time today.

Once again Joan and I will be setting an exact time for my two other team riders to follow. Woe betide if they don't

The bike has completed Banbury on a number of occasions- but this is my first. Hope I don't get lost!

May have to adopt a more sedate approach this year, consistent with age and condition after last years heroic effo

KTP Velocette was not a popular bike. It was only made for three years but it is a nice bike to ride.

First time on this bike. Hope all goes well.

Last years result was 'could do better', will try harder this year, have given the bike a good taking to as well.

Entered "Monopole" last year, went too fast , try smaller bike this time and heavier rider should slow me down.

I'm following my father's tyre tread. He finished in his first Banbury last year.

Aim to finish, to prove last years run was not a fluke.

Genuine first world war despatch riders machine(not very comfortable on your back with very wide handlebars). H

Rather like the rider this is a rare and unusual machine- few have survived to tell the tale.

As far as I know, this was off the road for 45 years up to 2005 so this may well be its first Banbury. Listed from 192

Husband & wife team effort. Bob riding and Pauline time keeping. Norton was slowed last year by a cracked cylind

Looking forward to making the trip up from Kent coast for another Banbury

Run out of comments after 42 years!

Sorry about using one of my scooters again. I have a few bikes that would do the long route no problem, but that v

Purchased by a gentleman in Worcester from, it's believed Eric William an AJS agent in 1921, it was used round a

Past 4 years judging concours- Humber has been sulking in the garage so need to give it an airing. The 'A' Sports

Mid winter, snowed in, Banbury entry ready. What a cheery thought- June, The Banbury run, good weather and the

The BSA was registered by Glyn Jones and has been ridden in the Banbury by many members of the South Wales

I first rode in the Banbury run in 2009 on A route and finished. I had a very pleasant ride and I would like to go in 20

This Rex-Acme was previously owned by Peter Sole, who rode it on several Banbury runs. Pete, a well known 'Vin'

Still aiming for gold medal- several attempts but no success so far. May be this year.

Still haunted by the 2006 in which the layshaft driven gear lost a tooth and I had to perform deep surgery. However the engine in this machine is very early Vickers two stroke engine. It has primitive brakes, no clutch but is great fun!
2nd Banbury- won Vintage Tyre scheme Trophy 2009. Hope to go one better this year. Can anyone cure a steering failure?
Failed to finish last year had serious senior period. Hope to do better this year.

This Norton spent the first 25 years of it's life delivering milk around Stratford on Avon.

Tenth Banbury this year, she hasn't let me down. Going to speak nicely to her again and ply with fresh oil.

Sorry not much to tell you. I am building a 1926 Ariel for your future Banbury event. Only purchased the 1927 bike (

Fifth Banbury. Always got round, on one cylinder on an ABC, jammed gear lever on a Norton. Advance/retard lever I completed the course last year on a 1 1/2 cylinder ABC. Hope to have considerably more "umph" this year.

The first Banbury run for this outfit kindly lent by Brian Barber. My passenger is Bette Barber, Brian's wife and former champion. Yet another Banbury with this 'oily rag' AJS tourer and hopefully another trouble free run.

Yet another attempt at a gold or silver award. The trouble is I enjoy the performance so much that I fear that goal is a long time for the Ariel but first time with Jacqueline my wife riding pillion. Let's hope the roads on the new route are good!
First time in 2008 with a little Motobecane 1928, I was very happy for the day, not with the bike. In 2009 with another machine. Another trusty Triumph that gets used regularly and was out on Boxing day in the snow.

Back on the TT again this year. The roadster's exhaust glowed red at the top of Sunrising last year so I thought I would try it!
This is the third Banbury on my sloper which was restored from a basket case. Still have my ace navigator son Brer. Surprised to get a silver last time, this year would be great to get gold!

The Scott went well on 09 Banbury, after complete engine O/H in 2008. My son Philip is my passenger in the sidecar. Son's machine which we jointly restored from basket case for 2008 Pioneer run. Last ridden in 1967/8 Banbury run. This machine is in completely original condition. Possibly used in France at the end of WW1 when the Americans were giving the "Vintage Rebuilds", ex Ray Newton bike, an airing, after 5 years rest. The "Druids" must have been a hard run!
The Norton made it up Sunrising for the first time in 2008. Hoping for a similar success this year.

My second Banbury. Enjoyed the first so here we are again. Hope the bike holds together. Since last year it's had a bit of work. The bike and I have completed the last nine Banbury runs and the only problems have been with my navigation ability. It's the highlight of the year! No other event can match it. Super organisation. Super venue!

Original unrestored bike, first time out since 1926. Rider hoping that 1000cc will get around better than 211cc did I did!
Completed restoration last year and now enjoying real 'vintage' motorcycling after riding 'classics' for several years. David & Susan are looking forward to their fourth successful Banbury run this year. Owned since 1965 and re-united. Fitted with short stroke 90 bore sidevalve engine. Pulls a 3 to 1 top gear. Used on Brooklands before and after First

I gave the bike and me a rest for the last 2 years, glad to be back.

On previous runs I have never stopped at a pub for fear that my engine would not re-start. So this year, at age 76 and still going!
This is the bike's first run after being in store for sixty years.

Last year my wife climbed stiffly off the pillion at the finish with "lovely, but never again". However, time is a great healer!
Banbury no.3 for me and yet to finish. In 2007 every conceivable nut fell off my 1926 Sun-Villiers & in 2008 the little Multi was one of the top range of bikes. The 20 gear notches on the Multi does not mean I have 20 speeds. Hope I can do it!
Pleased to be riding my '24 Model in this Centenary year for Rudge and to be supporting the best owners club of the world. Not rode in a Banbury since 1968. Great to be part of the Rudge team in this Centenary year. Thanks to Rudge club!
I must try harder to go slower this year.

Completed my entry form while snow bound- weather can only improve. Hope I find a petrol station open- can't get

To prove the efficiency of the suspension, in 1920 a 2 3/4 hp Coulson-B, with leaf springs front and rear, was ridden. Very original machine- possibly in need of a decoke, but scared to take the head off for the first time in its life! A bit noisy, still trying to recover from abuse in the Isle of Man a few years ago. The bike gets better but the riders beginning to show his age.

It may not be as shiny as most but the old Sloper keeps on going. Having broken my reading glasses at the start last year my ten year old passenger son took on the route cards & w This will be the Morgan's 10th Banbury. All completed as either vintage or more recently as a veteran in team ever All the gear - and no idea!!! Good heavens another year passed by. Must slow down!

Feeling more confident this year, I should find the veteran easier to ride after last years experiences on the 'A' route. Trying a different New Imp this time after another breakdown last year. Thanks to Mike Davis for the loan of the bike. Purchased in Jan 2010 after 4 years of advertising. Plan to ride it as much as possible, then I may decide whether. My first attempt last year ended after only 10 miles due to a split petrol tank! Hope to do better this year.... Not sure. Fourth year running have been 1 minute too early at a check point. Must try harder!! We acquired the 'Radco' in 2004, having resided in a museum for 25 years in Sweden. Since it has taken part in 2 Riding in memory of, and on the machine of the late Malcolm Meinertzhagen, chairman of the London Douglas mo This will be my third Banbury. Managed to get a silver last year despite the engine seizing on Sunrising hill. Hoping Packing the shades, tools and waterproofs. One out of 3 will be used, Hope it's the shades. Packing the tool's and waterproofs, bound to need one or the other.

12th year for both bike + rider.

This is my 23rd year and I am doing timed run this year as we enjoyed Gaydon last year. I have owned this little Enfield for 25 years and ridden it several thousand miles. My longest journey being a Lands This motorcycle has been off the road for 70 years. This is it's first event. I race in the historic F3 500cc championship running a Martin race car with Norton knocker 500cc engine. Got as far as the gate last year- hoping to do better this year!! Both rider & machine have done a Lands End to J.O.G My first restoration, success with last years run. Hopefully the same this year. 29th Banbury I think. Norton again this year as it loved Sunrising last year and has begged for another go this year. This moped of 1903 is a recent and expensive addition to the combined KOBI fleet of unsuitable to ride motorised | This is my first attempt at a timed event- I have been advised to leave it in first gear? Looking forward to the new route this year. After years of trying I won my first silver medal last year and would like to repeat it! Hope that's not the kiss of death! Second attempt to climb Sunrising. Failed 1st time on 350cc. Hoping 799cc will do the trick. Invented by Carl A Neracher during World War 1 in USA but no one would make it. He came to England and got th In 1922 Cannonball Baker made the trip from New York to Los Angeles a distance of 3368.4 miles in 7 days 11 ho Taking the short run in deference to the rather clapped out condition (Rider NOT bike) 30th Banbury, 15th on this machine. Triumph Model N deluxe made for one year only (1928). First Triumph with a saddle tank. Last year the steering stem broke when we took the bike out of the van. Hope to get further than the car park in 20 Ex-Brian Verrell collection. Was going very nicely (before today). Extremely original paintwork etc. An ex-WW1 ma The only one of the "Stormers" to finish in 2009. Come on chaps! This machine is 98 years old, God willing I hope to celebrate its 100th birthday.

Bike knows the way round at Banbury, but this will be its first time with present rider. My 3rd Banbury on the AJS. If I have no mechanical problem and I don't get lost, I will consider it a successful run! Getting lost is becoming a habit.

This bike belonged to my grandfather, it was then renovated by my uncle when he retired. I have recently acquired
Purchased in 1953 for £10. Used for 5 years as a students daily transport. Stored until 2006 during which time some
An ex ORE owned bike that has been off the road for decades. In 2007 it was found under 6' of water and mud at 1
This is my first Banbury run on my BSA B30 which I had found in a shed in bits. But with a lot of time she is ready to
This is my first Banbury run and probably my last, as I'm getting on now, but I will be taking my 1924 AJS 350 around
The old Ariel has been a real work horse. Lots of rallies last year. Looking forward to 20th June 2010- silver award I
Rode in the run for the first time last year and got lost! Must try harder.
Early Stevens brothers OHC design. Forerunner of the later 7R. Has turned out for Banbury a few times. Almost as
Banbury regular- Sunrising no problem, but brakes none too good.
One of the first Rudgets to be made at Coventry works. Single speed, updraft carb, hit and miss oiling by rider. Rod
High power Rudge multi with loose belt to keep to the time. Part of Rudge Centenary team.
Banbury expert! -Riding an all chain Rudge so will have difficulties riding slow! Part of Rudge Centenary team.
Aim is to get to the top of Sunrising and finish on the right time.
Hope to do better this year. Lost 2nd check point last year.
Hopeful of winning another award, hopeful!

Orig invoiced to Budapest. Rebuilt by Fred Smith Snr. Ridden by Corina Smith in Irish Nat Rally. Very few still run
The Rex was hors de combat for last years Banbury because of a badly damaged rear wheel spindle. A new spindle
A change from my 1928 New Imperial Model 8 twin, the Scott was brought back to life two years ago after resting for
Machine originally supplied to lady in Chester but rediscovered in farm in Western Australia, along with Model USS

The bike was purchased from VMCC of WA as part of a deceased estate, 2006. It required a complete rebuild and I
Riding with Australian group- Shannons- on a one month tour of I.O.M, England & Wales. 20 in group from all over
Finished restoration in 1999. Wheels west Western Australia first rally in 2000 and been rallying ever since.
This motorcycle/rider is part of a 16 bike/20 member group who have travelled from Perth, Western Australia to en

Part of a group of 16 bikes & riders from Western Australia who are travelling (riding) through the UK for a month.
Built by Turner brothers of Melbourne (Victoria) for Firth brothers to replace the Harley Davidson racer after they lo
Part of a group of 16 bikes & riders from W Australia who are riding through the UK for a month.
Part of the Western Australia group touring UK.
Part of the contingent from Western Australia.
VMCC Western Australia pre 31 section secretary-won that job in chook raffle, Bike Royal Enfield 500cc slopper tw
This motorcycle was found as a basket case in 1982 and stored until was restored in 1994. It is regularly used on v
Bike restored & used in Perth WA . Rusty bucket of bits bought in Esperance WA in '93, bike on road Jan 10, to sh
Used as a shearers transport in Meekathara, Western Australia during the 30's. Then as a Windmill run vehicle. R
Part of the VMCC WA 2010 TT tour - 16 riders touring the IOM & England for 3 weeks. Banbury being the highlight

Fire damaged motor cycle restored Sept 2009/ Feb 2010- 1921 654cc Quadrant
20th Banbury for this sporting H5

This is my second Banbury on the Zenith. I have known personally the three previous owners who all lived in the S
Fitted with a Dorway folding sidecar. Fortunately it does not fold up unless the sidecar body falls off the chassis, an
A wonderfully original Longstroke Sunbeam: one owner 1929-1980's, carefully recommissioned 1989 and in regular u
Last year was my fourth Banbury, and my first finish! This year I'm riding the same Norton, loaned by Phil Buck. It'
Second Banbury on this bike. New to this vintage lark but thoroughly enjoying it!!
Entered this bike last year after its rebuild but the rider had an emergency appointment with the NHS to thwart the
A good old faithful having completed an end to end and a number of Banbury runs.
Hoping for another trouble free Banbury with some sunshine.
My machine is some four years older than me but in a lot better condition.
Ex Ernie Scott outfit with original Scott sidecar.
This Sunbeam is in full racing trim with foot change gearbox as used on the works TT machines. It is a thrill to ride
This bike last competed in the 1974 Banbury run.

This bike completed the Scottish Triple last year and finished the season by running South Lakes high mountain event. The last time I rode in the Banbury, four years ago on a 1927 Scott, which was a bit fast! This year hopefully will run. Second year for the bike, ninth year for the rider on various bikes.

I am riding today thanks to the care and treatment at Barts Hospital, London. So am doing this as a sponsored run. One of two motorcycles built in 1926 by brothers Alick & Cecil Burney. It was hoped to produce this design of machine. Just an ordinary motorcycle of its day, Villiers 2 stroke, 2 speed gearbox, previously owned by 'Tiny' Ayers, late champion. I have owned this little bike for 36 yrs, still running on its original engine, gearbox. It has worn out belts, chains and

Machine restored by the rider in 1999-2000. Ridden in 2009 Moto Piston clubs rally in Spain.

Machine first registered by lady owner in Shipston on Stour. Last taxed Jan 1935. Not used since. Re-built by present owner. Hopefully another smooth ride for my old friend Richard Beresford from whom I inherited the bike.

I shall need a longer shelf for my Banbury run mugs if I get another one this year.

This is my second run, after an enjoyable run last year I have borrowed Ariel again for a second outing.

Having had a Douglas day, last year was my Norton day, this year will be my two stroke day.

Second attempt, first time at Gaydon.

First Banbury on the single speeder Triumph, lets hope the trusty lives up to its name.

My first entry was in 2009 in which the Norton won the class C award. A broken drive shaft later in the year required a new one. My twin brother & I rode pillion on this bike during 1970's VMCC events. First Banbury entry after many years speculation. This is the two-speeder's second Banbury after a fifty year rest. Hope it goes as well as last year. Then all I need to do is win. The Banbury run is here again, lets hope it doesn't blow or rain. The old Endurance coughs, splutters and shakes. Simon is hoping for 'A' - his third run although the BSA has done many more than this, and 'B' - an increase in MF. The bikes 100 years old this year and it runs better than me.

Ricardo sports outfit with aluminium panelled sidecar, torpedo shaped.

This is my 3rd Banbury run. I just love the great enthusiasm and friendship of these runs. And most of all riding the machine. Competed 2008-2009 together with my wife, riding her 1930 BSA. The bike is from the 1st year Triumph used saddle. Still waiting for the sunshine.

A long wheelbase, narrow bars and 263 lb encourages a gentlemanly and fairly upright solo style. A magneto recorded. First time on a 4 stroke since the early 90's.

1st run in 1992, Ted and I in the AJS twin combo, kept getting lost and ran out of petrol at the bottom of hills, 2nd run in 1993. Henleys were built in B'ham by Major Gardener of Henly - hence the name. This 1924 model was first owned by a lady. Failed to finish last year, the inlet valve jammed with grit between the valve and guide. Hopefully the mechanic has fixed it. This bike is rare to the UK and has completed the Banbury run several times before. It has always performed faultlessly. In 2009 I made my first Banbury run and everything went perfect. Sunrising hill was amazing for me.

My son has had a Sun for several years, I bought this Sun last year so that I could ride alongside my son's Sun, He has won. This machine was the oldest bike to successfully climb Kop hill in 2009.

This is my thirteenth Banbury run on the same motorcycle- hope we stay lucky.

Hoping for a good run this year as last. Good luck to all and eat less flies.

An early example of the 'big port' hoping to complete its third Banbury run.

First Banbury run after completion of restoration earlier this year by Colin Borley. Douglas bought in bits in 1982 had it for years. The BSA is an immigrant from Wales, so if I can learn some words of encouragement in Welsh perhaps we can start. Seven hundred and fifty cc's of Jap V Twin Torque!! We laugh in the face of Sunrising hill!

As I write this we are into the fourth week of snow and sub zero temperatures. 'Global warming' - I think not. Lets a machine. This Humber came out of hiding for the last 20 years and was entered in the 2009 Banbury. It proved itself and started. To ride a Iron horse to Banbury because To see 600 bikes for a excellent cause Some riders in period dress But w. The lubrication system on this machine is "total loss" ie. Not a re-circulating system yet it only uses a pint every 600 miles. I missed last years Banbury due to gearbox problems. Lets hope all is well this year.

The "Sir Walter" ran well last year, with riding 67 miles to Gaydon, completing the run (64 miles), riding back home

Having owned 2 WW11 bikes M20 and James ML, I decided 'before I'm done', I would like a WW1 bike, so I bought two refugees from the previous Banbury run committee, enjoying another Banbury. The old Sloper cut another not ridden by the original owner from Surrey to Inverness in one day. This is Dan Keen's Brough. Dan died last November. Having ridden British bikes for the past 40 years and attended the Banbury run for the last 15 years, my mate Phil First Banbury for this bike

I am a funeral director and quite often ride my bike in front of a hearse.

Riders entry to the Banbury for the first time. Rider was on Irish Windmill winning teams in the 1970's. Machine reborn. Bike last used in 1942 discovered in an antique dealers basement as a pile of bits in 2008. Participated in Saunderson. Ex WD machine restored to civilian spec

Last did a Banbury in 2004 on a 350 Ajay. Since been restoring this Sunbeam. I hope it will be as reliable. Wolverhampton. Last year I did not even make the start! I hope for better luck this time.

Bike was passed down by my father, it has done the Banbury run before (probably with sidecar). It is my first Banbury. First Banbury for this bike to my knowledge. Unless anyone knows different!

Not my style!

After competing in all our Pennine sec events and most of Lakeland events throughout the year, to ride "down south" its that time again. Missed out last year, couldn't get any accommodation (F 1) Made sure this time - booked early. Looking forward to another faultless run in nice warm weather.

My second Banbury on this lovely machine. The first made exciting with belt stretch. Slack belt giving no engine braking. Now on "Yorkshires finest" after 2 previous runs on "Yorkshires other finest"

Hoping for another trouble-free run on Yorkshires finest.

It has taken some years, but I feel I now have the experience of E.R. to do her justice. This year we shall work as a team. You do not get old riding motorcycles- only when you stop.

Completed last year OK, looking forward to another trouble free run.

The Model 44 is the colonial version of the popular model 19, but with higher ground clearance on the frame. The Terry Upton last rode the Norton in the 1976 Banbury. Since then it has been "in the shed", I purchased it from him

A very original machine. Sporting and vibration free performance for a 500cc engine.

I am a recent convert to pre war and vintage machines. I have two Ariels, both 1939, giving my Triumph speed twin. First time Banbury- bike has done Dijon, great day, excellent VMCC group atmosphere. Also 1000 bikes last year. I had a disaster struck BSA on Lands end to John O'Groats last year (Engine blew) But all is rebuilt and ready to take place. The Banbury has marked the highlight of my motorcycling year for nearly 10 years now. I hope this one will be as nice. This will be the third Banbury run for this bike, the wife chose it and it was purchased from Stafford show in 2006. I am looking forward to another Banbury on "Sunny" my 5th.

History is made up from period, place, economies and need. It is marvellous to be here now and able to experience it. I rode this bike in 2 previous Banbury runs in the late 1970's and early 1980's. It was ridden in an earlier Banbury run. Three wheels on our wagon and we keep rolling along, (we hope)

Very pleased to be entering our fourth Banbury run. Machine fitted with a JTOR engine and optional head lamp dip switch. Machine ridden at Banbury over many years by previous owners Arthur Cuncliffe & Philip Bowker & by myself, the machine. For my third Banbury run, Mike Murphy has again been kind enough to lend me his lovely Scott.

I am really sorry to say goodbye to the old 'war horse'- (Triumph 1912) as the aged 'jockey' is now too slow to run at

This 1927 machine is one of 1798 built and was purchased in Germany in 1997. This year the "powerful" Germanic machine. This speedy little motor belies its age.

Looking forward to another Banbury. To ride and meet up with old friends.

A one owner from new machine. Prior to my purchasing it the previous owner crashed it in 1929, threw it in a barn. The bike was first registered RH 2623. The last entry in the old log book was in Hull. I purchased the bike from Ancaster. This is my 1st Banbury run and I just can't wait!

Looking forward to my 1st Banbury as a pensioner to see if I feels any different.

First rode in 2nd Banbury run (1950)- haven't missed many since!

3rd Banbury run. Completed event both times but not without adjustments. This year I hope to finish and with clear

My first Banbury and on the AJS that belongs to the Northampton section of VMCC

Had a delightful trouble free run last year with a decent lunch stop. Hoping for a repeat performance this year on th

A nice looking machine. At long last going well.

Four valves Four speeds Four score years and two!

Riding the 'Black' Ariel on the long route this year.

Bike is now 100, and going as well as ever. Rider just feels 100, and struggles with the run-and-jump starts!

Looking forward to another enjoyable trundle through the Cotswold countryside in excellent company!

Seven consecutive successful runs on this machine- if that's not tempting fate I don't know what is!!!

The Banbury run is here again, my fourth year on my baby 98cc 1930 La Francais-Diamant. Lets hope she makes

Last year was my worst Banbury run in the last 20 years so for a complete change I shall try route B untimed.

My S6 was only just finished to "ride and restore" for last year- bit untidy. This year it is much smarter and has mor

This little bike is such a joy to ride . I chose it today in preference to earlier machines.

I took my wife to watch 2 years ago. She said she would come with me if I built a sidecar. We went to autojumble a
Looking forward once again to a good day out.

Back again on the side valve Sloper for my favorite day out. Gaydon is proving to be the ideal venue for our club's

Fitted with ex-works engine & campaigned by works rider Allan Edward and then by Fred (Fearless) Forster, who k

This Radco was acquired by my grandfather in around 1935 for my uncle to use/abuse. Taken off the road in 1940

I am second owner since this bike was sold from the Murray (I.O.M.) museum in 2007. Between 1947 and 2007 it v

First year of the model Ulster using 4 stud square base barrel. July 1929 it changed to 6 stud round base.

The final version of the 2 speed Scott. Restored by myself in 1983 and enjoyed every mile since then.

Ex John Underhills bike two owners in the last 65 years.

I raced this machine in vintage racing (in my youth!) since then it has been on parades on the I-O-Man and Mallory

As predicted the bike went better without my RSM in the chair. This year I am hoping for better navigation from my

Delighted to return to the Heritage Motor Centre- what a great venue.

This is exactly the type of machine that won so many speed events in the hands of Dixon etc. It is easy to see why,

My first Banbury aboard the Sunbeam, so Le Grimpear (last years ride) has a rest for this one, but will be back for

This is one of the first Model 90 Sunbeam used by the first owners for long distance trials, and still retaining its orig

Great venue- looking forward to meeting old & new friends.

This will or might be my third Banbury run. In 2008 I left my time card in the car. Last year I was 8 minutes early on

Madam and I are looking forward to another day together in the countryside around Banbury. We may even stop fc

I was not able to ride slowly enough last year in the timed run so I thought I'd better enter the social event this time!

A green flat-tanker for an evergreen flat earth rider.

This old Raleigh spent its early life riding around the Welsh hillsides and then a ride to work bike- Never used for 'c

This rare Royal Ruby completed the full run last year- only running out of fuel towards the end, and using leg powe

A rare 750 Rudge with its original sidecar found intact after 45 plus of barn storage, and carefully rebuilt to preserve

Owned by my father (riding a BSA today) since 1980 and now given to me to continue the family tradition of VMCC
This machine had the sidecar from new. The sidecar is a Graisle Regatta Launch.

Found in a derelict state in 2003. Restored by July 2005. Unknown history. Tyres, when found, were by the "Stepne
Member of the Irish Windmill team in the 1970's. Bike restored over many years and this is it's first year back on th
Last entered on this bike 20 years ago.

After lying in a shed from 1928, attempts were made in 1980 to restore this machine without success. It has taken

The Super Sports model is powered by a Villiers twin port engine, giving claimed performance of 55 mph and 120 r
Stan has ridden in many Banbury runs on a variety of machines, this being the sixth on the Sunbeam Model 8.

The K.N. (Normal) Velocettec 350cc which in 1929 sold at £62.10s. The water bottle silencer made by Chiswick an
Pa Norton got the cooling spot on with these engines. My 5th Banbury run, some on roasting days and the engine
First registration: Isle of Man Sept 1933, previous history unknown. Used by chap as "get to work" transport at ferry
Glasgow made. Precision engine, 3 speed Armstrong rear hub.

Unable to ride last year, Hoping better luck this time.

Dismantled by my grandfather 50 years ago and exported to Australia. I managed to repatriate the machine which

1929 Rex Acme supersport 350cc lightweight. The largest Villiers two stroke twin port made- very lively machine.
Bike completed rebuild in 2009 after many valued contributions from local club members. It is the only example of
Bike used to belong to Norman Broadbridge, next owner thought it was a Harley WLA and put these big bars on it.
Tribute to George Formby's bike in the film No Limit (The Shuttleworth Snap) Turned out nice again.

This bike was C H Woods' mount for the Scott works team in the '28 ISDT. Hopefully it will stay on the tarmac toda
Ex chairman BMRC Oxford. Bought the Levis as a christmas present to myself.

It's just a pleasure to take part!

This bike has been absent from the Banbury for a couple of years and I think it's missed it, so hopefully this will che

This early example supplied to the Allied Forces in WW1 for dispatch of plan's, maps and messages by the Royal

Awards

ombining terrific performance with good handling and beautiful lines. Fully restored by the owner in 2000 it is us

o loan to someone you don't like!

ents and Wales long weekends.

2, won the Junior TT that year & put in the first over 70mph lap with a 350- It carried Willis first footchange.

ette. This example underwent major engine overhaul in 2008-09 and will hopefully perform much better than it c

Best Opposite class

rise and a great feeling.

n, Towcester and now Gaydon.

the challenge of Sunrising! - Bring it on!!

up Sunrising! Best wishes to Harry Wiles from one Clerk of the course to another. Visit www.saunderfootrun.co.uk
t year.

Feridax trophy/ Best opposite class

May 09.

tter luck this time.

oe a trouble free run. My thanks to the recue team, they got us back to Gaydon safely.

stored in a private museum and not run for 12 years. Following purchase it started on second kick.

s (now a local to Sunrising hill) will be embarking on its first Banbury run.

Mr Barratt.

we missed a timed award last year by being too quick.

oing to be used in an 'as found' condition, fingers crossed as this is my 1st Banbury.

r too many. Hoping for better luck this year.

ider and passenger, 231 years.

ot ridden for 20 years.

Best in class A

100 miles. I don't expect to travel as far on our 1928 BSA!. We have also been spectators at this meeting for too long

riding exhausts so God knows how early I will be.

100 the pushing and navigation. So I expect to get really lost this time.

Best Opposite class

was related to the original owner. Now fitted with a sidecar it runs great. Sunrises, no surprises. "I hope" !!
level (and shorter) route this year.

way it performed well. Hoping to storm up Sunrising this year.

For this event I will be riding a 1928 BSA, owned by my brother.

myself for 15 years.

2. The machine was originally restored during the early 1980's by the previous owner.

100point- Better luck in 2010

as we stop for lunch.

riding. If it makes it that far. Have only owned it since Nov 09, so early days yet.

Best in Class C

It's a pleasure to be in such a movement that is far from dying. My main achievement was to get to the top of the

ends made famous. After a full restoration job on her last year she did not show her age at all with finishing the

100, into the 90's. Brought back to England for last year's Banbury. Svenn died this year.

100raper, also entered in this event on a Douglas.

100ver last winter, this event being its first outing in my ownership.

Best in class

Best in class

100asting' better than me and will continue to do so.

Best in class

100: in years. Sunrising I'll see you again subject to entry.

100was a horse.

100r riding the event. Broke down twice 2008, ran out of petrol 2009, completed course both years.

100urchased it 2 years ago. Had it finished, as seen, in 6 months. Approx 800 miles since.

100964 then sold for £7. 10 shillings.

and sold on. I acquired it 2006, restored it without the 3 speed hub. It now has a Maybon engine clutch.

ed.

inch. It has since had a loving and complete restoration- It needed one!- I could do with one too !. Hopefully we

re May 09 and after some minor tinkering she is ready for her 1st Banbury.

on't think I will be able to run and jump, so have opted for gears and clutch.

pothole, gently falling off. I quickly picked up the bike- no damage 'Thank goodness' Then I realised wife was flo
n 1950's onward. The bike is original with exception of temp modification to side car to allow for child seat. Passc

Best Opposite class

Best Opposite class

Best in class

be easy. If seen stopped, please help with a beer!!

machine has no reverse.

er some attention ,new rings & wheel bearings, cable cover and carb, it is ready for the road once more!. Did Lai
nt.

senger and navigate today.

Triumph

tain its unrestored appearance. This model thankfully is fitted with a free engine clutch. It is a regular Pioneer e
rg which of the 22 ratios I shall use.

re front cover of VMCC journal after last years event, Matthew is making a repeat appearance this year!

Best Feridax Trophy/ Best Opposite class

isy the Beezer, not used for over 45 years it gives me a further challenge.

ad bike is a CBR 600F3 Honda with 85HP. Have ridden my dad's Ariel Arrow 250cc and broke it twice.

Best in class

g. The late Titch said it was a case of 'a wipe over' with an oily rag!!

ikes go by.

as the phrase goes "behind every Velo is someone pushing it to get it started" Perhaps the KN will respond to a f

o Pembrokeshire the Bill Moore trophy. Xmas must have come early, with icing on cake as well. Looking forward

the Banbury, having been inspired by the video of last years event shown at VMCC Scarborough rally.

y 1940's. Bike complete but some parts nor possible to save. (Saddle and 1 wheel)
Feridax Trophy / Best in class
as a kite on castrol R fumes if I don't let him lead the way!

ad it when he died in 1978.

oung was right

ly entered it again in the 1931 TT and then modified it for the ISDT of 1931 and 32, winning gold.

G (Does anyone else get as nervous as me at the start?- All those expert eyes!)

de her many times in the Banbury run. This bike was featured in 1st Vintage Road test ridden by Tich Allen.
he I O Man that year.

on good days is capable of over 50 mph. It has no relationship to the much later GTP
ow rare Ladies model was the last to be made specifically for women to ride. It is comforable and easy to mana

ner enjoyable tour in 2010

o the MOT station and this year the engine has been rebuilt and will hopefully stay the distance.

ing duties instead.

ie.

ping for another ride in 2010

nich it is intended to run 6 today. NH5355 said to be last remaining one of it's type- I suspect there are 2 more - :

ut complaining (unlike the owner!!) I have no doubt that it will perform well this year.

family while awaiting rescue and was presented with some new laid eggs. If you breakdown on the run this plac
ve been solved with a new armature fitted. Hoping for a trouble free run this year.

s will avoid having to "walk" the last bit of Sunrise hill this time.

re to be in the saddle.

Best in class B

n and I had to buy a trailer to bring it home.

new and I obtained the original tool roll, tools and all old documentation with it.

ewhat stressful. On the Scott this year so no problems expected!

aged to get a gold award last year. Lucky I guess!

Best in class A

Best opposite class

power run. Rider is hoping for no traffic lights, major roads or stationary traffic, due to a single speed and no
I win something not that it matters as there is always good company and good motorbikes.
bike was restored in time for its first outing in 2009.

Best in class B
ie which we used as a test hill when any work is done on bike.

ill be my first experience in the UK. My machine was first registered in Holland in 1992.
he one I took! I'll do it this year!
name is Codd!! I wonder if it is unusual for a bike of this age never to have been owned or kept more than 10 r

valve it was converted to OHV during restoration. Returned to the road in 2009.
nbeam Mod 7 and S/C, Scott 2 speeder, James & Sunbeam Mod solos. Returned after long absence in 2009
after 40 miles. Repaired and hoping for a better ride for myself this year.

..

rts to make up lost time resulted in expensive surgery - and that's just the bike.

Best opposite class

:9 to 31 this example is a 1930 model with new handlebar design of which Triumph said there was no greater cc
er head. This year will easily romp up any hill.

would be boring. Must keep speed down this year below magical 24 mph. Watch for sharp decents! Does not gc
bout 2 yrs then stored in open fronted summer house until 60 yrs later when his son asked a vinatge m/c restor
is based on the 1923 six days trial model with which Humbers scooped loads of awards.

Best in class
s section.

10 on route B to experience a very good day with my Raleigh again. With a bit of luck!
tagent', succumbed to cancer in early 2010.

recovery was swift and the Calthorpe is back to its virile best.
n to ride.
g wobble on a Ner-A-Car?

Best in class A

6 months ago. My usual is a 1932 Ariel SQ4 and a 1972 Bonneville.

r came loose at Sunrising on a Sunbeam. Norton made it last year, so good, I did Sunrising twice.

Best in class A

s unobtainable.
e kind to her back. Looking forward to riding with our French friend Marc and his wife Michelle on their Ariel Moc
er French motobike Terrot from 1927, better expected on the hills. So for 2010 I will use an English motorbike a

ould let it have a rest. It's the centenary of Rudge this year so there maybe extra helpers willing to give me a pu
rdan on the pillion keeping me in order. But he is 17 next year and wants his own ride!

car this year, this is his first Banbury.

is by Bunny (David) Nunn. Machine returning to Banbury for it's 100th birthday.

moved in.

ard type of people, as the front forks on this bike are certainly so, steady on the bends!

a thrashing round Mallory and Brooklands!!

ility. I have every confidence in the bike and wish I could say the same for myself.

last time entered.

.
Best opposite class

st World War. Only one previous owner.

and not being a fast rider, I have opted for route B so that I will have more time. This should enable me to "risk" s

ealer (of posteriors) and she is riding again this year.

Levis could make no headway against the fierce winds. 2009 I couldn't face another failure but I am back with
I can keep up with dad- VMCC racing champion 2007. Been riding bikes since I was 5. This is Rudge Centenary
em all!- Heres to another 100 years.

b chairman Mike Wild for lone of his lovely Rudge.

round on a tank full.

in without a rear tyre by R B Clark for 25 miles from Finchley to Hatfield. Then the wheel was inspected and found

match..... We got a gold!

it. Other team members award winners- must be my turn soon.

e.

<e.

to restore or not. Owned by a young New Imp fan.

e whether I'll be wearing the 1920s nurse's uniform again though.

Coventry-Brighton's, 2 Banbury's and John O'Groats-Lands End in September 2009. (Minus chair). Have not seen
torcycle club

for a pleasant trouble free ride.

End to John O'Groats run in 1991, helping to raise £20,000 for B.H.F. I have ridden over 20 Banbury runs and

Second season for bike with me- last owner 39 years. Anyone know history before 1968?

bicycles. This model/year is the second in which the engine takes the place of the pedals- both being necessary

h!

re Earl of Sheffield to set up its manufacture, later the Gillette company put up the money to make them in USA.
using 40 gallons of petrol and 39 pints of oil. He must have a very tough back side!!

10.

chine with "interesting" history.

it and hope to enter a few rallies.
The creature had filled its exhaust system with nuts! 4250 miles since then averaging 122 mpg. It is in "oily-rag" condition at Tewksbury. Now lovingly restored and in its 1st Banbury run, so is the new owner!
To go, hopefully me and my dad will make it around with no problems.
And which I had off an old friend, with a bit of work it's good to go.
last year.

as old as its rider.

like my first Banbury 1961, only missed 4 since then. VMCC vice president. New Rudge club president. Centenary

running in original coil ignition form.
It has been manufactured and fitted so I am looking forward to another superb Banbury run.
After sixty years in a barn.
It is (now regularly ridden in Perth). Repatriated and rebuilt, this bike's first Banbury run.

It has been back on the road 6 months.
In Australia, all on pre 1931 bikes.

After this event.

Just like it in 1922- 600 built with possibly 12 surviving.

It is a vintage twin Brooklands exhaust, Brass carburettor (she loves to go)- just a great bike which all my neighbours love to see at vintage rallies in Western Australia.
It is in a rare garage with 5 other BSA's.
It was rescued from a shearing shed on Paroo station.
It is a beaut.

It is in the Southampton area. I first saw the bike when I was 15 years old!
And there's always a first time for anything.
It is a beaut since. A living argument against restoration- original paint and all!
It is a beaut, imported from New Zealand a few years ago.

It is a grim reaper. So this is now its first Banbury.

It is a beaut with lots of power.

vent climbing Hardots 1 in 3 hairpins all be it in bottom gear.
de a New Imperial 300cc slightly slower, chance to see the country side!

1 for Cancer Research UK.

ine in quantity for the 1927 market, and although road tested and announced by 'The Motor Cycle' in Dec 1926
airman of the Sunbeam MCC, famed for running the Veteran Pioneer run. I am the wife's spanner man if she ne
even Dunlops. It has probably done more miles than any other machine of its age and capacity. Has been on th

Best opposite class 2002
ent owner and bike on road for 2010.

Best in class C

stating. Hoping to get around on one tank fuel.

o do is hang on and work out how to stop.

. But then we're off, Oh! I wish we had some brakes. Last year the old girl went OK, flew up Sunrising, that made
2G now that the leak is fixed.

e bike!

dle tanks and mechanical oil pump but still total loss. Brakes are drum and good for 1928.

n gives added confidence this year.

in in 2003 the Levis 350 took 3 efforts to gasp up Sunrising. Hopefully this is a good year!

Kettering sweet shop owner until 1980's when it was bought and restored by a friend of the present owner-Phil (

s sorted the problem.

lessly (apart from the year it dropped a valve). Thought to have been used as a messenger bike by the French F

ares hoping for some sun.

iving been found in a garden in a very poor condition. Not thought to have been run since before the war. Rider
amount Sunrising trouble free.

ill burn more hydrocarbons especially on June 20th.

yed the course in total covering 150 miles, having been ridden from home and back on the day. Hoping to do th
ill we all make it, hopefully yes!

0 miles. It must be OK, as it still has a standard cylinder bore.

again, a total of 198 miles. A grand day out.

ght and rebuilt the 'H' as a tribute to those of both sides who rode similar bikes in all manner of conditions.
tch in its headlamp when it wheezed from John O'Groats to Lands End last year (965 mls by the time we'd finish
nber and the bike is being ridden in his memory by his brother David.

ffered me the chance to ride one of his bikes and I jumped at it!

Best opposite class

uilt from basket case with the help of the late Jon Hallom over many years.
sfoot run in 2009 in which it demonstrated its style + elegance + good manners.

rampton made it should be. - The home of proper motorcycles!

ury run.

h" in this excellent, well organised w/end is very satisfying. Well done VMCC. Bill + Monty

aking and thus little to no brakes, but all with belt drivers get a high from this, don't we?

a well oiled team. I put it down to constant loss system.

taller kick start makes it difficult to start if you have little legs!

n in January, lots done since then. Lets hope it completes another successful run 34 years on.

and Bonneville a rest. Hoping to get in this time to celebrate my retirement.

am 71, started bikes at 12- took 50 years to discover vintage Norton - better late than never!

se in this my 21st Banbury run.

nuch of an adventure as the last.

t gives her the opportunity to be involved in the run, which she thoroughly enjoys.

e the exemplary craftsmanship and simplicity of a recently bygone time. Motorcycles and individuals "alive". Honor
un by my late father.

Best in class a/b/c/sidecar

fourth owner, over the last ten years.

and jump aboard!! The new younger mount is more rider friendly, with its gearbox and clutch, taking the nightma

c thoroughbred has a new (old) pilot, looking forward to a problem free run. Many thanks to its owner for allowin

& left it there. I found it as left in Feb 2009, repaired it & rode it for the first time in the last Banbury run.

dy Tierman in need of TLC condtion. So now all done, I can now put some miles on it.

1 hands.

the trusty Sloper. Bob & Audrey McConnell

is it 2nd time in four years.

the miles on it.

Feridax Trophy

and bought a sidecar to go on a Sunbeam that I already had (in bits)

Premier event. Here's to a safe and enjoyable ride for all participants.

I kept this machine for decades before Brian Woolley bought it. It now has to make do with me..... Good luck to everyone as uncle went off to war. He came back in 1945, took one look at the state of the Radco and left it. I have spent years off the road, probably displayed in the museum. It has been enjoying its freedom.

I've also many Banbury runs and rallies in France & Ireland. A previous Banbury saw me soldering a rear brake cable brother

is a very exciting ride.

next year so look out!! A BIG thank you to everyone who works so hard to make this event so wonderful. Final specification.

Route C on the 1915 Sunbeam. This year I shall play safe and hope to complete the social run only.

Do you want light refreshments on our way round? Beintot!

!

is 'ourting' as it's a single seater.

is for Sunrising. Good cruising speed meant it could keep up with larger machines, but lack of brakes make for a

e the patination of the outfit. The work took 8 months to complete, and Sunrising is the next challenge.

3 events.

Best opposite class- Best in sidecar
by Balloon Tyre Co." who went out of business in 1939.
ie road.

3 years of my work to return it to as new. My bike and myself can now do our first Banbury run.

mpg. The 187lb lightweight machine was advertised as "built like a bridge" Price in 29 was £36 delivered carriag

id Wright was the forerunner of the fishtail silencer.
never misses a beat. P.S. I don't spare the horses.
y terminal. Douglas found in sad condition lying in damp shed, now re-born!

was still in the same boxes. It has been rebuilt and now runs like a dream.

the model on the road.

Has anyone got the correct handle bars for sale?

ay and be a 'flyer' up sunrising- even with my weight on top!

æer it up. Hi to all the New Imp Owners Association members here today.

Corp of Signals. It is unrestored and still giving good reliable service at the grand old age of 95 years.

sed regularly.

did.

o.uk

ng.

e famous "Sunrising" .
course.

will both make the finish!!

ating down stream-Priorities
enger 4 years old-his 3rd Banbury

nds End trial & ACU rally

ntrant.

female persuasion.

I to todays run.

age, cruising at 30 mph.

somewhere.

is highly recommended.

clutch.

miles from where sold as new

ontribution to a neater design

o up hills either!
er if he would like to buy it.

del B.
and sure all will be OK
ish up Sunrising hill.

stopping at one.

a vengeance in 2010.
y Team.

id to have no loose spokes.

ren another such machine.

always finished.

y to surmount small hills.

condition and delights me.

y Rudge team.

ving next door to??

i, no further machines were built.
æds me.
he road for almost 60 yrs

e my day.

Crosby of the M & C collection.

Resistance.

looking forward to Banbury

he same this year!

red)

oured to be part of it.

are out of very steep hills!

g me this opportunity.

everyone taking part.
nt 5 years restoring it.

able using a cigarette lighter!

an interesting experience.

je paid to any GB railway station