



## Final Instructions for The Retro 1926 ISDT Event – 17<sup>th</sup> June 2026

As previously advised, the event will start and finish at:

Buxton Pavilion Gardens

St John's Road

Buxton SK17 6BE

What3Words **bring.knees.head**

First participant away at 10.00 with riders starting in pairs/small groups at short intervals. Our starter will be Scott Ellis.

A copy of the entry list in alphabetical order with start times is included. The starting order is primarily in machine age order adjusted to allow for those who have indicated they wish to ride together.

Please arrive early enough to allow time for signing on and any machine preparation to be ready to leave on time.

Only entries received before the closing date will be shown in the programme.

### Timetable:

Promenade gates open 8.00

Café open 8.30

Signing-on open 8.00 – 9.45 approximately

First rider away 10.00

Café closes 17.30

Awards presentation 17.30

Event closes 18.00

Some parts of carpark locked 18.00

Promenade gates locked 19.00

## Parking at Buxton:

The closest carpark is adjacent to the Promenade, accessed from Burlington Road – see map 1 below. The What3Words location for the entrance (green arrow on map 1) is **bring.knees.head**.

The ground level and upper parts are always open, but the underground section is locked overnight from 18.00 until 8.00. The upper and underground parts have a height limit of 2.3m. The carpark is operated by the local council and chargeable. At the time of writing the daily fee is £6.10 and can be paid by cash, card or app.

There is also free parking in the streets nearby and there are several other carparks in the town. See map 2 below.

If arriving on your motorcycle, enter via the carpark. The vehicle gate from the carpark into the Promenade area will be open from 8.00. Marshalls will guide you to the correct place.

If arriving by van, please park first (either carpark or street) and unload your motorcycle before coming to the gate as above. Vans will not be allowed onto the Promenade.

If arriving with a trailer, marshals will guide you into the Promenade area to unload. Pre-notified trailers can be left inside the Promenade gates but towing vehicles may need to be unhitched and moved to park elsewhere as for vans. This will be confirmed on arrival.



Map 1 – Pavilion Gardens



Map 2 – Buxton town centre

### Safety on the Promenade:

A strict 5mph speed limit applies on the Promenade as it is also open to pedestrians who are not part of the event. Ideally, when moving from the entrance gate to the assembly area, engines should be switched off and the machine pushed. If riding under power, please observe the “DEAD SLOW” signs. Helmets should be worn at all times when moving under power.

At the assembly area, drip mats will be provided to prevent oil stains if needed.

### Signing On:

The signing-on desk will be inside the Octagon Lounge and will open as soon after 8.00 as possible, closing at approximately 9.45. The sign-on pack will include your route instructions, information sheet(s), a programme and a memento of the day. In addition a pair of 6” x 4” number cards will be issued which should be fixed to the front and rear of your machine.

To assist with award criteria, you will be asked to provide some additional information. See below.

### Refreshments:

The Pavilion café will be open from 08:30 until 17:30, with the bar open from 12.00 to 17.00.

We have the Octagon Lounge for our exclusive use. Riding gear and helmets can also be left here when not in use.

### Scrutineering:

There will not be any formal check on either machine condition or riding gear. Each rider is responsible for machine preparation and wearing of suitable protective clothing. However if the organisers notice anything of concern they will point it out for advice only.

### Routes:

Entrants have a choice of one or two routes, both starting and finishing in Buxton. As the terrain is scenic and challenging, average speed will be low, especially on vintage or low-powered machines.

The southern route is around 55 miles and heads primarily south with a suggested rest stop at Wetton Mill tearoom. It should take 2-2.5 hours riding time. Unless you really want to do the Green Lanes, we suggest you ride this route in the morning.



Photo from 1926 event with Wetton Mill in background.

The northern route is around 50 miles and heads north/east with some optional Green Lanes. It should take 2.5-3 hours. If you really want to do the Green Lanes, it may be better to ride this route in the morning to make sure you have enough time.

Whether you ride both routes or just one is up to you. Whichever you choose, please judge your time to make sure you are back in Buxton by around 17.00 to allow for the award judging and presentations.

You will be travelling into the Peak District national park using mainly minor roads through areas with working farms. You should expect livestock on the roads, farm traffic and lorries. You can also expect to meet walkers and cyclists. Please give way and be courteous. Access into the Peak District for powered vehicles in the future is not guaranteed! We are all ambassadors trying to promote shared access for all.

Routes will be provided in the form of "Tulip diagrams" and it is recommended to use a route roller such as the type sold in the VMCC Shop.

For satnav users, GPX files for both routes can be downloaded from the website for import to your device. See - <https://northstaff.vmcc.net/1926-ISDT-Centenary>

There are no route markings, nor any manned checkpoints. **It is emphasised that this is a social run, not a competitive event.** When riding please ride at a pace you are comfortable with and take time to enjoy the scenery, stop and look about, take pictures. Always consider where you have stopped, make sure you are visible to any approaching vehicles, from either direction and ensure you are not blocking other vehicles from passing.

Overtaking! Please try to not get bunched into large groups. It is much better to ride in small groups of similar bikes. If you do get behind another vehicle please be patient as very old bikes may need more road to navigate and give them room to manoeuvre,

- If somebody catches you up, when it safe to do so please allow them to pass you and wave.
- If you catch somebody up, when is safe to do so please overtake, be courteous and wave.

### **Green lanes:**

There are some optional sections of easy “Green Lanes” available on the northern route. The start and return points are indicated on the route sheets. Navigation of the Green Lanes is not included on the route sheets, although it is relatively straight forward. If you are considering the Green Lane sections it is recommended that you check the relevant map. If you do decide to “Green Lane” the total miles on the route sheet will not be correct for you.

The Peak District national park has a speed limit of 15mph for motorcycles on green lanes.

### **Maps:**

Ordnance Survey maps which cover the area include:

- Landranger (1:50,000 scale) Sheets 110 (Sheffield & Huddersfield), 118 (Stoke-on-Trent) and 119 (Buxton & Matlock).
- Explorer (1:25,000 scale) Sheets OL1 (Dark Peak) and OL24 (White Peak)
- Tour Map 4 (Peak District & Derbyshire) at 1:100,000 scale

### **Fuel:**

There is no fuel on either of the routes, so please make sure you have sufficient. The nearest petrol stations to the Pavilion Gardens are on the A53 heading towards Leek, on the A515 heading towards Ashbourne or Morrisons supermarket on the A6 heading towards Bakewell.

### **Awards:**

As a non-competitive event, no awards will be given for riding. However Scott Ellis will be looking at the machines and riders to judge winners in several categories. Please have your machine in the assembly area from 17.00 to allow Scott to see it.

- Judge's Choice - Vintage (pre 1931)
- Judge's Choice - Post Vintage (1931 - 1945)
- Judge's Choice - Classic (1946 - 1960)
- Judge's Choice - Post-Classic (1961 - 2001) i.e. VMCC eligible
- Greatest Combined Age Bike + Rider
- Greatest Age Gap between Bike + Rider
- Best Period Riding Attire (related to the bike)

In addition our event supporters SOLO Classic Motorcycles will present a “Spirit of the Event” award.

**Photography:**

There will be photographers around the routes taking pictures of you riding your bike, so please make sure your Riders Plaque is clearly visible. The photographers would prefer if you didn't wave at them in order to get more natural riding shots. The photos will be available digitally after the event. Some will be free and some will be chargeable.

**Start procedure:**

Please be ready to leave at your designated start time. Proceed at slow speed to the exit gate under the direction of marshals. You will be released by Scott Ellis and join the public road immediately outside the gate.

If following the second route later in the day, there will be no formal start procedure. You can leave when ready, but the gate onto the road can only be opened by a marshal.

**Breakdown & Recovery:**

Our expectation is that most participants will have their own support vehicle and/or breakdown and recovery insurance cover.

Although no "sweeper van" will be provided, the organisers (see list below) may be able to provide limited assistance. We ask participants to download the What3Words app to their phone to help in identifying their precise location.

Note – the Peak District is a largely hilly and rural area and mobile phone signal is not guaranteed!

**Signing Off:**

Although there will be no formal sign-off, please contact us if you are not coming back to Buxton by the event closing time of 18.00. If this is due to a breakdown or other problem, let us know as soon as you can – see breakdown section above. If you decide to head home for another reason, an email or text later would be appreciated.

**Thank you for entering and enjoy your day.**

**Organising team.**

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Riding Number	Start Time	First Name	Surname	Bike make	Bike model	Engine size	Bike year	Notes for info
82	10:24:00	Chris	Bacon	NORBSA		500	1954	
25	10:12:00	James	Barber	BSA	A65	650	1970	
20	10:10:00	Robert	Bentham	Rudge	Special	500	1936	
21	10:10:00	Richard	Bewick	Norton	Dominator	TBA	TBA	
74	10:37:00	John	Boothroyd	Triumph	T100	500	1971	
44	10:22:00	Lorraine	Bratt	Cheney Triumph		500	1961	Hand built as a replica ISDT bike
45	10:22:00	Kevin	Bratt	Triumph	TR6C	650	1972	Last year of the TR6C
52	10:27:00	Charles	Bryan	BSA	A10	650	1959	
49	10:25:00	Ian	Burns	BSA	B44 E	440	1966	Was on the front of Classic Bike magazine in 2021
42	10:21:00	Ian	Clarke	BMW	R51/3	500	1953	Replica of the works 1953 ISDT machines ridden by Walter Zeller, Hans Roth and Georg Meier.
11	10:05:00	Ian	Cole	BSA	Model H	550	1929	This Sloper resided in Rhodesia for many years then returned to Warwickshire.
60	10:31:00	Andrew	Cooke	DOT	Demon	250	1963	
70	10:35:00	Dugald	Cullen	Cheney Triumph	ISDT	500	1970	One of 7 built by Ken Heanes and Eric Cheney for the British Trophy Team. Ridden by John Pease in 1970 (Spain) and 1971 (IoM). Unrestored and original.
7	10:03:00	Keith	Dickinson	Scott	Super Squirrel	600	1927	
8	10:03:00	Christine	Dickinson	Scott	TT Replica	500	1928	
23	10:11:00	Colin	Durnall	P&M	Red Panther	350	1937	
64	10:32:00	Mick	Fern	Tribsa		500	1969	The frame is believed to have been used in a bike for the 1968 ISDT.
79	10:40:00	Robert	Finegan	BMW	R80GS	800	1985	
47	10:23:00	Danny	Fitzsimons	Triumph	Tiger Cub	200	1964	
54	10:28:00	Ray	Furness	Triumph	5TA Speed Twin	500	1959	
12	10:05:00	Andy	Geden	BSA	S29	500	1929	Has completed many Levis Cup Trials and Banbury Runs.
34	10:17:00	David	Giles	BSA	C12	250	1956	
5	10:02:00	Geoff	Green	Scott	Flying Squirrel	600	1927	
37	10:18:00	John	Green	Yamaha	Serow	225	1989	
58	10:30:00	Mike	Griffiths	BSA	C15T	250	1962	Frame number 1, Earls Court show bike and then used for competition and development. Ridden by Jeff Smith and Arthur Lampkin in Scott Trial and SSdT.
71	10:36:00	Brian	Gush	Tri-Greeves		500	1970	Inspired by the 1970 British ISDT team Triumphs
9	10:04:00	Stephen	Hall	Norton	Model 18	500	1928	
30	10:15:00	Richard	Hall	Harley Davidson	WLA	750	1941	WW2 US Army bike
36	10:18:00	Jason	Hearn	Douglas	Mark 3 Sports	350	1948	
26	10:13:00	David	Helliwell	Scott	Flying Squirrel	600	1938	Pillion Ruth Gordon
76	10:38:00	Andrew	Hellyar-Brook	Moto Guzzi	Nuovo Falcone	500	1975	Ex Yugoslav police bike

Riding Number	Start Time	First Name	Surname	Bike make	Bike model	Engine size	Bike year	Notes for info
48	10:25:00	Philip	Hingley	Triumph	T100 Special	500	1959	Owned for 45 year, competed in various MCC long-distance trials
73	10:37:00	Peter	Hodgkinson	BSA	B50T	500	1971	Machine modified for MCC long-distance trials winning 3 golds and a triple award in 2005.
15	10:07:00	Graham	Horner	Scott	Squirrel	TBA	pre 1931	
10	10:04:00	Anthony	Hughes	Scott	Super Squirrel	500	1929	
43	10:21:00	Mitch	Hughes	BSA	BB32 Competition	350	1955	All alloy competition bike as used in the ISDT's of the 50's.
55	10:28:00	Job	Hutchings	Royal Enfield	Crusader	250	1961	Participated in 1925 centenary event
75	10:38:00	Patrick	Hutchison	Triumph	T100 P	500	1973	Triumph T100p, which originally would have been a police bike. Now not in original trim, BSA candy apple red with 2 into 1 high level pipe. I will have owned this bike for 43 years on the date of the event, since I was 21.
87	10:01:00	John	Jackson	Sunbeam	3.5HP	500	1922	104 years old and still going strong
14	10:06:00	Andrew	Johnstone	Scott	Sprint Special	600	1930	Purchased by Miss Elizabeth Sturt in April 1930 and ridden to a Silver in the SSDT on May 1930.
46	10:23:00	Peter	Jordan	James	Captain	250	1955	
68	10:34:00	Alan	Keane	Cheney Triumph	ISDT	500	1972	Bike ridden by current owner in both 1913 Centenary and 1925 Centenary events.
28	10:14:00	Tim	Kearney	BSA	KB24 Silver Star	350	1939	This bike was bought in project form from a Mr Hedderly whose father was a manager at King's of Oxford. His father took it in part-exchange in 1959.
29	10:14:00	Tommy	Kearney	BSA	WM20	500	1943	
59	10:30:00	Mike	Kelly	Greeves	Anglian	250	1965	One of the spare bikes for the Vase team at the 1965 ISDT.
41	10:20:00	Tim	Kingham	Triumph	TR5 Trophy	500	1952	Has a number of ISDT modifications.
78	10:39:00	Paul	Kleesmaa	Montesa	125L	125	1977	
80	10:41:00	Andrew	Leach	Honda	CB250RSA	250	1981	
81	10:41:00	Michael	Leach	Honda	CB250	250	1996	
38	10:19:00	Alex	Ledbury	BSA	ZB34 Competition	500	1949	B34 in Trials trim, replica of machine used by Eddie Dow in 1949/1950 IDST's.
24	10:12:00	Andy	Lorenz	BSA	M23 Empire Star	500	1937	Ridden to Denmark in 2025 for BSA International Rally and to Dragon Rally in 2026.
4	10:01:00	Andy	MacDougall	Rudge	500/4	500	1926	Rebuilt in 2021 after last being used in 1979.
31	10:15:00	Ian	MacPherson	BSA	MD20	500	1942	British Army bike, Malta camouflage
61	10:31:00	David	Mappin	Triumph	Tiger 100	500	1966	
27	10:13:00	Bob	Mayow	BSA	B25	350	1938	Ridden by Percy Sivell in the 1938 ISDT, retired on the second day.
62	10:31:00	Chris	Milton	BSA		500	1966	Built as a replica of the BSA entries to the 1962 ISDT in West Germany
53	10:27:00	Carl	Molyneux	BSA	A10 Spitfire Scrambler	650	1959	
67	10:34:00	Robert	Papps	Cheney Triumph	ISDT	500	1970	One of 7 built by Ken Heanes and Eric Cheney for the British Trophy Team. Ridden by John Giles in 1970 (Spain) and Mick Andrews in 1971 (IoM).
86	10:16:00	Ken	Pell	Matchless	G3L WD	350	1941	
6	10:02:00	Carl	Rees	Sunbeam	Model 6 Longstroke	500	1927	
39	10:19:00	Steve	Rigby	AJS	18C	500	1950	Originally owned by the works, possibly a works rider's bike. In the family since 1954.
57	10:29:00	John	Robinson	BSA	Gold Star	500	1954	Prepared by BSA competition shop for private entry in 1954 ISDT

Riding Number	Start Time	First Name	Surname	Bike make	Bike model	Engine size	Bike year	Notes for info
51	10:26:00	Leslie	Rowland	Matchless	G3C	350	1959	Trials model originally supplied by Mead & Tomkinson of Hereford. Current owner since 1982 and class winner in Beamish Trial.
2	10:00:00	Keith	Sams	Sopwith ABC		400	1920	
13	10:06:00	Rob	Sawyer	Sunbeam	Model 2	350	1929	
83	10:24:00	Garry	Shaw	Norton	Trail	500	1958	
50	10:26:00	Andy	Smith	Matchless	G80CS	500	1957	
16	10:08:00	Harry	Stanistreet	BSA	B2	250	1934	
69	10:35:00	Ian	Stinton	Cheney Triumph	ISDT	500	1968	Cheney Triumph 500 twin down tube in 1971 ISDT spec. Raced and shown in Europe. The previous owner found it on a fruit farm in Cornwall in a sorry state and got it back on the road. I've made it look nice.
3	10:01:00	Jack	Swires	Ner-A-Car	Model C	350	1926	Motorised mascot representing Imperial College Motor Clubs
56	10:29:00	Simon	Tarr	BSA	C15S	500	1962	Competition version of C15, with Triumph engine
72	10:36:00	Kevin	Tebbatt	MZ	250 G5	250	1971	MZ's won the ISDT Trophy in 1963, 64, 65, 66, 67, 69 with bikes nicknamed Iron Pig.
19	10:09:00	Henry	Tindell	Velocette	MAC	350	1935	
63	10:32:00	Andy	Trinder	Norton	650SS	650	1968	Unrestored with 2 previous owners. Originally supplied by Websters of Crewe.
33	10:17:00	Jonathan	Tye	Honda	?	125	?	Jon Tye was a British ISDT team rider in 1968 and 1969
77	10:39:00	David	Vaughan	MZ	ISDT	250	1976	MZ's won the ISDT Trophy in 1963, 64, 65, 66, 67, 69 with bikes nicknamed Iron Pig.
22	10:11:00	Richard	von Mach	BSA	B22	250	1936	Owned and used in VMCC events since 1970
1	10:00:00	Sam	Walker	Triumph	Model H	550	1918	
18	10:09:00	Mike	Walker	Moto Guzzi	Model V	500	1934	Guzzi's foray into the twin port experiment.
32	10:16:00	Neil	Walker	Cheney Triumph	ISDT	500	1970	
17	10:08:00	Andrew	Webbe	BSA	B1	250	1930	
65	10:33:00	Jon	Westbrook	Cheney Triumph	ISDT Replica	650	1969	Owned for more than 25 years and ridden a lot in Wales and on VMCC events.
66	10:33:00	Paul	Westbrook	Cheney Triumph	ISDT	500	1970	Ridden by Mick Wilkinson in 1970 and 71. Gold medal in 1970.
85	10:07:00	Jon	Wiggins	Velocette	KTS	350	1934	Mark 1 cammy Velo. Rode in 1925 Centenary event.
40	10:20:00	Ian	Wilcock	Norton	ES2	500	1950	This is the bike that did the Che Guevara trip in the VMCC magazine issue 706, December 2019.
84	10:40:00	Peter	Wilson	Yamaha	SR Special	250	1995	
35	10:18:00	Mike	Wylie	Matchless	G3 Trials	350	1946	