



Vintage Mann News

The Official Journal of the IoM Section VMCC

VMN 24

Christmas 2024



Christmas Edition inc Past Year's activities

We look back on the year's activities while looking forward to the year to come with lots of exciting meetings at our new venue, and rides galore particularly the informal ones often at short notice

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From the Editors 'Ed

Greetings to one and all, thought I would briefly review the year past in this edition.

I've condensed lots of the super photos put up on Facebook by Gary and Gareth, hoping we've all got on at least one photo – see these in 'WHAT WE'VE BEEN UP TO'.

And we also review some of the thoughts of years ago, helped by the excellent MNH (the Museum) archives of Manx Newspapers. It is clear that the thoughts and comments of Government of the day were so starkly different to nowadays - I shall return to that story again some time

Then there's the ISDT of 1960 when the Ramsey MCC team did so well. I've always been fascinated by the big international trials (only as a spectator/review reader) and I'm currently researching these, particularly the IOM – based events.

Delighted to not be reporting on further changes to clubnight venues as we seem to be getting nicely settled at the Creg, and they have given us a good deal. Looking around for alternate venues might seem easy but might I please assure all that it is not. So it will be nice for all the committee to settle down and just enjoy clubnights again.

And again a special thanks to our sponsors without whom Margaret would have to sell hundreds of pounds more raffle tickets to keep our heads above water.

These are currently :-

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END



Chairman's Chat - December 2024



If you are a big race fan you will no doubt welcome the news of a return to a fortnight's MGP/Classic TT action. For me, the Government's confirmation of a three-year commitment is even more important. At last we can dismiss the gloom spreading typical Island rumour mill. The Races have a future and let's all do our best to ensure their future's bright.

When sorting out our forthcoming awards evening at Peel Golf Club on January 9th the stats revealed 125 members took part in at least one road run this year. I think that is simply an amazing number and surely proves we must be doing something right. A vision of Colleen and Norman's impressive summer garden gathering immediately springs to mind.



On such occasions one feels all is well with the world. We shouldn't take such events for granted, however, the effort required is huge and strenuous.

Club nights at the Creg seem to have settled down and my reservations regarding the size of the room appear unfounded. The entertaining and revealing film *Faster than Life* featuring a very modest Dave Madsen – Mygdal rightly attracted a large audience and there was comfortably room for everyone which, for me, was quite a relief.

Plenty to look forward to including our Christmas Hangover Run on 29th December – sausage and chips at the Marine, Peel. Next year, apart from the awards evening, for February club night we have booked the garrulous and all-round nice guy Les Trotter (1976 Senior MGP winner) as our guest speaker. Tickets for our Annual Dinner in February are now available - £30.00 each for members and their partners. Additional non member guests £40.00. If you want to book a table at our Auto Jumble in March please email me – murdy916@gmail.com – last year was a sell out so don't delay. Our first test day is scheduled for good Friday and as usual, we have our season long trials championship. Guest speakers Ivan Rhodes and Neil Tuxworth still to be confirmed. We are a busy section perhaps the most active in the country!

Wishing you all a VERY MERRY CHRISTMAS!!

Rupert

YOUTH SPONSORSHIP PROGRAMME

This is editor Steve's idea and I must say It's a good one!

This year a small proportion of the income (previously) generated by the Festival of Jurby has, for the first time, been channelled into funding youth motorcycle sport on the Island. The Club has paid the entries of all our youth trials riders competing in our championship. In addition on the road racing front we have sponsored the Clubman's class of the Andreas Racing Club's championship and at each meeting have awarded £100 cash to the young rider making the best performance on the day. Not necessarily a race winner.

The aim is to continue with this support while at the same time consider any appropriate expansion. This kind of sponsorship is, perhaps, a little unusual in that we are not a business seeking a tangible return on our investment. What we are doing is trying to set an example and show that we as a club for older riders of, sometimes, even older bikes nevertheless want to encourage youngsters taking their first steps in motorcycle sport.



*Neil Champion - clerk of the course and ex chairman of ARA plus
Club member George Cowie - Andy's son.*

END

NEW MEMBER? OLD MEMBER COMING BACK? WHAT DOES OUR CLUB DO?

The following is a simple list of what I see our main activities as being :-

MONTHLY RIDES - MONTHLY CLUB NIGHTS - 'TEST DAYS' AT JURBY

**IMPROMPTU ROAD RUNS - ANNUAL PRIZE GIVING AND/OR POSH
DINNER**

WHERE DO WE GET OUR MONEY FROM?

ASSISTANCE TO YOUNG RIDERS IN COMPETITIVE EVENTS

A Brush With The Law



Terry Shepherd on the Velocette he used for Travelling Marshal duty at the 1955 MGP.

Said to be a factory prototype loaned to the Manx Motor Cycle Club for use by a Travelling Marshal at the 1955 MGP, an on-Island issue with this Velocette resulted in a well-meaning friend of Terry Shepherd making an appearance at the High Bailiff's Court. Below is the report on the incident from the 'Isle of Man Times', a similar one appearing in several other local newspapers.

Given that the unsilenced ride took place in Hutchinson Square on a Sunday afternoon, Victor Williams got off lightly with a 'ten bob' fine and all charges relating to the lack of registration and licensing dismissed. That was almost certainly due to the efforts of local



Advocate Douglas Hanson. As well as his day job, Mr Hanson was a senior official of the TT & MGP races at the time.

He went on to become Clerk of the Course and later President of the Manx Motor Cycle Club.

A small link to the above incident is that both Victor Williams and Terry Shepherd were staying at Hazelbank, Hutchinson Square, a boarding establishment of Section member Wyn Evans' mother.

*

The Velocette used at the 1955 MGP might better have been described as a pre-production effort, rather than a prototype, because the production version was launched as the Venom just a couple of months later at the 1955 Motorcycle Show.

A Venom appeared again on Travelling Marshal duty at the 1957 MGP, where it was ridden by Albert Moule. Then, at the 1961 TT the bike that had just captured the World Twenty-Four Hour record for Veloce Ltd was used for some of the time by Travelling Marshal Bill Beevers.

David Wright

100 Years Ago in Douglas



This photograph shows Mr Augustus George Tyson of 13, Hilary Park in Douglas. Smartly dressed, he sits on his 'Ivy' motorcycle, perhaps ready for an errand about town.

A check of early vehicle registration books at the Public Records Office reveals that the bike was first registered on the Island (to Mr Tyson) on the 18th August 1921, being allocated MN 1664. It is specified as of 2½ hp and weighing 160 lbs, but the precise model is not recorded.

'Ivy', identified as 'THE IVY' on petrol tanks of this era, was a product of S.A. Newman Ltd, trading as Ivy Motors from Aston Cross in Birmingham. The company tended to specialise in lightweights and in the early 1920s it sold 225, 246 and 296cc machines, some using its own engines and others fitted with proprietary examples.

Manx Grand Prix Rider Fined

A prototype Velocette motorcycle which is being tested by a travelling marshal in the M.G.P. practices, was mentioned when three summonses were brought against a competitor at the High-Bailiff's Court at Douglas on Friday.

Victor Trevor Williams, c/o 22, Hutchinson Square, was summoned for not having it registered or licensed, and for not having a silencer on the machine.

Inspector Cringle, for the police, said that when the defendant saw a constable observing him in the street, he did his best to muffle the sound by putting a foot over the exhaust pipe. When the constable pointed out to him the following day that it was not registered, he said: "It is race time on the Island, and nobody minds."

Mr G. D. Hanson, for Williams, said defendant arrived on the previous night. It was not his machine and was not going to be registered. It was the only type of its kind in the world, and had been loaned to a travelling marshal in the race, Mr Terry Shepherd, who was to report on its performance to the company.

Defendant said Mr Shepherd was having difficulty in starting the machine and witness tried by pushing it and then started it. He had to go a distance in getting it started and then brought it back for maintenance so that it would start more easily. He never gave a thought to registration. He was driving slowly.

The High-Bailiff dismissed the registration and licensing summonses under the Probation of Offences Act on payment of 4s costs, and imposed a fine of 10s for not having a silencer.

Despite the marque having a history of TT participation, the bike shown hardly looks to be derived from a racer, particularly with its rudimentary front brake using cycle-type blocks on the rim. It is difficult to see any lighting device at the front, although it appears to have an acetylene cylinder mounted at the rear, with a tube running to a rear lamp. Leg shields have the look of an after-market accessory.

Following some 5 years of ownership Mr Tyson sold the bike to J.M.Kelsall of Derby Road, he sold it on 2 years later to J.H.Corlett in Bucks Road. As was often the way with such lightweight 'run-arounds', the bike went on to have many other owners.

While Mr Tyson is no longer with us and his Ivy has, probably, long gone, the sturdy brick gate pillar in the background still stands in Hilary Park as a link to this photograph from 100 years ago!

David Wright

END

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FROM GARY'S SHED

re: DAVID JEFFERIES (still much missed)

A poignant little article. The late and great David Jefferies at the TT as a baby in his pram in 1973. Who knew just what he would go on to achieve in his amazing career? He certainly brought a brave new style to racing and who knows what further he might have gone on to achieve? Photo attached Ed



CHAMPERS!

I don't ever remember such an exciting garlanding ceremony as the 750 one on Wednesday. There is no doubt that the champagne touch certainly added a sparkle in more ways than one.

All three riders on the rostrum opened their bottles of champagne which had been donated by G. H. Corlett, through the T.T. Supporters' Club and the crowds at the foot of the rostrum were thoroughly drenched in champagne from the de-

One member of Tony Jefferies' fan club who sometimes gets a bit fed up with all the waiting around is his eight-month-old son, Allan David. There's no mistake who he "supports", of course, for accompanying baby David to most of the practice sessions has been his little friend a miniature Tony in the form of a doll made by Tony's wife Pauline's sister-in-law. It is a remarkable scale model and even has the "Triumph" emblem on the back of the "leathers", and a replica of Tony's blue, white and red helmet.

Gazza,

Super stuff! Where do you find these little gems? And I note in the side article that the champers was presented by 'Corletts' – the wealthy branch of the family?

Hi Steve yes the Corletts named was my business
Cheers Gary

**Some people won't
admit their faults.
I would if I had any.**

Other Clubs & Centres

Most clubs and societies run their own newsletters, many of which are excellent, and several of which are shared with us over here.

No-matter where we are located in the world, motorbike clubs all seem to share the same interests.

The following is enclosed as an example of other clubs and is for fun only –

\$1 Australian = approx. 25p (or 5/- in proper money)

Any enquiries to purchase speak to me please Ed

For Sale.

Extracted from ‘SMOKE SIGNALS’, newsletter of The Veteran and Vintage Motorcycle Club of South Australia (Inc), established in 1956. (used with thanks, all rights reserved

VVMCCSA club regalia, shirts, jumpers, hats, badges & bags etc enquiries to—

Gregory ___@optusnet.com.au XXX

Golf Caps with British only emblems, @ \$25 each enquiries to Brian XXX YYY. email at XXX@gmail.com

1942 Harley Davidson WLA type IV and Dusting sidecar with 3 speed gear box plus reverse, 90% original parts restoration, 47 k negotiable, would consider trades for equivalent restored GPW (Ford) military 1944 jeep , 50s 60s panhead, J model, V or Indian 101 741 ,scout etc. Paul VVV.

1935 BSA Blue Star \$18,000; and **BSA Gold Star** \$22,000– for more details on these motorcycles call Stan BBB (Oct23).

Dri-Rider Boots, m size 45 (size 10-11), used once, \$150.00; Colin NNN (Nov11).

1951 BSA-B33 reg YZX502, Eng ZB3311536 \$8,000.**1950 Excelsior Talisman** 250cc Reg YZI545, engine number 503. \$6,500; **Dusting sidecar**: this came off my Huntmaster, absolutely nothing to do to body and trim. \$6,900. All are negotiable Rod

DOMI RACER speedo, brand new, made in Japan, no cable or light. \$100.00.—

John SSS

Wanted. 1920's Harley Davidson “W” model, help me please, wanted Kick Starter Assembly and *anything* else lying around for this model. Colin (ongoing).

Pyrox spark plugs, wanted either **PT28k and PT29**, *new and unused*. Brian XYZ

Wanted - BSA Bantam D1 flywheel puller for Wipac system. Angus ABC

Vintage bicycles wanted, the older the better. Looking anything including brands such as Bullock, Ace, BSA, Rudge or Triumph .

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<https://www.facebook.com/spannerashblackpool>

The Vintage Motorcycle Club welcomes anyone who has an interest in motorcycles manufactured more than 25 years ago.

VMCC Blackpool & District Section
 If you enjoy or own motorcycles of this age then we are the club for you. We are a friendly bunch and you will always receive a warm welcome at our club nights. Please come and meet us at Stalmine HQ.

Speaking highly of their recent **Arnside Chippy Run** – sounds a good idea? Ed

Velocette Owners Club North America (VOCNA magazine 27 years ago)

Historic pics from the noughties when Martin and myself were invited across the pond for a ride



Above: Group photo - how many people do you recognize?

1997 Volcano Rally Photos by Gil Loe

Below: Steve Leonard & son, John Ray, Paul d'Orleans, Roger Anderson at Timberline Lodge, Mt. Hood



END

A.R.A.

[9 November at 22:30](#) ·

Big thankyou from [Andreas Racing Association](#) to the [Vintage Motorcycle Club](#) not only for sponsoring our 2024 ACU Novice & Clubman's Isle of Man Centre Championship but also for putting up a £100 prize at our last 5 race meetings for the class.

Congratulations to the winners through 2024:

April - [Liam Wood](#)

May - [Brandon Forrester McElevey](#)

June - [Sean Crone](#)

July - [George Cowie](#)

Sept - [Lee Gale](#)

[#ARA](#) [#Jurby](#) [#Manx](#) [#isleofman](#) [#iom](#) [#Sidecars](#) [#Motorcycles](#) [#Racing](#) [#VMCC](#)

Thankyou to [Markspics](#) & [Tracey Harrison](#) for some of the photos.

(see comments from Rupert, delighted to help)

END

1960 ISDT AUSTRIA – MANX RIDERS AT THEIR BEST

Photos courtesy of Speed Track Tales used with thanks, all rights reserved

Introduction

The 35th ISDT was held this year back in Austria at Bad Aussee 19 – 24th September 1960

Our Manx team represented the Ramsey Motorcycle Club, and consisted of Roger Kelly, Colin Broughton and Eddie Crooks (who secured the loan of the JAWA 250cc bikes)

Dieses Foto ist von 32
I.S.D.T. Tschechoslowakei,
Spindleruv Mlyn 1957 –
#181 Tim A. Gibbes, Jawa
250, GB





Photo – #81 Roger Kelly 175cc CZ ISDT 1960 © Erwin Jelinek/Technisches Museum Wien



Photo – #81 Roger Kelly and #92 Jaroslav Pudil of the Czech Trophy team fight for a groove and traction both riding 175cc CZ ISDT 1960 © Erwin Jelinek/Technisches Museum Wien



#178 E Crooks 248cc Jawa (Retired 4th Day) Photo – #178 E Crooks Jawa 248cc ISDT 1960 © Erwin Jelinek/Technisches Museum Wien

#223 Colin Broughton 248cc Jawa – Gold Medal Photo – #223 Colin Broughton Jawa 248cc ISDT 1960 © Erwin Jelinek/Technisches Museum Wien



63 YEARS AGO, WE WERE STILL IN TROUBLE WITH GOVERNMENT!

Ramsey Courier, Friday, November 04, 1960; Page: 8

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Seems the harder we motorcyclists try – putting up an International team at minimal cost, the Ramsey club still found itself in hot water, but hopefully with a satisfactory ending.

Inside Story of an International Trial

RAMSEY MOTOR CLUB CHAIRMAN HITS OUT AT "MALICIOUS RUMOURS" TOURIST BOARD APOLOGY

There was a large attendance on Tuesday evening at the Snaefell Hotel for the annual meeting of the Ramsey Motor Cycle and Car Club and the chief topic of discussion was the recent International Six-Days Trial in Austria, in which the Manx trio of Colin Broughton Eddie Crooks and Roger Kelly did so magnificently.

The chairman (Mr Hugh Kelly) welcomed the members and recalled that the Ramsey Club was formed just after the war by the late Mr Don Crossley and others, and although three years ago it looked as if they might have to close down. they had got over that period and now had a strong membership.

Referring to the International Trial, the chairman said that he would like to clear up some misconceptions which seemed to have arisen.

"There are some points", he said, "which seem to have been misunderstood—to put it politely.

"There have been some malicious rumours and in fact some down-right lies and although no one has said anything to me about it these rumours have come round by a back door and would like to let you know exactly what happened.

'In the first place last October I had the idea of sending a team to the International. At the start it was purely a personal pipe-dream and I approached local agents to get the machines but nothing was done and I kept on trying. In January I contacted Eddie Crooks, the Jawa agent. and he promised to write and see what could be done.' Continuing. Mr Kelly said 'it was very difficult to pick an International team—it was quite different from the Scottish trials'. He had ridden in the event on three occasions and attended several more and he selected three riders after careful consideration, knowing too that it would cost them £40 to £50 each at least

Word was received from Prague that the firm would loan machines and they had to send the record of each rider and the firm later approved. "We have been criticised"; said Mr Kelly, "for not circularising the whole Club but there is nothing in the constitution to say we have to do so and we have never done it for the Manx Grand Prix or anything else and I don't see that we had reason to do so".

In regard to the finances. Mr Kelly explained that the Ramsey Club voted up to 100 guineas for the expenses of the team. At the same time they decided to write to Ramsey Commissioners and the Tourist Board.

Ramsey Commissioners would have nothing to do with it but the Tourist Board voted £63 which was the cost of the three entries. The riders themselves paid £15 each into the "kitty" and the Club agreed to meet the balance and the Club's share actually came to about £58.

The team's entry proved an outstanding success. Crooks was going very well up to the time his engine went dead and was on a good standard of bonus marks. Broughton was not well but he struggled on and put up a jolly good show. Kelly, up to the Wednesday night, was one of the highest placed British riders, but before the finish the strength of the engine was not as good as a 50 c.c. moped, and he had to push the machine up a pass, smother the engine with snow to cool it down and try and lose as little time as possible. But unfortunately in spite of all this he lost marks.

But for this misfortune this rider would have got a gold award. No one could have done more and Roger, who was usually very fit, was completely exhausted. The Jawa firm agreed that no team—not even their own men—could have done better than the Manx boys and they showed their confidence by offering three mounts for next year, providing the same three competitors would handle the machines.

But after the fanfares given the team on arrival back home, rumours were started and evil tongues wagged and this must have got to the ears of the Tourist Board. A letter was received from Mr L. Bond, secretary, referring to the grant of £63 and stating "While the Board have noted with pleasure the success of one member of the team in gaining a gold award and another member a bronze award, my Board have been disturbed to hear rumours to the effect that the entry of the three riders was not in fact sponsored by the Ramsey Club as stated in your letter of 15th August".

The Board also asked for particulars of the circumstances under which the team rode on foreign machines and if any payment was received from the manufacturers.

Mr Kelly replied that he was amazed to receive this letter and reiterated that the information given in his application was true and correct. He quoted from the minutes of a meeting of a committee of the Ramsey Club, dated 29th July, deciding to sponsor the Club in the event and voting up to 100 guineas.

In regard to the use of foreign machines it was pointed out that as British manufacturers were not entering it was a case of "Hobsons Choice". That meant the riders, to use British machines, would have to acquire models costing from £250 to £400—the normal product was unsuitable for this type of trial. Therefore the riders would have been faced with buying machines and then disposing of them, involving a

Loss of up to £100 on each machine. Mr Crooks succeeded in getting the Jawa models loaned free of charge and the Club was very grateful. As for the suggestion that the entrants were paid, that was ludicrous, because even internationally famous riders had a job to get anything out of motorcycle firms for these events and at no time was there any suggestion of money being paid. In fact the Manx riders had upheld sporting traditions in the finest possible manner—the gold award was the only one gained by a British club and the other two riders could not be blamed for loss of marks, a fact freely acknowledged by the company. At no time was the fact that foreign models were to be used concealed, and announcements were made in the local and British technical Press.

The reply from the Tourist Board was as follows: "My Board has noted the information you have so kindly supplied and agree that the participation of the team from the Ramsey Club was fully sponsored by that Club and that the rumours which have been circulating that this was not the case have been proved groundless.

"My Board apologises for having had to raise this question, but I am sure you will appreciate that in the matter of spending public money the most diligent inquiries should be made so as to prevent abuse. "In the particular case under review it is quite clear that the money granted by the Tourist Board was used for the purposes for which the grant was made and in accordance with the intentions of the Board. Again I can only say how sorry my Board are that this matter should have arisen and to convey to you my Board's thanks for the clear manner in which you have explained the points raised". Miss N. Sunderland Kerr thanked the chairman for the efficient way he had handled the whole matter. The chairman pointed out that receipts from the scrambles had totalled £250 in the past year and they were most grateful to the President, Mr G. P. Crellin for the use of the land at Glen Auldyn. After some discussion it was decided by a majority vote that the subscription should be 10/- instead of 12/6 (payable previously by instalments). The election of officers was made as follows: President, Mr G. P. Crellin; vice-presidents Miss N. S. Kerr, Mr and Mrs S. Wardell, Mr M. F. Strickett, Mr W. A. Rowell, Mr A. N. Corlett (re-elected*) and Mr Stanley Broughton; chairman Mr H. Kelly; secretary and treasurer, Mr Dennis Corkill; competitions secretary, Mr Donald Lindsay.

After a ballot, Mr Colin Broughton was re-elected captain (the unsuccessful candidate was Mr Peter Babb but he was elected to the committee with Mr J. Oldham and Mr J. Roscoe (Mr C. Melvin was unsuccessful in the ballot). The competitions secretary nominated Messrs J. Melvin and E. Godfrey to the committee, and Mr R. N. Corlett was re-elected auditor.

END



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VMCC Motorcycle Trials Section

Report on the VMCC Trial at South Barrule, held on 20th October 2024

The 6th round of the VMCC Furnitureland of Ramsey trial was held on Sunday 20th October at a bright and breezy South Barrule Quarry.

37 riders signed up for the challenges of the eight rocky sections spread out over the Quarry.

We hope everyone involved enjoyed the event, and look forward to seeing you all at our penultimate meeting for 2024 on 17th November at Dhoon Quarry 1.30pm start as usual.

The results and Championship Table are on the VMCC website, visit www.vmcciom.org/trials.

The results are as follows:

VMCC Members Route A:

1, Steve Lace (Bantham) 11; 2, Mark Kemp (Fantic 200) 13;

VMCC Members Route B:

1, Simon Skillicorn (Honda TLR250) Seven; 2, Brian Kinrade (Fantic) 10; 3, Mike Kerruish (Fantic 200) 16; 4, Ian James (Honda 200) 20; 5, Jon Duncan (Yam TY 250) 43;

Invitation Route A:

1, Summer Peters (Scorpa 250) Zero; 2, Cory Peters (Beta 250) One (furthest clean); 3, Aleyn Taggart (Yamaha TY) One; 4, Aaron Smith (Gas Gas) Two; 5, Mark Barker (Beta 300) Three; 6, Dylan Cain (Yamaha TY 250) Four; 7, Paul Smith (Beta 300) 20; 8, Lee Cain (Beta 250) 31; 9, Daniel Marshall-Smith (Scorpa 250) 35; 10, Robert Clague (Montessa 301) 36; 11, Ian Lees (Yamaha 175) 44; 12, Peter Clague (Montessa) 49;

Invitation Route B:

1, Chris Palmer (TRS 125) 22 (most cleans); 2, Gemma Kerruish (Beta 125) 22; 3, Andrew Harrison (Beamish) 32; 4, Michael Kelly (Montessa 301) 38;

Youth Route A:

1, Liam Barker (Beta 125) 11; 2, Harrison Doyle (Beta 80) 14; 3, Lily Butterworth (TRS125) 38; 4, Danny Cain (Beta 80) 103;

Youth Route B:

1, Clodagh Higgins (Beta 80) 17;

END



END






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MANX NEWSPAPERS PAST (Intro)

The '50s were surprisingly similar!

Green Final, Saturday, November 10, 1956;

Page: 3 *Coyright MNH all rights reserved*

THE changes proposed for the Golden Jubilee T.T.

Particularly the group start, will provide a controversial topic this month when the A.C.U., the riders, and all those directly concerned come to the point of decision. The group start would alter the entire pattern of a T.T. race as millions know it. It is assured there will be a strong resistance to the abandonment of the time-trial system of individual interval starts with racing against the clock. This group start idea envisages the "class" men in the field going off at the beginning of the race together, with the rest following in groups according to category. Imagine Duke, Lomas, Masetti, Surtees, McIntyre, and Hartle, for example, going off en bloc at the fall of the flag. Then other lesser groups following at intervals. The race will virtually be concerned with that leading group. Admittedly, the riders concerned would probably welcome it, as it would put the T.T. on the Continental pattern, in which each is constantly aware of the position of his rivals. It would develop into a "private" mass start battle—the rest nowhere. The argument that it would increase spectator interest does not, we think, hold water, for the simple reason that the duel could not be seen anyway by the onlooker, who would only have a glimpse of the group every lap, and in no sense could contemplate the race over the entire course. This is possible on many of the open-sided short circuits, but not *on the T.T. course*.

VW don't think it would make the race generally easier to understand, especially if one is trying to plot the progress of the winner or a particular favourite. The clock will still determine the outcome, and it will not follow that the leader on the road is the race leader. It is suggested that interest would be heightened because of "races within a race"—but nobody would "know who was actually winning any easier than has been the experience before.

In any case, there have always been "races within a race." How often have we seen the class riders separated by only a few intervals at the start gradually emerging as the race progressed into groups where there have been plenty of "private" battles? It seems to us that the organisers of the T.T. need to get out and join the crowds watching the T.T. instead of swarming the Grandstand area and the control tower—frankly the least interesting place to watch a T.T. if the truth be told.

We hope the time trial will be preserved. The only suggestion we would make is that if the desire is to give the "top" men a clearer road and a safer one, then let these riders be sent off at the usual intervals at the start of the field.

We don't know whether a limitation on entries has been considered, but it has been fairly obvious in recent years that one of the greatest dangers arising from the increasing speed has been the much larger fields than in the years when speeds were lower and starting intervals were longer. In recent years, riders of different talents have tended to get into large groups, and inevitably this has meant that somebody has had to get off the vitally important "racing line" on occasions. When that has happened—and it does so frequently—trouble has often arisen.

It might not in- a bad thing to restrict the races a little and make them harder to enter, thus ensuring a more competent field, more room for manoeuvre, and a far faster spectacle. Eight laps is the other point at issue and we believe that desirable though it may be in order to lengthen the period of entertainment, there will be serious objection by some of the more experienced riders.

Isle of Man Daily Times, Monday, July 11, 1960; Page: 3

Artificial Leg Torn Off in Collision

Moped Driver Victim of Road Crash

Victim of a three-road junction collision between a 50 c.c. pedal-assisted moped he was riding and a 10 h.p. car was a 20-year-old "L" driver with an artificial leg. He was William Arthur Walker, of 5 Kienslieu Terrace, Foxdale, a market gardener, and in the collision his artificial leg was torn off. He was knocked semi-conscious and taken to hospital with a fractured pelvis and abrasions on his face, hands and knees. Walker lost his left leg when hit by a school bus in England in 1954. The story of his second road crash and injuries was told at a High-Bailiff's Court, Douglas, on Friday, when the car driver, Thomas Edward Simpson, also aged 20, a farm labourer, of Leece Lodge Farm, Braddan, was charged with driving without due care and attention.

The collision occurred at the junction of the Mill, Braaid and Ellerslie roads at Glen Darragh near Glenvine, on May 19th.

Walker was driving down the road from Ellerslie on his way to work at Glenvine Nurseries and Simpson was leaving Mill Road to go to Ellerslie where he worked.

Simpson denied the charge and was defended by Mr J. W. Corrin but the High-Bailiff, who viewed the scene of the collision before hearing the evidence, found it proved.

Simpson was fined £6 and 6s 10d costs and had his licence endorsed.

Police Constable A. E. Edmond of Crosby, said he was called to the scene at about 7-35 a.m. and found Simpson's car and the moped stationary near the centre of the road and 16 ft. apart.

The width of usable road at this point was about 30 ft. He said he pointed out to Simpson that skid marks made by his car indicated he was well over the crown of the road and on his wrong side just before the collision. He said Simpson replied that he was on his own side but the moped was on its wrong side as it approached him.

CLEAR VIEW Constable Edmond said that from the corner which Simpson rounded just before the collision there was a clear view ahead for about 80 yds. Cross-examined, Constable Edmond said skid marks made by the car were straight showing that Simpson was cutting the corner and braked when he was travelling on a straight course. They would have been in the shape of an arc had Simpson swerved right and then left as he said he did when confronted with the moped. To a series of questions as to whether the vehicles, or one of them, were stopped when the impact occurred. Constable Edmond said: "I think both parties panicked." Walker, a gardener, said that as he drove downhill towards the junction where the collision occurred he

shut off his engine and slowed down. Simpson's car appeared from the other direction travelling fairly fast and on its wrong side. Walker said he swerved but his speed was not fast enough to take him away and avoid the car, which came on and collided with him. WOKE UP IN HOSPITAL He did not remember anything after the collision until he woke up in hospital about two hours later. Simpson, in evidence, said he had been a car driver for nearly 18 months. His version of the collision was as he gave it in a statement to the police shortly after the collision. As he approached the junction his speed was 30-35 m.p.h. and he was towards the centre of the road but on his own side. As he was rounding the corner at the junction the moped appeared on its wrong side on a bend before the junction and swerved to get over on to its proper side.

The skid marks left by his car were straight because they were made when he braked after he swerved left and then right and straightened out in an effort to avoid the moped. Cross-examined, every motorist kept out towards the centre of the road when approaching the right hand corner at the junction as he was when the collision occurred.

The High-Bailiff, finding the charge proved, said he was impressed by the way Walker gave his evidence and, without suggesting that Simpson had said anything that was not true, there was one concrete fact that was against him.

This was that the skid marks left by his car showed that he must have been cutting the right hand corner to go up Ellerslie road.

NB IOM still had flogging and the death penalty at this time - Ed

Manx Riders in Winning Trade Team

Isle of Man Times, Wednesday, December 24, 1958

In the 24-hour regularity test a great performance was put up by the two teams riding Puch machines in the special manufacturers team award class. Manxmen Colin Broughton and George Gelling were co-drivers in the Puch No. 2 team which lost one mark only—and Puch No. 1 team went through the 24-hours also with the loss of one mark only. Next on the list were Lambretta team Nos. 2 and 3 with 5 and 7 marks lost respectively while Lambretta No. 1 team lost 17 marks. The position of the other teams was : Vespa (33); Dayton (190); Bond (144); Maico (15 plus one retirement) and N.S.U. (22 plus one retirement)

END

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All a Load of Balls

Members enjoyed a great evening ten pin bowling in Ramsey yesterday with awards presented to those who excelled. Big thanks to John Holt for organising.

[Norman Cowin](#) - Top contributor
Looks like you all had great fun



Andreas Racing Association – our Test Days

[Lee Bartram](#) is with [VMCC Vintage Motorcycle Club IOM](#) and [Rupert Murden](#).

Big thankyou from [Andreas Racing Association](#) to the [Vintage Motorcycle Club](#) not only for sponsoring our 2024 ACU Novice & Clubman's Isle of Man Centre Championship but also for putting up a £100 prize at our last 5 race meetings for the class.

Congratulations to the winners through 2024:

April - [Liam Wood](#)

May - [Brandon Forrester McElevey](#)

June - [Sean Crone](#)

July - [George Cowie](#)

Sept - [Lee Gale](#)

[#ARA](#) [#Jurby](#) [#Manx](#) [#isleofman](#) [#iom](#) [#Sidecars](#) [#Motorcycles](#) [#Racing](#) [#VMCC](#)

Thankyou to [Markspics](#) & [Tracey Harrison](#) for some of the photos.





ANOTHER LOVELY RIDE OUT





Spring Frolics



HOT & SUNNY? – MUST BE AT NORM AND COLLEEN'S THEN



JOLLY BOYS IN KESWICK AGAIN



JUST ANOTHER TEST DAY





THE MANX RALLY THAT NEARLY WASN'T



PEEL PROM



let's not forget who else continue to contribute towards club overheads :-
Furnitureland Kestrel Insurance Ellan Vannin Fuels National Tyres
G H Corlett Ltd Office Equipment Centre MotaWorld Peel Copy Centre
Skillan Naylor Car Company

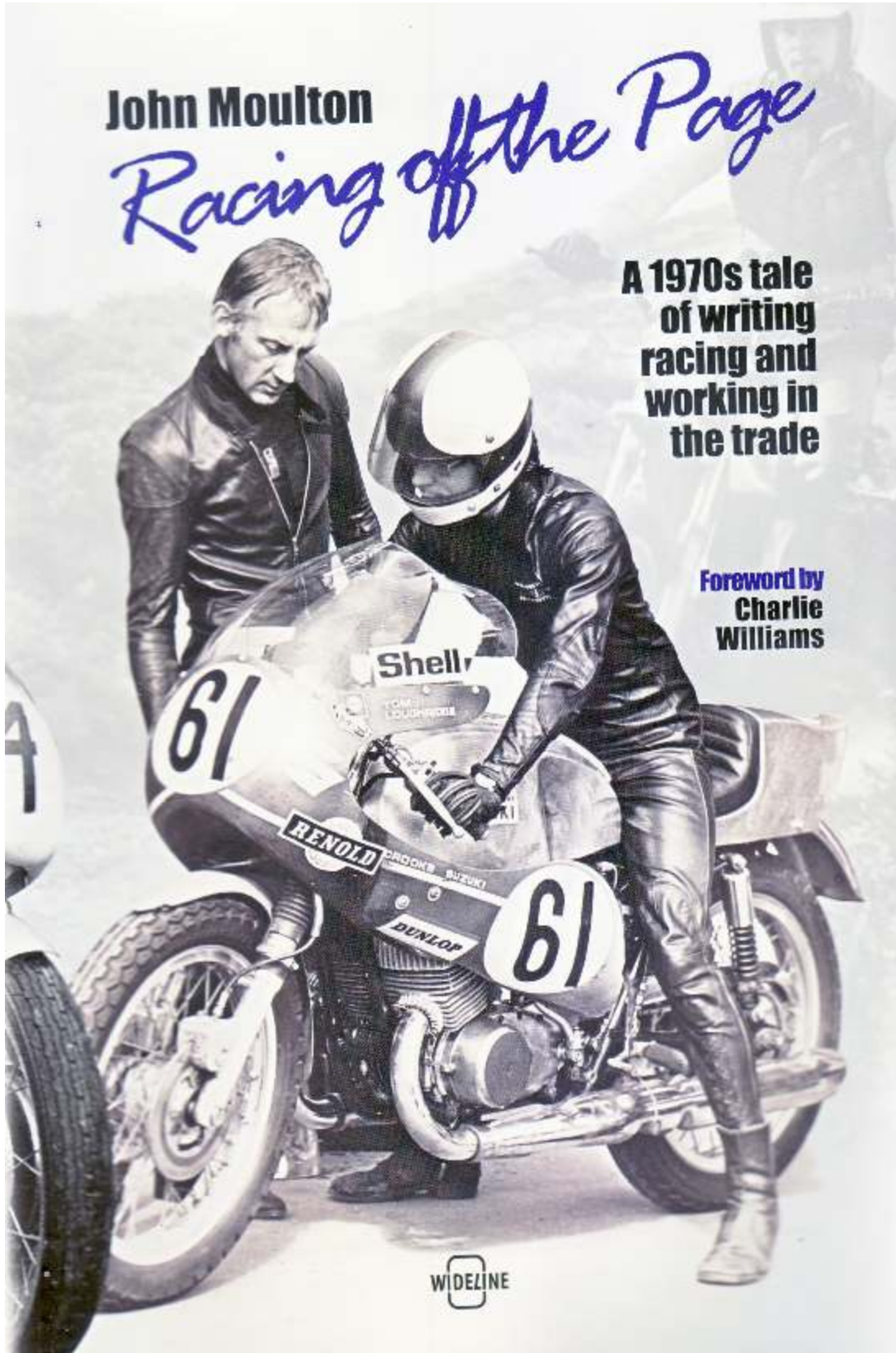
END



Book Review



by Jonathan Hill (Dorset)



John Moulton was lucky to work in and around the motorcycle scene of the 1970s, during the peak years of motorcycle sales. Initially writing for a local newspaper, he moved on to work in the trade.

As an advertising salesman for the “Cheshire Observer,” John’s suggestion that they should cover more motorcycling activities launched a regular column, which he penned. “Motorcycle Scene” became mandatory reading in the North-West and after the newspaper sponsored a local sidecar racer things really took off. Over the next few years John road tested over 40 bikes and covered many racing events. These included the Isle of Man TT, where local talents such as Charlie Williams, Stan Woods and John Williams excelled. This all appeared in John’s column, as did his work setting up the first rider training schemes in Cheshire, trail riding and, of course, his many road-testing tales. These ranged from leading the Lord Mayor’s parade on a Suzuki GT550, riding a Production TT-winning Dugdale Honda on the road and delivering a Suzuki GS1000 to Barry Sheene on the grid at Oulton Park, Rare and exotic Laverdas, Silks and Moto Guzzis were also tested.

Later in the 1970s John was persuaded to join the motorcycle trade, managing a motorcycle shop on the Wirral for former Lightweight MGP winner Tom Loughbridge. Here he met many characters, on both sides of the counter and experienced the ups and downs of the business as only an insider can.

Dealers such as Hector Dugdale, Tom Loughbridge and Bill Smith all sponsored local racers and John continued his involvement with many of the local sporting personalities. Nine times TT winner Charlie Williams remained a lifelong friend – and wrote the foreword to this book – while John had a long-term association with top sidecar racer Allen Steele. Indeed that story went full circle. Steele had been sponsored by the “Cheshire Observer” in the early 1970s and later Moulton sponsored Steele when he made a racing comeback.

“Racing off the Page” is a personal story of writing about and working in the motorcycle trade in the 1970s, when the North-West had a vibrant road riding scene and provided some of the country’s very best racers. The story is told in John’s own inimitable style and includes over 50 photographs covering the landmark road machines he tested over the period, as well as the North-West’s racing personalities, all of whom were household names at the time.

“Racing off the page”

A 1970s tale of writing, racing and working in the trade.

Author: John Moulton Foreword by Charlie Williams, nine times TT winner.

Publisher: Wideline - www.wideline.co.uk tel.: 07966 575182

Hardback, 160 x 240mm (portrait); 200 pages with over 50 photographs.

ISBN 978-1-8381336-5-8

END

Floggers Corner

Clear out your unwanted items and raise a few bob – send Steve an email leonards813@gmail.com or text to 494544

Two bikes:

MZ Skorpion, low mileage good condition. Bullet proof 650 Yam engine will include cherished reg BMN 650 if the price is right! £1999.00 Mobile 359855



Suzuki Goose 350cc single. limited edition Yoshimura model. low mileage very good standard condition. Rare bike but just too small for me. £ 1999.00 Mobile 359855

From the Editor:-

Tank bag – Baglux, for 2018 Yamaha 700XSR, tank top base and clip on bag, cost over £200, used once £100 bag fits other bikes

Rear shocks, early SAAB, bnib, £20

Rear mudflaps for '90s AUDI Estate, still wrapped, £20

Thermostat fits all '70s Triumph 2500's (cars), bnib, £5

Trials boots Sammy Miller size 9, old but hardly worn, £10

Jacket, Triumph Leith size 2XL, little worn as too big, super cond, cost £270, £80

Overtrousers, grey camo, brand new still wrapped, 40in waist, too big for me, £25

Steve leonards813@gmail.com

Honda cb125s restored on the road cheap to run £1800 .JD
[tel 619463] after 6pm .



BMW R100RT motorcycle First registered : 1/8/89 IOM registered : 14/7/15

16,000 miles Wilcock Consulting racing colours

£2,250

BMW R100RS and Watsonian Palma side car

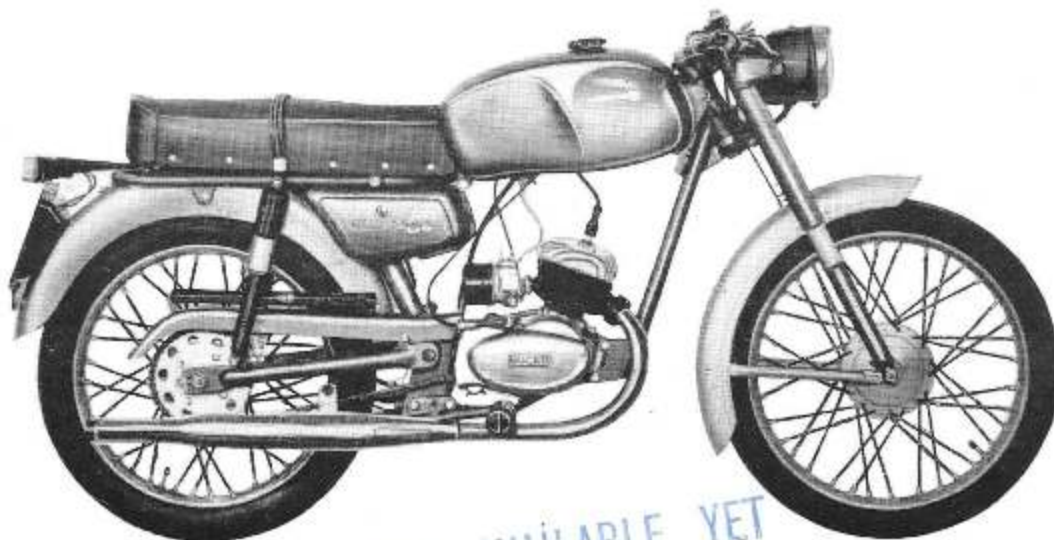
First registered 1/3/79 IOM registered : 23/8/10 Previously owed by Steve Cox

37,600 miles Colour blue and black

£6000

Contact Graham Wilcock graham@wilcock.co.uk

And for this month's special bargains (catalogue from Jim Sandiford 1965)



NOT AVAILABLE YET

The Ducati 80 Sports is powered by the 80 c.c. Ducati 2-stroke engine, developing 4.25 b.h.p. at 7,200 r.p.m., housed in a single-tube diamond frame. This model combines astonishingly high performance, for a machine with this size of engine, with remarkably low fuel consumption. Its robust construction and its roomy dual seat give it the appearance of a machine of twice the capacity and make it a model that is a joy to ride.

ONLY
£107.19.11
*with speedometer
(including purchase tax)*

RECOMMENDED RETAIL PRICE

	£	s.	d.
48 cc. Puma de luxe moped	82	19	0
48 cc. Sport 48 motor cycle	95	0	0
200 cc. Super Sports	210	0	0
250 cc. Daytona G.T.	262	10	0
250 cc. Mach 1	275	0	0

All prices are inclusive of purchase tax.

TODAYS FINEST VALUE

range is the newly introduced quarter-
the "Mach 1" is similar to the well
comparatively simple single cylinder over-
m.

silver on the 3½ gallon tank, and silver
y much over-square, with a bore and
maximum output claimed is 28 b.h.p.
a single overhead camshaft and the
final transmission by chain is equipped

53, second 1.73, third 1.35, fourth 1.10
ne to gear box 2.5 to 1.
70 m.p.g. ridden normally.
on legs have exposed, chromed springs

y "Grand Touring" model with the
the region of 85 m.p.h. For the rider
ona GT is the answer.
owner of a 200 cc. machine, and at the
d maximum speed is 83 m.p.h. as good
zed from a comparatively "soft" engine

box.
chromium plating, the basic colours

n.p.h., and 140 m.p.g. Just the job for

other, the Daytona — silver and blue.
consumption figure than the Sport 48.

250 Mach 1

4 stroke 250 cc. overhead
camshaft
5 speed gear box
Max. speed 106 m.p.h.
Compression ratio 10-1
Max. revs 8,500
Petrol consumption
approx. 75 m.p.g.
Tyres : front 18 x 2.50.
rear 18 x 2.75.



250 MACH 1

250 GT Five Speed

4 stroke 250 cc. overhead
camshaft
5 speeds - 85 m.p.h.
Compression ratio 8-1
Max. revs. 7,200
Petrol consumption
approx. 80 m.p.g.
Tyres : front 18 x 2.75.
Rear 18 x 3.00.



250 G.T.

200 cc. Super Sports

200 cc. overhead
camshaft
4 speed gearbox
Maximum speed approx.
83 m.p.h.
Compression ratio 7.8-1
85 m.p.g.
Max revs 7,500
Tyres : front 18 x 2.75
Rear 18 x 3.00.



200 SUPER SPORTS

48 cc. Sports

48 cc. two stroke
3 speed handlebar
change
Max. speed 50 m.p.h.
Compression ratio 8.5-1
140 m.p.g.
Tyres : front and rear
19 x 2.25.



48 SPORTS

Puma de-luxe

48 cc. two stroke
3 speed handlebar
change
Two tone dual seat and
chrome rear carrier
Telescopic front fork and
rear swinging arm
suspension
Two tone metallic blue
and silver sheen finish.
Tyres : front and rear
19 x 2.25.



48 PUMA DE-LUXE

SO WOT'S NEXT? (from a friend of Mystic Mag)

As auction prices reach rock bottom, just as we've been predicting, wot's next? Can it really be that JD was right all along, promoting the Honda CB305 as the ultimate super bike, the step thru's as being all we really needed, or even electric versions being the real-life transport of the future?

Rather than lusting over DBD34s and Velo Thruxtons with all the right rare metal 'unobtainium' bits, how about a bit of lightweight delight :-

Puch

Mobylette

Velo-Solex

Honda Express and Motobecane MOBY. X



So let's start from the top – the Governor.

Wasn't it he who spoke at one of our dinners (when we wuz posh) about being a biker all along (?) and that he proudly rode his Puch (pr Poosh)

all along the canals of Cambridge/Oxford or wherever when he was a humble under graduate?

Harold Rowell's Faster-Than-Train Effort on a Lambretta

LONDON-MILAN non-stop in 22 hours 42 minutes on a Lambretta scooter. This faster-than-by-train record reliability test on a sealed Lambretta TV 175 Series II scooter was made by 48-year-old Manxman Harold Rowell, who left the Lambretta-Trojan Works at Croydon, Surrey, at 11 a.m. on Monday and arrived at Milan at 9-42 a.m. (B.M.T.) next day.

Of course all this thinking about smaller engines is nothing new :-

More on the scooter craze next issue

**AUTO
VAP
MOPED**

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with automatic clutch
- single grip control
- no gear changing

Standard Model -
53 gns. incl. P.T.

or £5-13-0 DEPOSIT

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Phone **RAMSEY** 3000

In the days of strictly controlled consumer finance, and heavy taxation of road licences and petrol, the ultra lightweights held a lot of appeal

Of course the motor retailers of 1960 were not slow in coming forward with stocks of the 'new' lightweight products, 2 of which featured highly, Raymotors of Ramsey and Gilbert Harding of Douglas :-

A 49 c.c. N.S.U. Mo-Ped was taken by an unauthorised person from Love Lane, Peel, a few nights ago. The number of the machine is WMN 335.
Anyone that sees the machine or knows anything of its whereabouts should inform a policeman or get in touch with the nearest Police Station.

Motors, etc., for Sale

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MotaWorld

MotaWorld is a family run business established in 1997, trading from Foxdale as Auto Trade Centre. Our business expanded with a move to Tromode, and have grown again with our relocation to a spacious, two -storey showroom in Springvalley Industrial Estate. Our showroom offers the largest stock of quality car parts, tools & accessories plus paints and consumables on the Isle of Man.

Our aim at MotaWorld is to give you a friendly, professional and personal service. We offer expert advice to trade and retail customers to help you select the best product from our vast range of quality parts and accessories.

Come and visit us in our great new location at Units 48a,b,c&d in The Spring Valley Industrial Estate. We're easy to find - near Currys P C World and B & Q. Our new premises are in easy reach, with convenient customer parking right outside the door!

LUBRICANTS BATTERIES CHAIN WAX
BULBS NUMBER PLATES PAINT
ROAD & OFF ROAD MOTORCYCLE OILS



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PLATINUM



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