



# *Vintage Mann News*

The Official Journal of the IoM Section VMCC

VMN #25

Spring 2025



**‘On any Friday’**

**Spring is sprung – nearly TT time**

We and our bikes have already recovered from our Winter sojourn with good attendances at the impromptu coffee rides, probably one of our most popular activities?.

*Photo Gareth*



# From the Editors 'Ed

*(new pic by our son, assisted by AI)*

Welcome back to all, it's a New Year after all, so what might be in store for us?

The new UK Govt insists it's high time we all went out and through increased activity produced more and more of whatever. Of course there are lots of incentives in store including increased taxation (on almost everything), a dying health service (that we've already paid for) and so on. And that inflation thingie is now only 2% as planned, but when did a politician last buy a pint of beer (Okells now £4.30) or a jar of coffee (up 50%+). Whereas here on the IOM we've all that plus a Govt that's not quite with it..... but of course look at their difficult start point – record levels of holiday accommodation, theatre venues the envy of the world, a natural environment that's priceless, and TT/MGP racing, but what's that, it doesn't produce any income, does it? How can we make racing make money?



One of the silliest ways of losing (our) money is the (still current?) plan to replace the scoreboard – OK the old one was past its best, and big TV screens are everywhere these days, even more reason to continue the quaint tradition of boy scouts with pots of paint (more heritage lost?)

This little mag continues to change its content organically, assisted by willing contributors – thanks in this issue to David Wright, John Dalton and my old drinking mate Bill Ellison from UK. Some articles will have to wait till next time unfortunately, but they are kept safely in-line. Photos of recent rides are abounding on the secretary's excellent Facebook page and I do not propose to duplicate them here, except for the super cover photo by Gareth.

Cheers, Steve (Editor – [leonards813@gmail.com](mailto:leonards813@gmail.com))

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**END**

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## Chairman's Chat - March 2025

Well, we're off to a flying start this spring; a brilliant autojumble at Andreas community hall followed by our rearranged Gala Dinner at the Talk of the Town. The big winners were Colleen and Norman Cowin who took home the Chairmans's prize for their unstinting work organising the annual summer party in their wonderful garden. Then, the two Daves - Kennish and Skillan picked up the well-deserved and prestigious Clubmen of the Year award.



The AGM went well and uneventful. No change at the top but I welcome Michael Ulyatt to the committee. Treasurer John pointed out that we had arranged 49 events in 2024 and that didn't include the regular and increasingly popular impromptu road runs. Impressive stuff.

Classic Bike will be doing a feature on Manx bikes in sheds in a forthcoming publication timed to coincide with the TT and you are likely to see a few familiar faces! Speaking of Classic Bike, the April edition features a fantastic double page photo taken in 1992 of the Ramsey Sprint in its heyday. I only mention this as something quite extraordinary has occurred which has potentially significant implications for any future events at the Ramsey venue. As you are probably aware the sprint has, at least for the time being, died. There is the possibility of a comeback at the TT next year, but nothing is likely for the MGP/ Classic TT.

The committee recognised there was the potential for running a noncompetitive classic/vintage bike event on the sprint course something along the lines of the Festival of Jurby with parades, race bikes and celebs. We had a very positive meeting with Ramsey Commissioners and followed that up with a detailed breakdown of shared responsibilities which was agreed by all. I need to emphasise the term "shared responsibilities" as the committee is very much aware that a return to organising an event comparable to the Festival of Jurby is out of the question. We simply don't have the manpower these days. In our minds we were looking to replicate our work with Peel commissioners at the TT and MGP - we organise the show and the commissioners sort out the public side of event management. It's a well-trodden path and has a history of working well. Well, here's the thing - Ramsey Town Hall flatly refused to action the decision of their commissioners - no sharing of responsibilities! If the event was going to happen the VMCC would be responsible for everything – top to bottom, inside out. No sharing. How weird is that? This is all about the Town Hall avoiding any organisational responsibility even though they could easily employ an appropriate event manager, as is the case with Peel. Our offer to run an event for FREE, at a time when Ramsey has come in for a lot of criticism for losing the Sprint has been

dismissed by the well-paid Town Hall who have shirked their responsibility of working for the benefit of the community. The commissioners are stunned, and we have withdrawn our offer to run the event.

Work on the project began last November and our decision to pull out reflects poorly on Government as well as local officers who just don't see the big picture regarding entertaining tourists. Personally, I don't think they care. How sad is that?

That's about it for now but a return to the Sunday afternoon road runs is just round the corner – plenty to look forward to!

*Rupert*

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**END**

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## **SPONSORSHIP 2025**

On behalf of Rupert and the committee I know that (like others) we have been forced to try to cut costs but still rely heavily on funds and assistance gratefully provided by our sponsors, current ones listed below :-

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**Stephen Ault Engineering Services**

Perhaps it's appropriate also to mention that members of the committee give most generously of their time and abilities, plus Margaret selling raffle tickets of course who would be on the staff if we could afford her!

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**END**

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# MGP REMINISCENCES by JD

## MGP – 2013

### Looking back on its 90th anniversary

*Written by John Dalton - First published by VJMC club*



Years ago, the Manx Grand Prix had a re-branding. Now in 2025 it is changing yet again after a disastrous re-branding (for the worse) in 2024 (as the old saying goes 'don't fix it, if it ain't broke').

So let's get on our rose-tinted glasses and remember the 90<sup>th</sup> MGP. With lots of parade laps more than 80 former winners of the Manx Grand Prix were on hand for the Classic Racer magazine lap of honour. The first race was on Saturday - the Bennetts classic, a 4 lap race which was dominated by Olie Linsdell on a 500cc Paton.

John McGuinness was also riding a Paton but had to retire with engine trouble, the first Japanese bike home was a Honda ridden to 2<sup>nd</sup> place by William Dunlop. 30 Hondas had taken place in this race.

First of the closed road parade laps was for our very own VMCC with 186 riders entering [some taking a decidedly enthusiastic approach to the idea of a parade lap!] Two that caught my eye were Dave Jupp a VJMC club member riding the CB750 Honda of Peter Darvill, and Derek Brindley riding a TZ 750 Yamaha. Lots of very fine and rare motorcycles on display and taking part.



Starting off just before the VMCC outing was the one lap re-enactment of the 1967 TT with Giacomo Agostini riding the MV 3cyl 500cc and John McGuinness riding a replica of the Honda 4cyl 500cc which Mike Hailwood had ridden to victory in the actual 1967 race.

Chris Palmer from Castletown took a classic TT double win, riding a 250cc Yamaha lapping from a standing start at 110.41 mph winning the race by 10.9

seconds from James Crowton, also riding a Yamaha 250. At advancing years Chris was still capable of showing younger racers the way home for he went on to win the 350 class on the Ripley Honda. Wandering around the paddock there was a huge amount to take in with a constantly changing backdrop of machines and riders. If you wanted to meet World Champions, Freddie Spencer Phil Read, Kork Ballington and of course Ago, the list went on and on. Mr Mark Wilsmore owner of the Ace cafe had a spot in the paddock with motorcycles on display including the actual Royal Enfield that was on the cover of the Daily Mirror in the 60's.

It was time for the Classic Racer magazine TT lap of honour and Dave Thomas was riding his AIR 250cc Kawasaki GP bike [in 1967 he rode this bike in the wet to a 10<sup>th</sup> place at the TT]. Ferry Brouwer owner of Yamaha classic racing team brought over 16 racing Yamahas to tackle the 37 <sup>3</sup>/<sub>4</sub> mountain course. Malcolm Wheeler, ex TT racer and friend of Ferry was riding a Yamaha DR56F from Ferry's stable of bikes. Ferry had founded Arai helmets Europe in 1983 and he sold the company in 2008 to spend more time with his racing team, in all he had 27 racing Yams from the 1960s now all sold.

There were 5 sidecar outfits in the parade with my brother Tony Dalton as passenger for Graham Hilditch on the TZ750 on which they had tackled the TT in the late 80s.

All the way from Japan to fulfil a dream of riding the TT course one more time was Naomi Tanaguchi san, he was a works rider for Honda in 1959 and received a silver replica, a much prized possession of his. He rode 50cc, 125cc and 250cc works Hondas throughout the 1960s.

In the parade Mr. Tanaguchi was riding a 1962 Honda Benly 125cc super sport which was the type of motorcycle he had used to learn the Clypse course in 1959. I introduced David Hailwood {Mike's Son } to Mr. Tanaguchi and they were both very happy to meet for the first time. David was to ride at Jurby race track later in the week on his 500cc Honda, a copy of the works bike his dad raced.

Back to racing - Michael Dunlop won the F1 classic race on a XR69 Suzuki, with local men Conor Cummins Suzuki 2<sup>nd</sup> and Ryan Kneen 3<sup>rd</sup> on a Yamaha.

On Wednesday it was time for the Manx GP past masters' parade with 84 riders listed in the programme. I had hoped that a past neighbour and friend Kevin Riley would be able to make the trip across but it was sadly not to be. Kevin won the 1976 junior newcomers race, he also was leading the senior race until a piston seized his Yamaha which had been sponsored by John and Sue Thompson owners of the Beresford Hotel [nowadays it's a block of apartments].

Just a bit of a glance back to how it was, as we say in the good old days. Happy days ahead for racing on the ISLE OF MAN in 2025 and beyond, we hope so.

*Article written by John Dalton, reproduced here with all rights reserved -Ed*





*Taniguchi on the Honda number 8*



*Ferry Brouwer's Yamahas in the paddock*





*Mike Hailwood with MGP winner Kevin Riley*



*#12 Kev on the Beresford Hotel IOM Yamaha*





*Mark Wilshire had done a lot of researching to find this Royal Enfield, he said he thought it would be better to leave it as found not restored, just keep it on display in the Ace Café as is.*



Taniguchi is with David Hailwood

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# CENTENARY RECOGNITION

It was 100 years ago when Howard Raymond Davies rode an H.R.D. machine of his own manufacture to win the 1925 Senior TT. In doing so he defeated some 50 others riding the racing motorcycles of 20 different manufacturers. It was a terrific achievement and one that should have set the young H.R.D. Motors concern on the road to business success. However, despite the company taking another TT win in the 1927 Junior, sales fell away, creditors pressed and it went into liquidation in January 1928.

It was VMCC Founder, 'Titch' Allen, who later summarised the H.R.D. story as: *“A brief blaze of glory across the sky of motorcycle history and then it was extinguished”*.



*Howard Davies on MN 3840, with St Ninian's in the background.*

Howard Davies is shown on his 500cc TT-winning machine after an early morning practice session for the 1925 event. Prior to 1928, all such sessions took place over roads that remained open to ordinary traffic, thus his machine was road registered. While most racers used their UK registrations, for reasons unknown, the four machines that Howard Davies brought to the 1925 TT, for himself and fellow rider Harry Harris, were registered on the Island.



Among those who hold H.R.D.'s winning achievement of 1925 in high regard is the writer of this piece. In a small tribute to that victory, for many years his motor car has carried the registration number of Howard Davies Senior TT-winning machine, MN 3840.



It may have occurred 100 years ago but, rightly, H.R.D.'s victory is not forgotten.

*David Wright*



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# The Ashton Angels Scooter Club

*By W. Ellison*

*This was sent in by Bill Ellison, a scooter riding and drinking friend from my teenage days in the 60's and 70's in Ashton-u-Lyne. He has continued to visit us on the Island, sometimes with friends-of-the-day but nowadays usually by sports car. Here he lapses into the nostalgia of those far-off teenage days with which we can all probably identify.*

*Personal - From 1966 I rode a Lambretta Li150 (on which I passed my test), but bought a crashed red Vespa SS90 off member Len (bike shown on left in Queens Head photo) which I rebuilt and which provided quite amazing service until exchanged for a Venom in bits, **Ed***

Bill takes over.....

Together with a number of scooter mad enthusiasts, I helped form the Ashton Angels Scooter Club in 1965.

We were originally members of a Manchester based scooter club (The Mancunians) based at The Midland Hotel near Belle-Vue Zoo. We decided to go our separate ways after differences of opinion with the committee as how to their (our) club should be run.

Our club base became the Odd Whim public house on Mossley Road (opposite Stamford High School) Ashton-under-Lyne, where we rented the top room for about three years. Later we moved to rooms near Ashton College on Stalybridge Road before moving onto Hurst Community Centre in Ashton. The club continued to thrive for many years.

Every Sunday without fail we would meet behind Ashton Town Hall prior to our club run. At the previous club night suggestions for the run would have been put forward and then, depending on the weather conditions, a trip would ensue. The Lakes, the newly opened Alton Towers Theme Park, or the coast, it didn't really matter where we ended up it was just great to be out together.

Although we had a committee, the club was not regimented as we had formed the club to have a good time and pass on any knowledge to others. If a scooter broke down the whole club would pitch in with suggestions as how to resolve the problem.

During the time the club was formed we attended scooter rallies all-over the UK including Norwich and Southend. In the case of the latter four members whose scooters were off the road actually hitch-hiked there and back.

We had our own rally on a farmer's field off Oldham Road behind the Dog and Pheasant pub digging out part of a hillside just to create access. There were various test of skill including a hill climb finishing off with a scramble. Scooter clubs from many parts of the country came and tents were spread out all across the site.

Easter was a must to get away. One year at Red Wharf Bay Anglesey the wind was so strong it blew our tents down and we lay underneath them all night.



During the following day for some fun we rode our scooters along the beach, nothing unusual about that, except there were about five people on board mine. Great until I got water in the electrics and one of the back springs went a resounding crack, a replacement was not to be had and as result a dicey return home was undertaken.

Summer holidays were a big thing with Torbay being a favourite. We would camp at Paignton (Goodrington Sands), and stay up late with parties going on into the night, this was after spending the early evening drinking and taking in a Chinese. The Journey down there and back was always a challenge.

I recall one year a group went further afield to the South of France visiting Monaco and Brigitte Bardot's favourite resort San Tropez, whilst another group visited Italy hoping to be shown around the Lambretta factory only to find it closed for their Summer holidays. The Isle of Man scooter week was also a draw for some members (*further article to follow Ed*).





Amongst the Lambrettas and Vespas that moved from The Mancunians to the Angels there were three Maicolettas, however, one owner left to become a member elsewhere and another member, Mike sold his and bought a Velocette Viceroy. I being the remaining owner of a Maicoletta, became known as Maico Bill. Mike was tragically killed in a scuba diving accident in Lake Coniston in 1972 after passing all his exams to go into the Royal Navy on Submarines.

There were many characters in the club, Pacemaker Joe (Dave Bardsley from Hadfield), Swanny (Ian Swan from Stockport), the dynamic duo (Owen Garvey and Dave Chapman from Oldham), Queen Wynn McNeil from Manchester, crowned at Richmond Yorkshire in 1966, Mick Fish was a Butcher, Len and Jim Williamson, Dave and Dennis Thompson, Fozzie (John Foster from Stockport). Little Mick (Mike Molloy) from Droylsden was booked twice in one day for speeding.

There were many friendships struck up during this time that still exist to this day, Dave Bardsley met his future wife Pat they now live in Perth Australia. Owen and I were best man at each other's wedding. Dave Thornhill also met his future wife Sheena at this time and we usually meet up for meal a couple of times a year.

A court case developed as a result of members revving their engines prior to leaving the club car park one night, a rather annoyed and irate resident nearby came out complaining about the noise, when I asked him to stop swearing in front of some of the girl members he assaulted (chinned me). After a short struggle he beat a retreat to his house, I was awarded costs and he was bound over, good British justice.

We were in fact a good crowd and like all clubs members came from a mixed background - there were shop assistants, trainees for all types of industry and commerce, Anthony Marland who designed the club banner/logo went on to become a successful architect. At the time I was a trainee barber but left as I felt I wasn't cut out for it so we parted company (pun intended).

One of club's favourite haunts was the Gardeners Arms pub on Newmarket Road in Ashton, it had a blue room, not blue but lit by Ultra Violet Strip lights, this showed up all your whites including bras, false teeth and dandruff, the latest hits were played on the Juke box and everyone sang along, happy days and nights!!

*Bill Ellison 2024*



Bill's Malcoletta scooter was a quite amazing machine, 1959 with a 275cc top half off a scrambler, no GT/GP200 could get near, and it had electric start! - Ed Similar machine Photo Wiki (pd)

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# HALL GREEN (Hall Green, where's that?)

*(Hall Green was once the home of the Veloce factory - to a Velo enthusiast it's still the holy grail....Ed) (Wiki)*



I saw a recent article in the paper about Waitrose in Hall Green closing down after 53 years and it got me wondering how has Hall Green changed over time.

Hall Green has generally been regarded as one of the better suburbs of Birmingham, due to its good transport links, access to good schools, relatively low crime rate and attractive streets. Some of the reaction to Waitrose closing has suggested that residents feel Hall Green has declined.

## How has Hall Green changed?

### Famous residents (source Wiki)

Hall Green has been a home to comedian [Tony Hancock](#), who lived at 41 Southam Road until the age of three (the house contains a plaque commemorating this), racing commentator [Murray Walker](#), who was born at 214 Reddings Lane (which is now a dentist's surgery), 1992 Formula One world champion [Nigel Mansell](#), who though born in [Upton-upon-Severn](#) spent most of his childhood and early adult years in the area,<sup>[8]</sup>



Photo by Steve c1995

....but what about Veloce? The following narrative was first produced by The Velobanjogent (DQ), acknowledging various sources, all rights acknowledged and reserved.

Veloce Ltd of course manufactured the Velocette motorcycle....

Lets have a brief look at the factory at York Road, Hall Green in Birmingham they occupied from around 1927.



*The Veloce Works, York Road, Hall Green occupied from the year 1928. Sourced from web all rights reserved.*

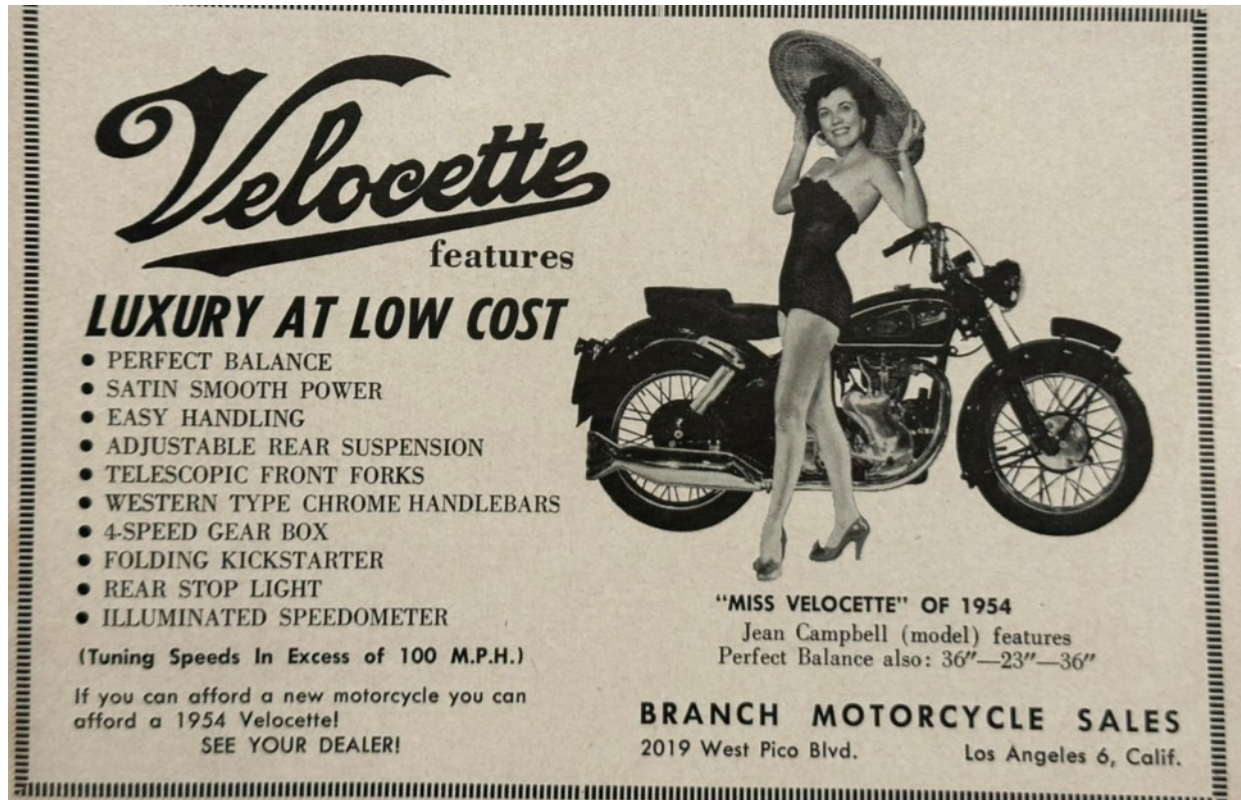
Veloce Ltd were in several factory premises in the 1920's prior to Hall Green.... Originally it was the old Humphrey and Dawes works in which OK Supreme motorcycles were made.

Following the success of the K engine in the 1926 IOM Junior TT, demand increased for Velocette motorcycles and a decision was made to expand and thus the purchase of the Hall Green factory occurred.

Veloce Ltd remained in this site until their closure in February 1971.



Sales were once world wide, obviously the Velo MSS oozed glamour back in those days (and 'easy handling'!!!)



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So what about other factories mainly around the Midlands?

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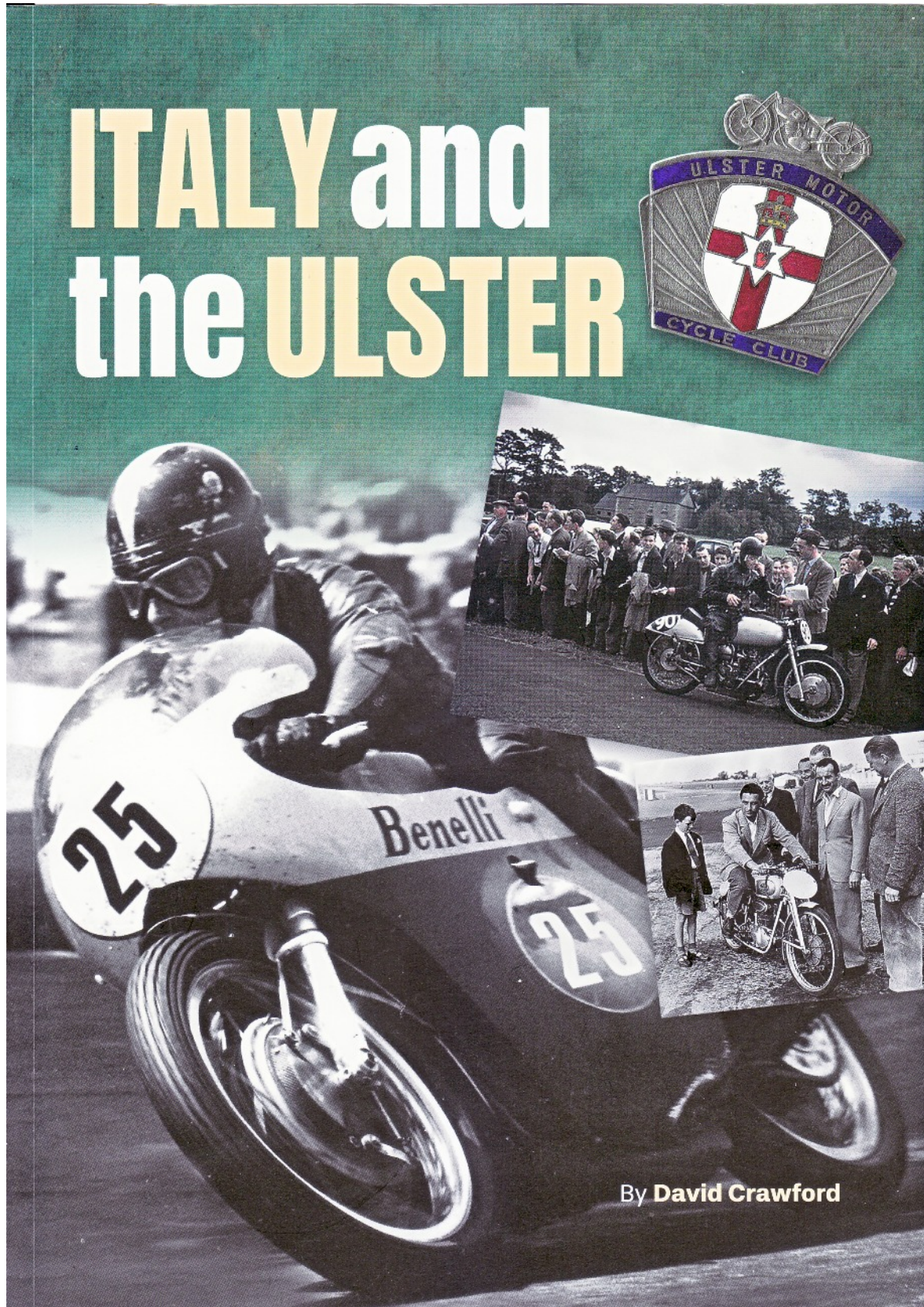




# Book Review



by Jonathan Hill (Dorset)





# **“Italy and the Ulster”**

Introduction by Denis Wilson - Author: David Crawford  
Published by David and Joan Crawford - Designer: Colin Slack  
E-mail: lario@btinternet.com

Dedicated to the memory of Denise Houston. All profits from the sale of this publication will be donated to the Northern Ireland Hospice, Belfast.

Softback, 210 x 295mm (portrait); 118 pages with over 180 photographs and illustrations, plus colour paintings and artwork by Gerald Browne, Chris Graham and cartoonist Jock Leyden.  
ISBN 978-0-9570341-1-2

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“A book like no other” is how the author, David Crawford, describes “Italy and the Ulster,” which became a labour of love – the result of over four years spent researching and writing the history of Italian works machines and riders taking part in the Ulster Grand Prix from 1935 to 1970 when they withdrew from racing.

Picture-led, with a large collection of very emotive contemporary photographs, paintings by Gerald Browne, Stuart Graham and cartoonist Jock Leyden, together with press cuttings, year by year it is full of excellent descriptions of the races, the machines and riders interspersed with the author’s personal comments.

“Over the years,” says the author, “I have grown to love and own many Italian motorcycle marques, learning their histories as well - Moto Guzzi and MV Agusta in particular.” Looking back to 1939, David Crawford interviewed Dorino Serafini (in 1998), who rode the works supercharge 500cc Gilera four in the Ulster of that year, only to retire with big-end failure - post-war, of course. supercharging was banned in racing. David is pictured with Serafini and also former nine-times world champion Carlo Ubbiali.

Following his great friendship with Stanley Woods - Crawford wrote his highly-acclaimed biography - he was privileged to be able to meet many great Italian engineers and riders including the technical staff at the Moto Guzzi factory like designer Giulio Carcano, Umberto Todero and Arturo Magni, head of the MV Agusta racing department.

Imagine the 1957 500cc race with the three fully-streamlined Gilera fours of Liberati, Duke and McIntyre finishing ahead of the MV fours of Surtees and Shepherd and the Moto Guzzis of Campbell and Bryen. In 1962 Mike Hailwood won on the 500cc MV four. All the other glamorous marques feature such as Benelli, Ducati and FB Mondial, but it is fitting that the final pages cover Agostini’s 1970 double on MV

triples. Ago is also pictured in 2024 at Bishopscourt, giving a demonstration ride on the author David Crawford's 1978 MV Agusta Monza, that he has owned from new.

Self-published by David and Joan Crawford, all the profits from the sale of this excellent book will be donated to the Northern Ireland Hospice, Belfast.

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## Where, When, What, Who?

We have been sent some superb photos, obviously press sourced but I am unable to identify where from just to acknowledge. Nomatter let's just enjoy them, some of the riders' faces are cheerful, some glum, so why not request you, the font of all knowledge, to let us know any details that comes to mind – machine, rider, a relative perhaps?

All I know with any certainty is the location: Where? - Tynwald Hill, St Johns.











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## TRADE DESCRIPTIONS ACT

The product looks shiny and appealing, but get it home and you see it in its own true light. Some have really serious horror stories. I was only reminded of my own little horror story when I opened up the March issue of the glossy mag from HQ. For I had long forgotten about my attempts in 1978 to replace my Velo Venom with this new and shiny substitute.

Heavily advertised itself as the opposite of these British icons as ‘On the Yamaha SR500 starting could not be simpler XXX

So what was it like?

Pretty, shiny, a beautiful ride, in the dry.

I swear its shiny s/s front disc brake was linked to the throttle to squirt power every time the brake was applied in the wet. And starting? Yes it had a gizmo at the side of the cylinder head ‘to assist easy starting’ with technical gubbins :— ‘auto ignition advance/retard unit in conjunction with a piston position indicator and compression release’. ‘This allows you to start up the SR500 with a single, smooth swinging kick.’

Perhaps that page was missing from my owner’s manual.

It had cost a lot of money from the dealer’s in Old Trafford and was sold on after a few months at great loss. In fact I am sure I would have had to bump start the bike when the purchaser came to collect.





And here is the only photo of it, taken by friend John outside the Clarence pub in Greenfield where we had gone on a Lancs Centre VOC Sunday run about 1978, the photo was taken of a very fine Velo Thruxton with the SR500 accidentally in the background.

So where do I send my claim to for inappropriate advertising?

*Cheers, Steve*

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**END**

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## ***NEW ADVERTISER***

# **Stephen Ault, Engineering Services**

Nice that folks show interest in what we do – here's a new advertiser name of Stephen Ault, an existing VMCC member, keen to get into our mag or other advertising.

He has lengthy experience at the Mezeron shipyard and has now branched out on his own. We have let him write a brief editorial about himself and his services.

If anybody uses his engineering services please let me know and I can give him a plug.

*Cheers Ed*

### *Here is a little bit of info about Steve:-*

Work wise I have been self employed for the last few years, I was the machinist at the Ramsey shipyard for a long while. So my services are manual machining (albeit smaller scale than I could do at the shipyard), various types of welding, etc. plus mechanic work. I've worked on a number of Dave Quarrie's bikes: both Ducati scramblers, MZ 660 Scorpion, Peugeot P108, etc.

I've also worked on (& restored a few) more bikes of other people's including a collection of Nortons, Yamaha XT350, Wilf Young's Rickman / Mettisse Godden 1000, various enduro bikes, etc.

I have quite a few bikes myself: my late father's Norton 850 / featherbed special, 1928 Raleigh 350 ohv. My: ex-BSB Suzuki TL1000R race bike which I've raced Jurby on, Yamaha TZ250 4DP (ex- Rhys Hardisty) on which I've raced Jurby, classic TT, Southern 100 + Pre TT classic. All mechanic duties / rebuilds, etc + fabrication & welding were done by myself for my racing, although I did get engine tuning work done by Slick when I had a Kawasaki ER6 Super twin.

I have more bikes also: a road registered Harris TZ350 with an XR/FT500 engine, another TL1000. Plus more modern, so probably less interest for the VMCC: a GasGas ec300 & an ex-Danny McCanney Sherco SE300.

I've also some time ago ridden VMCC test days on: ex-Dan Kneen Suzuki GSXR750 slabside (also raced with class win at Snetterton endurance legends in 2015), my late father's Raynal 98cc autocycle (the late Tony East bought), Dickie Watson's MGP winning Suzuki T20, Neil wood's Greaves Silverstone plus my own bikes, last year I used the TL1000 at one.

*Funnily enough I remember a guy turning up at one of our test days at Jurby and doing a couple of laps on an old moped which he announced was for sale and which Tony bought! – Ed*







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Regards - Steve Ault - (Membership 31244)

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# LOST SOULS

Two of the regular riders are missing, sadly gone upstairs. But who are they?  
Photo from an earlier Jolly Boys trip, probably c2016



And we've also lost Des Evans, a stalwart and good friend to all sectors of the local motorcycle racing community, in this photo exactly as he liked to be – riding his Grey Flash in a parade on the TT Course.

*Photo by John Watterson*





## MANX MOTOR CYCLISTS' COMPETITION

The Manx Motor Cycle Club held their first competition on Thursday week, the event being a speed judging competition and reliability trial combined. The members met at Glen Helen, and the course was from there to Michael and Peel and back to Glen Helen by way of St. John's and Ballacraigne, a total distance of about 15 miles. This had to be covered at the rate of 20 miles an hour, and the following were the points upon which the competitors lost marks: Over or under time, two marks for every minute, excepting the first two; falling or sideslip, five marks; tyre or transmission trouble, 10 marks; failing to climb any hill, 50 marks; and leaving the course to avoid a hill, 100 marks. Each competitor started with 200 marks, and the competition, which proved to be very amusing and also of much interest, was won by G. Gawthorne, 200 marks; J. Mylchreest, 198; McArd, 196; Spence, 196; Towler, 194; Nelson, 194; Dr. Templeton, 192; Smith, 190; Makinson, 185; Corkish, 184; Harrison, 176; and Colegate, 162. Both Colegate and Harrison suffered from belt trouble. Tea was afterwards partaken of at the Glen Helen Hotel, on the invitation of the successful competitor.

*Thanks to MNH, all rights reserved Ed*

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END

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## Great North Air Ambulance Service

Seems like we rely on these guys and gals more and more these days. Nice to have the time to spare looking at some of their activities.

2024 - what a year it's been!

From game-changing training courses to award wins, and as always, our incredible supporters. Ready to relive the highlights? Let's dive in:

<https://www.greatnorthairambulance.co.uk/our-work/news/our-highlights-of-2024/>

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END

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## Isle of Man Department of Infrastructure Green Lanes

The Department has applied for a temporary closure order for a small number of the Island's Green Lanes during the TT period this year. Green lanes are unsurfaced tracks that are used by pedestrians, cyclists, horse riders and motorcyclists. The lanes selected are on the uplands and are generally dead ends that lead to areas of open hillside in the vicinity of the TT Course.

Unfortunately in past years riders often unfamiliar with the Island have used these green lanes to access areas of land that are vulnerable to being damaged and where it is illegal to ride. The particular lanes that are being considered for temporary closure have been identified by DEFA Rangers as places where riders habitually enter open hillside to ride motorcycles illegally.

The application was made following consultation with DEFA and the Countryside Access Group (which is made up of representatives of broad range of organisations who use or have an interest in the Island's countryside areas).

It is intended to publish a more detailed post in due course detailing which lanes are included and more about the background for this application.

*Highway Services*

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**END**

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[Mike Beverley Peach](#) is in [Haweswater](#).

Harumph. Seems like the sun was shining on a few Velos out today. Not so lucky between North Yorkshire and the Eastern Lakeland fells. Still, a fun just short of 200miles, over half of it two up, on some challenging roads.

We were delighted to see a field full of oyster catchers not far from home - the upland ground-nesting birds have arrived!

Mike is a VOC member. Source Facebook



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**END**

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## **THE VINTAGENT – US Website run by Paul D'Orleans**

Paul is a professional interior designer in San Francisco bay area, bike uber enthusiast, adviser to many museums collections and auction houses over the pond. Runs a Mk IV Velo KTT on the road. This web site covers a wide range, and a lifelong fan of the IOM he writes something occasionally about the TT and here is the current long running article :

<https://thevintagent.com/2022/06/28/one-hundred-years-of-racing-isle-of-man-tt/>



## Oil – latest and last, the choice is yours (cos nobody else knows)



Sorry chaps to keep on about this but it's important. I have always followed the fortunes of Porsche racing (Motor Sport, the dark green cover mag), you know, about the cars with the proper air cooled engines which are of course just 6 cylinder Velo Venoms (not the later hairdressers type). Now we get hammered with 'man at the bar' stuff every day.....

A precis might be thus :-

- Metal against metal is not good
- Oil (of any sort ) to squeeze in between moving parts is good
- Beware of using 'race approved' products as racers empty sump after every race so longevity is not an issue for them
- Using the engine for going to Tesco then leaving it cold till the next day is bad, so additives have to go in to combat these bad habits
- Replacing the oil every week is a good ideas but not always practical, so more additives
- NOT replacing the oil regularly is even worse, so you've got it now, even more additives!
- Putting ANY additives in the original oil is diluting the original product from doing its original job.
- So using fresh 20/50, 10/40, SAE30 or 40 every year should be good enough for most of our tired engines for trips to Tesco or 30 mile coffee runs. End of story

Manufacturers are totally confused for they say on the one hand that all these (expensive) additives are absolutely necessary, then they tell us to drain it all off and replace even more often! And then there's the issue of ambient temperature etc etc etc

Back to the Oil Mag and its expert comments.....for the very last time (Source web)  
Even prior to the introduction of the SM, SN, and SP API standards, there was concern that the then current API SL standards from back in 2003 could inhibit the backwards compatibility of motor oils.

What general characteristics make motor oils specifically well suited to a particular engine? Aside from recommendations issued by the manufacturer, what makes for a good motor oil? These oils must be thermally stable, having a very high flashpoint,

low knock volatility, and must “maintain proper lubrication and protect vital engine components under the extreme pressure and the high temperature conditions.”

For example, for aircooled Porsche engines (*often referred to by myself as they are closest in spec to an air-cooled bike engine - Ed*), 15w40 viscosities are recommended below 80F ambient air temperatures and 20w50 should be used in hotter climates above 80F. Porsche recommends and uses Mobil 1 0w40 as a factory fill in new vehicles and Mobil 1 15w50 has been a popular choice used by many year-round in aircooled Porsche models, but most Porsche specialists agree there are better choices available. What was once considered a 'safe' oil is (safe) no longer, as many of these lubricants have been reformulated for many reasons. This includes for protection of emission control devices, increased fuel economy, and longer oil change intervals. As mentioned previously, shopping by brand alone or following manufacturer recommendations no longer ensures satisfactory performance. *Agghh! Ed*

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**END**

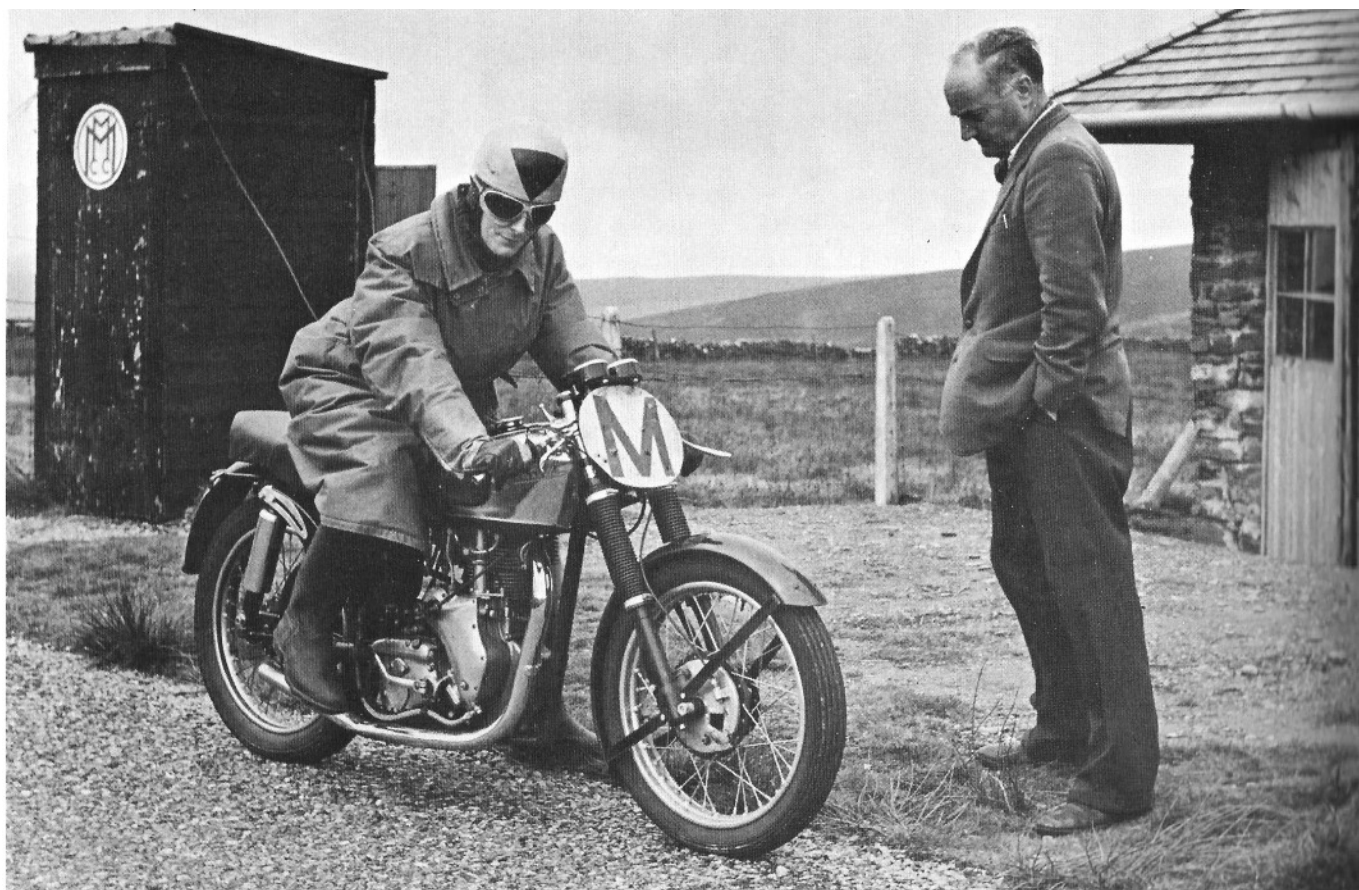
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## **VELOCETTE PROTOTYPE AS T/M BIKE?**

It just might be too much of a good thing to show the Terry Shepherd (Travelling Marshal) 'Venom' again - if you can have too much of Velos?

Of course the model of bike in question was originally a MSS 500cc, tuned up a little to become the future 'Venom'.

*I came across this photo from publication of the day, all rights reserved. Ed.*





In the last issue of Vintage Mann News we told a story about Terry Shepherd's use of a pre-production Venom on Travelling Marshal duties at the 1955 MGP. Seems that 'Motor Cycling's Bruce Main-Smith also got a chance to ride it while it was at the Manx. Here, at the Mountain Box, he is shown with the magazine's editor, Bob Holliday, about to give it a blast. Number plates and silencer are conspicuous by their absence.

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**END**

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**Jean & Johnathan Hill**

Dear Steve

Apologies for my tawdry reply, ages ago you asked if I had any information or books about the BSA B50. A long time ago Panther Publishing produced a book called "The Rupert Ratio BSA Units Singles Manual Vol. 2," ISBN 978-1-909213142, apparently covers all models up to the B50. I never review this book but saw details on Google. It is possible, but I think unlikely that the book covers the scrambles versions - do you race your 500 or is it a so-called "Goldie" roadster?

A couple of years ago I spoke to a dealer at the Shepton Mallet autojumble who specialised in unit BSAs. I asked him if, at last, BSA had got it all right by the time they brought out the 500 (about 10 years too late). He said not really, they just had faults in different places - the "improved" oil pump for example was still made in Mazak of poor quality that had a different expansion rate to the aluminium crankcase resulting in poor lubrication.

You could argue how good the works GP bikes were with Jeff Smith and co winning all those GP races. The fact is that GP races ran for only 40 minutes per race and were stripped after every meeting and then sent back to BSA (as stated by Jeff Smith in his excellent biography).

What has happened to "Vintage Mann?" I do realise that postage was becoming exorbitant, but I have not received an electronic version for getting on to 2 years - is everything okay? I used to enjoy reading the mag. How are Harley, Job and Bill Snelling?

With best regards

Jonathan Hill





## **VMCC IOM Section Trial at Old Stoney Mountain Quarry held on 19 Jan 2025**

Round one of our Furnitureland of Ramsey sponsored 2025 trials championship season got underway at Old Stoney Mountain Quarry on Sunday 19th January.

Thanks to the club's continued investment in the future of motorcycle sports on the island, once again we will cover the cost of all youth rider entry fees to our trial events for this year. We had a good entry, with riders of all ages, including many on older machines, making them eligible for our Vintage class trophies.

It was fantastic to see some riders bring family members along to help observe sections. We hope they enjoyed the afternoon and look forward to seeing them again, it is a big help! Once again the club would like to thank the land owners and everybody that comes together to make these events a success.

Our next Trial will be at Carnagrie on the 16th February 1.30pm start.

The results are as follows:

### **VMCC Members Route A:**

1, Steve Lace (BSA Bantam) 10; 2, Russell Millward (Honda TLR200) 10; 3, Jim Davidson (Triumph Cub) 34; 4, Mark Kemp (Fantic 200) 45; 5, Barry Teare (Yamaha TY175) 80;

### **VMCC Members Route B:**

1, Simon Skillicorn (Honda TLR250) 21; 2, Brian Kinrade (Fantic 240) 31; 3, Jon Duncan (Yam TY 250) 41; 4, Ian James (Honda 200) 49; 5, Philip Crellin (Suzuki 250) 76; 6, Peter Faragher (Gas Gas 300) 103;



### **Invitation Route A:**

1, Ryan Kneen (Scorpa 250) Seven; 2, Jack Christian (?) Eight; 3, Aleyn Taggart (Yamaha TY) 10; 4, Ian Lees (Yam Majesty 175) 27; 5, Aaron Smith (Gas Gas 300) 35; 6, Mike Stevens (Montessa 4RT) 36;

### **Invitation Route B:**

1, Chris Palmer (TRS 125) 16; 2, Glyn Parry (Gas Gas 300) 30; 3, Michael Kelly (Montessa 301) 66; 4, Jamie Comaish (Gas Gas 250) 69; 5, Shantelle Thorpe (Beta 125) 94;

### **Youth Route A:**

1, Harrison Doyle (Beta 125) 40; 2, Lily Butterworth (TRS 125) 60; 3, Danny Cain (Beta 80) 62;

### **Youth Route BA:**

1, Clodagh Higgins (Beta 80) 13;



## **VMCC IOM Section Trial at Carnagrie**

February 16th saw our second round of 2025 at Carnagrie.

The strong cold wind and drizzle made it a character building day for all.

We had a good entry of 38 riders of all ages sign on for the slippery challenge, and we witnessed some great riding.

A special thanks to the Southern MCC for lighting the fire and the use of their beautiful hill-top.

To everyone who turned up to ride, observe or organise the event, a huge well done!

The results are as follows.

**Vintage A** 1st Steve Lace BSA 25, 2nd Jim Davidson Triumph 35, 3rd Mark Kemp Fantic 52, 4th Ashley Gardner Triumph 68, 5th Simon Skillicorn Honda 84.

**Vintage B** 1st Mike Kerruish Fantic only Seven marks lost, 2nd Brian Kinrade Fantic 31, 3rd Jon Duncan Yamaha 63, 4th Ian James Honda 64, 5th Richard Bairstow Yamaha 72.

**Invitation A** 1st Ryan Kneen Scorpa only eight marks lost, 2nd Liam Barker Beta 22, 3rd Aleyn Taggart Yamaha (mono) 25, 4th Jack Christian Beta 39, 5th Aaron Smith GasGas 42, 6th Summer Peters Scorpa 44, 7th Eric Herdman Scorpa 48, 8th Andrew Sidebottom Beta 61, 9th Gary Flowers Triumph 64, 10th Mike Stevens Montesa 79, 11th Mark Barker (back from injury Beta)87.

**Invitation B** 1st Chris Palmer TRS only Seven marks lost, 2nd Lee Cain Honda 24, 3rd Gemma Kerruish Beta 28, 4th Graham Taubman Beta 35, 5th Chris Beaumont GasGas 37, 6th Jamie Comaish GasGas 54, 7th Eric Comaish Montesa 61, 8th Shantelle Thorpe Beta 126.

**Youth A** 1st Oliver Sidebottom 73, 2nd Harrison Doyle 84, 3rd Danny Cain Beta 102, 4th Oliver Herdman GasGas 114, 5th Lily Butterworth TRS 124.

**Youth B** 1st Clodahg Higgins Beta 32.

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**END**

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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**  
**Skilman Naylor Car Company**

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**END**

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Full details including start location, time etc available on [vmcciom.org](http://vmcciom.org) Website calendar or contact the organiser.


Date	Event Name	Type	Time	Contact	Contact Tel
10 <sup>th</sup> April	<b>April Club Night</b>	Social	7:30pm Creg-Ny-Baa	Gary Corlett	<a href="mailto:secretary@vmccioim.org">secretary@vmccioim.org</a>
13 <sup>th</sup> April	<b>Chairmans Opening Road Run</b>	Road Run	2pm	Rupert Murden	<a href="mailto:murdy916@gmail.com">murdy916@gmail.com</a>
20 <sup>th</sup> Apr	<b>Arassey Plantation</b>	Trial	1:30pm	Shaun Seal	Tel: 485133
18 <sup>th</sup> April	<b>Test Day (Friday)</b>	Test	All Day	Gareth Davies	<a href="mailto:gazanddee@manx.net">gazanddee@manx.net</a>
23 <sup>rd</sup> April	<b>A Night with Neil Tuxworth</b>	Social	7-7:30pm	Ballakermeen HS Studio Theatre	Rupert <a href="mailto:murdy916@gmail.com">murdy916@gmail.com</a>
26 <sup>th</sup> -27 <sup>th</sup> April	<b>Stafford Show</b>				
27 <sup>th</sup> April	<b>Tulip Road Run</b>	Road Run	2pm	Norman Cowin	<a href="mailto:normancowin@yahoo.com">normancowin@yahoo.com</a>
5 <sup>th</sup> May	<b>Ramsey Bike Show</b>	Show	All day	Steve Parker	<a href="mailto:stevenparker41@hotmail.com">stevenparker41@hotmail.com</a>
8 <sup>th</sup> May	<b>May Club Night</b>	Social	7:30pm Creg-Ny-Baa	Gary Corlett	<a href="mailto:secretary@vmcciom.org">secretary@vmcciom.org</a>
11 <sup>th</sup> May	<b>Bob Thomas Road Run</b>	Road Run	2pm Milntown	Andy Collins	<a href="mailto:secretary@vmcciom.org">secretary@vmcciom.org</a>
17 <sup>th</sup> May <b>SATURDAY</b>	<b>Bim's Field</b>	Trial	1:30pm	Shaun Seal	Tel: 485133
26 <sup>th</sup> May To 7 <sup>th</sup> June	<b>TT Races Period</b>				
15 <sup>th</sup> June	<b>Harold Rowell Memorial Run</b>	Road Run	2pm Start QB Car Park	TBA	
26 <sup>rd</sup> June	<b>Absent Friends Road Run</b>	Road Run	7:30 Start at St. Johns	Rupert Murden	<a href="mailto:murdy916@gmail.com">murdy916@gmail.com</a>
3 <sup>rd</sup> July	<b>July Club Night 1 week early</b>	Social	7:30pm Creg-Ny-Baa	Gary Corlett	<a href="mailto:secretary@vmcciom.org">secretary@vmcciom.org</a>
5 <sup>th</sup> July	<b>Test Day (Saturday)</b>	Test	All Day	Gareth Davies	<a href="mailto:gazanddee@manx.net">gazanddee@manx.net</a>
6 <sup>th</sup> July	<b>Charles Craine Run</b>	Road Run	2pm	Norman Cowin	<a href="mailto:normancowin@yahoo.com">normancowin@yahoo.com</a>
7 <sup>th</sup> July To 10 <sup>th</sup> July	<b>Southern 100 Road Races</b>				
14 <sup>th</sup> July - 18 <sup>th</sup> July 2025	<b>Jolly Boys Outing Keswick</b>	Tour	Mon-Fri	Steve Leonard	<a href="mailto:leonards813@gmail.com">leonards813@gmail.com</a>
20 <sup>th</sup> July	<b>Midsummer Road Run</b>	Road Run	2pm	TBA	<a href="mailto:secretary@vmcciom.org">secretary@vmcciom.org</a>
14 <sup>th</sup> Aug	<b>August Club Night</b>	Social	7:30pm Creg-Ny-Baa	Gary Corlett	<a href="mailto:secretary@vmcciom.org">secretary@vmcciom.org</a>
17 <sup>th</sup> Aug	<b>Billown Glen</b>	Trial	1:30pm	Shaun Seal	Tel: 485133
20 <sup>th</sup> Aug To 28 <sup>th</sup> Aug	<b>Manx Rally</b>	Rally		TBA	TBA
17 <sup>th</sup> Aug To 28 <sup>th</sup> Aug	<b>Manx Grand Prix Classic TT Races</b>				
11 <sup>th</sup> Sept	<b>September Club Night</b>	Social	7:30pm Creg-Ny-Baa	Gary Corlett	<a href="mailto:secretary@vmcciom.org">secretary@vmcciom.org</a>
14 <sup>th</sup> Sept	<b>Poker Run</b>	Road Run	2pm	John Holt	<a href="mailto:johnholt@manx.net">johnholt@manx.net</a>
21 <sup>st</sup> Sept	<b>Handicap Trial Venue TBA</b>	Trial	1:30pm	Shaun Seal	Tel: 485133
27 <sup>th</sup> Sept	<b>Test Day (Saturday)</b>	Test	All Day	Gareth Davies	<a href="mailto:gazanddee@manx.net">gazanddee@manx.net</a>
9 <sup>th</sup> Oct	<b>October Club Night</b>	Social	7:30pm Creg-Ny-Baa	Gary Corlett	<a href="mailto:secretary@vmcciom.org">secretary@vmcciom.org</a>
11 <sup>th</sup> -12 <sup>th</sup> October	<b>Stafford Show TBA</b>				
19 <sup>th</sup> Oct	<b>South Barrule</b>	Trial	1:30pm	Shaun Seal	Tel: 485133
13 <sup>th</sup> Nov	<b>November Club Night</b>	Social	7:30pm Creg-Ny-Baa	Gary Corlett	<a href="mailto:secretary@vmcciom.org">secretary@vmcciom.org</a>
16 <sup>th</sup> Nov	<b>Dhoon Quarry</b>	Trial	1:30pm	Shaun Seal	Tel: 485133
11 <sup>th</sup> Dec	<b>December Club Night</b>	Social	7:30pm Creg-Ny-Baa	Gary Corlett	<a href="mailto:secretary@vmcciom.org">secretary@vmcciom.org</a>
21 <sup>st</sup> Dec	<b>Knock Froy</b>	Trial	1:30pm	Shaun Seal	Tel: 485133
Dec	<b>Hang Over Run</b>	Social	TBA	Rupert Murden	<a href="mailto:murdy916@gmail.com">murdy916@gmail.com</a>
	The date and timings may be subject to cancellation or change due reasons beyond our control.				




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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.

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