



Vintage Mann News

The Official Journal of the IoM Section VMCC

VMN 20 Late Summer 2023

VMCC IOM 50th Manx International Rally issue



FRANCIS LOBB and MARK KEMP Yellow Ducati and red/silver MV stretching their bikes' legs at Jurby on another of our famous 'Test Days'

Vintage Mann News is a not-for-profit publication sent out to VMCC members without charge via e-mail due to the high costs of printing paper and distribution.

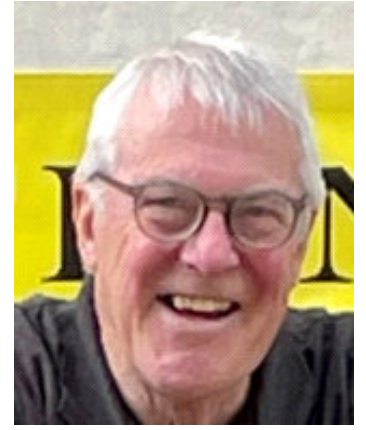
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From the Editors 'Ed

Now that we are in newsletter format, as are most Bike Club communications that come our way, my job feels a little more relaxed. I intend continuing to publish the views of the Chairman, news and articles sent in by members, the book reviews, and Floggers, but you dear member must continue to drive this content by sending me stuff for publication, only criteria being a Manx interest. 'We were there' is always popular, and photos will be used where possible instead of words - Vic has sent in some super pics from Tynwald day many of which are included here, with names of riders where we can recognise them. But I don't want to stand in the way of the Facebook page published by Gary, and will instead continue to quote tasty excerpts and pictures in full realisation that this expanding medium will eventually render a newsletter unnecessary. How about some new features like 'my first bike' or 'bikes on holiday' which I can kickstart off as the American Velo club recently published a snap from my distant past which is included here.



Cheers, Steve

BIKERS ON HOLIDAY – Let's see yours (US PIC – Taken in Northern California on a Velocette Owners Club of North America summer rally in 1997 – Ed)



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

Chairman's Chat - Summer 2023

The Centenary of the Manx Grand Prix coincided with the Golden Anniversary of the VMCC Manx Rally and I think its fair to say both events posed more questions than answers regarding their future viability.

The standout success story for me was the performance of our two local newcomers. Joe Yeardsley and Marcus Simpson, who dominated the Senior race. Indeed the Junior and Senior MGP races produced great racing and entertainment.

As for the Lightweight and Classic races they were poor.



The "amateur Lightweight race included Michael Dunlop and a number of other TT regulars (what's that all about?) and many of the genuine MGP contingent were only credited with a miserly one lap finish. Simply not good enough. But with such a compressed programme it somehow didn't come as much of a surprise. As for the Classics, these desperately need a complete rethink - indeed the entire event requires a makeover.

For the Rally we found ourselves running the gauntlet of planning road runs on "contingency" days - hopeless! Poor old Peel really bore the brunt of the problem. One of their biggest days of the year was completely undermined by rescheduled practice sessions.

Rally numbers were down, as we half expected, from around 200 in 2022 to 117 for this year. People are voting with their feet. As an indication of the problem. Ann and I had lunch in the Ramsey Park Hotel just before practice week and I asked how their bookings looked for the MGP week. I was amazed to hear only 13 rooms had been reserved.....

On the plus side the Bank Holiday Sunday evening race bike gathering and start up on Douglas prom proved popular and with a better PA system would have been an outstanding event. Many thanks to the many club members who displayed their bikes. We might try this again next year! It was good to see our Club President John Holt attend the Rally but sadly he could only reiterate his previous comments.

Clearly the board is focused solely on cutting costs and are not at all interested in helping sections run events such as our International Manx Rally. We were promised a bold new future (how many times have we heard that!) but our new board is blind to the obvious - what makes the club tick. I despair!

END

WHAT'S BEEN HAPPENING

VMCC Manx International Rally

Starts here - Laxey - Ramsey - Peel – Ramsey – Douglas Promenade



Lovely day for the first day of the Manx Rally this year, did you enter? Why not? Hope you called in to see the bikes, we were at Laxey prom 10-11 Wednesday morning and at Ramsey court house after 12:30, did you see us all there?

Nice line up at Laxey getting ready for 11am start of today's rally ending at the Court House in Ramsey.

Lots of photos were taken by many persons there, only a fraction are included here, – if you want a particular picture which you are able to identify, sent to you I will gladly try my best. *Ed*



Gary Corlett

Fabulous turnout in Laxey for the start of the Manx rally. Sunshine and bikes. Thanks to the staff at the Laxey Beachstop café for the tea and cakes



From 11:00am after greeting old friends, cups of coffee and much tyre kicking most of us moved on to Ramsey, following a route via Glen Mona, Cornaa, Ballaglass and Maughold.

Despite riding the chosen route twice in the week before, the DoI elected to resurface the road in Maughold village from Monday, an area not previously publicised (all Diversion signs and newspaper notices suggested Dreemskerry Road as the area to be affected).

No matter, alternate routes were identified on the fly and we enjoyed a lovely ride into Ramsey, the old Court House again being the venue.



Congratulations to our **Kestrel Insurance** sponsored Concourse winners at Peel.



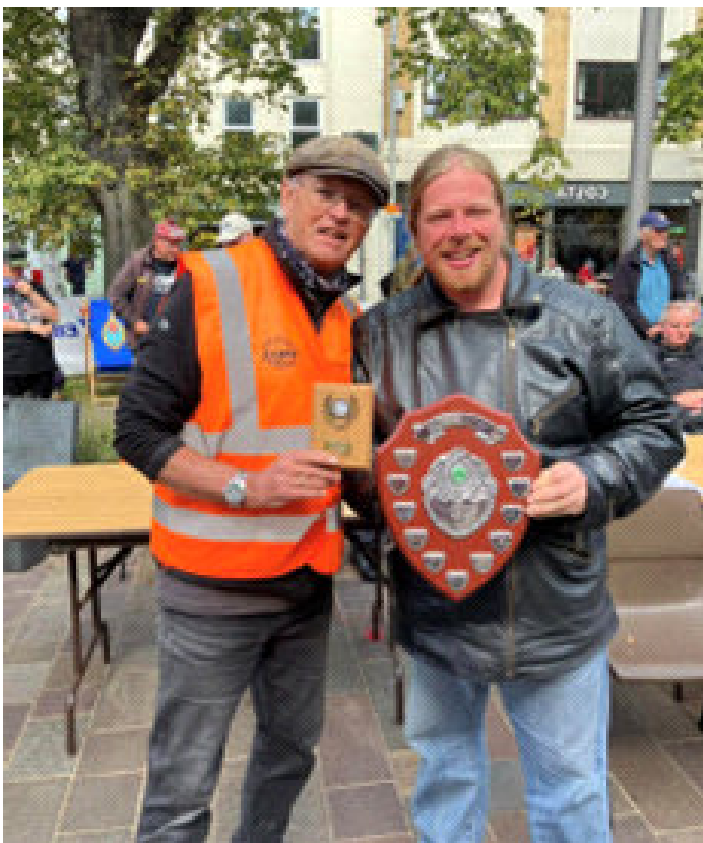


Pics - Barry Wood on Dicky Watson's Suzuki and Les Trotter on Bob Doughty's Suzuki, Two race winners reunited with their machines at this weeks events.





VMCC Manx International Rally – here are some of our award winners at Ramsey





MSP - another great Manx rally well organised as usual even the weather and some rare bikes (and it was his birthday too) Peter Lovekin (pic above with MSP)
What did you win Martin, loudest shirt prize?

END

Norman Cowin

Pics inside and outside Ramsey Courthouse (contd)







Gary Corlett

Three wise monkeys? Or the Good, the Bad and the Ugly? - Answers on a postcard



Malcolm Stoddart - Very nice

Norman Cowin

Another nice gathering for today's vintage run leaving Ramsey Court House at 11am finish back at same place for refreshments and prize presentation.





VMCC Manx International Rally over for another year, big thanks to the committee for all their hard work. Thanks to the ladies for signing on and catering. Thanks to all our entrants. See you all next year?

Ray Jones - Great rides, thanks to all organisers and helpers

Erica Moore - Great run and lovely to see everyone. Thank you to the organisers not to mention the cakes

END



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VMCC Manx International Rally - Sunday night – Class winners on Prom.

We were invited to assist the MMCC with their setting out and stewarding arrangements, and we were pleased to assist.

Robert Taylor - Manx Norton I know it's a bit late thank you for the trophy you took me by complete surprise what a cracking night it turned out to be we'll have to do the same again next year



Pic Rupert RT Manx

Pic Maria Costello MBE called in to say hello.
Here she is aboard Julie Diplock's wonderful original Norton







Followed by a spitfire fly past



Team National Motor Cycle Museum Racing all set up in the Manx GP paddock for the 100th anniversary parade





Steve Leonard - Commendation to Gary on the pics and videos what a super evening down on the Prom, just like old TT days very informal, public just mooching around. Seems they are still interested in being close to our noisy motor bikes, even if they are not moving. *Cheers*



Two of our hard working committee at Ramsey Court House

Lynda Lancaster – Richard and I are missing this Gary.
Gary – funny enough I was chatting to Carol this afternoon saying we were missing you and Richard.

Norman Cowin - Gathering at St Johns ready for the ride in to Peel



Glorious sunshine St Johns

Ian Bradshaw - really sad to hear that Allan 'Kipper' Killip has died. Condolences to all his family known him for many years from when we rode together on the helicopter fund 24 hour sponsored ride. A good laugh and a perfect gent.

RIP Kipper

Alex Downey - top man Allan 'Kipper' Killip he did a tremendous amount for motorcycling sport and that 'Hey boy' greeting of his was an indication of his warmth and friendship

Gareth Davies - plenty of familiar faces and a few new ones at this morning's regular coffee meet in Ramsey

Gary Corlett - fabulous

END

Please see Vic's Pics for riders from last Test Day on Tynwald day

Vic is a club member and an accomplished photographer and allows us to use these photos, all rights reserved and acknowledged, thanks Vic -Ed



Rich Hawkins



Dave Skillan



Rider #15



Stephen Corlett



Ian Lawton



Zoe Bool



Tracey Hanley



Andrew Jessop



Test Day 01 October 2023

Hello Club Members.

The next VMCC IOM Test Day will take place on Sunday 01 October 2023 at the Jurby Airfield Circuit. If you wish to participate in the event, please read and complete the attached documents and return them to me at the address shown.

This info will also be emailed to you via the Club Secretary.

The entry fee has been held at £50 per rider (or sidecar outfit) and your continued support is greatly appreciated and will ensure that we can continue to provide this exciting event in the future.

If you have any questions, please do not hesitate to contact me.

Cheers, Gareth Davies
VMCC IOM Committee



END

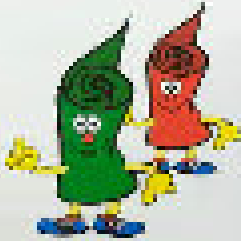


VMCC IOM SECTION



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GARY CORLETT – TRIALS CHAMPIONSHIP SPONSORED BY FURNITURELAND OF RAMSEY

**Report on the VMCC trial at Billown Glen held 20th August 2023
Sunday 20th August marked the end of our summer break**

Report on the VMCC Trial at Billown Glen held on 20 August 2023

Our Furnitureland of Ramsey sponsored Championship got back underway at Billown Glen on what turned out to be a busy day for motorsport. Sunday 20th August marked the end of our summer break and saw a good entry of 33 riders signing up to take on the challenges of the secluded Glen. The club again thank the land owners, the volunteers and riders for their support.

We are often short of Observers to mark the riders through each section, so if any family, friends or club members fancy making the leap from spectator to Observer, please ask Mike or Shaun to put you alongside an experienced person for some on-the-job training.

The results of the trial are:

VMCC Members 'A' Route

1, Steve Lace (BSA Bantam) 10; 2, Mark Kemp (Fantic 200) 20; 3, Russel Millward (Honda TLR200) 30; 4, Orry Millward (Honda TLR200) 34; 5, Jim Davidson (Triumph Cub) 35; 6, Neil Kerruish (Yamaha TY175) 54; 7, Ashley Gardner Jnr (Triumph cub) 56; 8, Barry Teare (Yamaha TY175) 57;

***Correction to trials result. Apologies to Simon, as marks for one section were transposed with another riders. The results for the Vintage B Route are:

VMCC Members 'B' Route

1, ***Simon Skillicorn (Fantic 200) Five; 2, Billy Booth (Montessa 309) Seven; 3, Mike Kerruish (Fantic 200) 10; 4, Jon Duncan (Yam TY 250) 15; 5, Brian Kinrade (Fantic 240) 18; 6, David Haynes (Ariel HT3) 22; 7, Ian James (Honda 200) 49;

Invitation 'A' Route

1, Lee Wardell (Bulltaco) 20; 2, Paul Smith (Fantic 240) 22; 3, Mark Barker (Beta 300) 28; 4, Tom Walker (Beta 250) 29; 5, Ian Lees (Yamaha 175) 30; 6, Mike Stevens (Montessa) 36; 7, Will Quirk (Beta 300) 38; 8, Robert Clague (Montessa) 42; 9, Daniel Marshall-Smith (Triumph Cub) 52;

Invitation 'B' Route

1, Aaron Faragher (Beta 250) Seven; 2, Michael Kelly (Montessa) 28; 3, Ian Quirk (Honda TLR) 34; 4, Peter Faragher (Gas Gas) 71;

Invitation Youth 'A' Route

1, Liam Barker (Beta 125) 19; 2, Jack Christian (Beta Evo 125) 28;

Invitation Youth 'B' Route

1, Harrison Doyle (Beta 80) Six; 2, Gemma Kerruish (Beta) 13;

END



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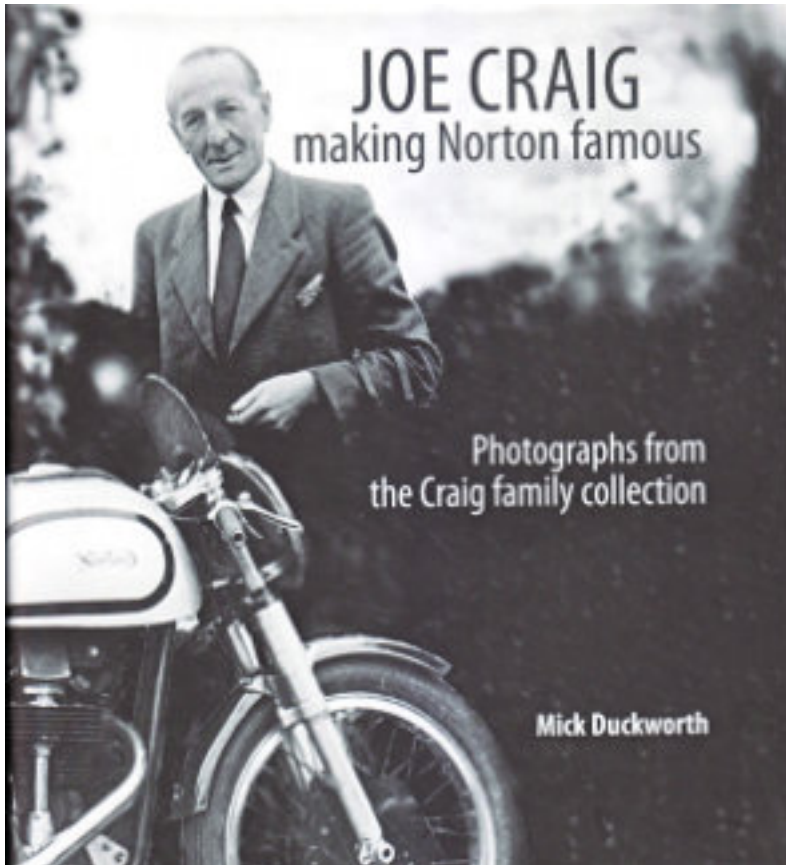
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Book Review



by Jonathan Hill (Dorset)



To many motorcycle racing enthusiasts of a certain age, the name of Joe Craig is forever linked with the development and success of the Manx Norton. However, the man himself remained something of an enigma, rarely giving interviews and claimed by some to be dour and as unapproachable as his Nortons. Sadly, Joe died in 1957 as the result of a car crash, aged 59, which added more fuel to his mythology. Fortunately, author Mick Duckworth has recently been given access to many previously unpublished photographs and items from the Craig family archive which has helped redress the balance in this fascinating book.

Joseph Craig was born in 1898, near Ballymena in County Antrim. On leaving school he was apprenticed as a mechanic at a local garage, where he worked until joining Norton in 1926. A keen motorcyclist, his racing mentor was Jimmy Shaw, Belfast's Norton agent. After competing in hill climbs, he became a local hero by being the fastest rider in the second Ulster Grand Prix and winning the 600cc class on his o.h.v. Norton in 1923.

Norton took on Ulsterman Craig as a team rider in 1926 when he finished fourth in that year's Senior TT and was employed in the experimental department at the company's Bracebridge Street, Birmingham headquarters. By the time he left the company and went into the semi-retirement by the end of 1955, Norton had won 27 Isle of Man TT races, eight individual World Championships and nine Manufacturer's World Championships (including sidecar titles collected by factory-supported drivers). In what can be regarded as Norton's Golden Age in racing from 1930 to 1938, Craig's team won more than 70 grands prix and 10 European Championships.

While secretive about his own team, Craig always tried to extract information from rivals. Although he lacked formal engineering qualifications and was no draughtsman, he was a master of cautious step-by-step development and a pragmatist who saw failures as pointers for improvement. After Walter Moore's departure to NSU in 1929 he became race team manager and worked with designer Arthur Carroll in developing the new o.h.c. singles to keep them competitive for the following decades.

By 1950 Norton took a decisive leap forward replacing their ageing plunger frames with the Rex McCandless-designed "Featherbed" frame and including the brilliant young Geoff Duke in their racing team.

With over 180 never-before seen and well captioned images at home and abroad of a galaxy of Norton riders, starting with Joe in his early Irish racing days, this high-quality book is a credit to author Mick Duckworth. Highly recommended.

BOOK REVIEW

"Joe Craig - making Norton famous"

Photographs from the Craig family collection

Author: Mick Duckworth Publisher: Mick Duckworth

E-mail: mickduckworth99@gmail.com

Available from www.joecraignorton.com

Designed by Alan Wilson, Redline Books

Hardback, 195 x 220mm (portrait); 218 pages with over 180 photographs and illustrations.

ISBN: 978-1-3999-4371-0

£35 (GB); \$45 (USD); \$60 (CAD); \$69 (AUD).

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SCS



CELEBRATING 50 YEARS SERVICE TO THE MANX COMMUNITY

2019 represents a significant milestone for one of the Isle of Man's leading companies, and the team at SCS plans to celebrate in style by raising £50,000 over the course of the year for a number of nominated local charities.

50 YEARS
1969-2019

Stewart Clague Services has grown from a single man plumbing operation launched in 1969 by Stewart and his wife Barbara, to the island's leading Facilities Management Business employing 110 people, but it's still very much a family company. It's an extraordinary example of how one man's vision can be realised with hard work determination and an unwavering commitment to providing a quality service at all times.

Stewart Clague started the company after returning to the Isle of Man following a period working in the UK. The Manx economy was struggling at the time, unemployment was high and many young people were leaving the Island to find work. Stewart's business gradually gained a foothold and under his guidance adapted to meet the changing needs of the local community. As tourism declined the Island turned more to financial services and manufacturing. In 1973 Barbara gave up her position with the Isle of Man Bank to join Stewart in the company on a full time basis, looking after the financial and administrative side of the operation, and releasing Stewart to focus on the 'coalface.' Very soon the business expanded to a team of half a dozen plumbers and the rest, as they say, is history.

Today SCS has several distinct divisions to carry out its comprehensive service offering, and - as an independent company - has no obligation to specific manufacturers. Despite its size though SCS has stayed true to its roots and remains as committed to domestic customers who require a minor plumbing or electrical repair as to major corporate clients.



Stewart Clague (far right) with colleagues at Tholt y Will (early 60s)



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TREVOR

(A letter from Trevor to them up top)

From: trevor.jennings

Sent: 15 May 2023 21:39

To: consultation@vmcc.net

Subject: TO THE NEW TEAM

HELLO YOU VERY BRAVE PEOPLE , Good luck in sorting out the club , what I am about to say is my own opinion not my sections or any other member . Having never joined a club before, [to much work] when I retired to the isle of man 18 years ago I got talking to other motorcyclists and they went to the isle of man section of the VMCC so I joined . time has moved on and I take part in the sections great activity's , I should say I have and never will come across to the uk to visit other sections or take part in events or visit Allen House [my choice] I only ride on island my bikes are very shy and get sea sick ! , I can not use " all the club services " because" . INSURANCE ,I shop locally so I have face to face and the price is less ,— .SHOP , I have to do most on line so have vast choice and the oil the club sells can not be sent to me . Regarding the MAGAZINE yes it has improved lots and credit is due , but I would be just as happy with a news letter say twice a year with information about the club [I would think the sections have their own web pages as we do for local info] . Question; are glossy magazines good for the environment ? . .COST OF MEMBERSHIP the thorniest item , I have payed my £55-00 this year because I hope the new team can drive a clear path to happiness for all , I firmly believe the club is a great asset to our love of motor cycling, [emphasise on club] ... If a means of financing the centre and the sections could be devised creating something for all tastes more appeal and fewer deserters this will help with survival , Suggestions . my ideal would be a member paying to the VMCC a fee [say £30] for registration with no entitlements other than able to join one section , then purchase more services and freedoms on a couple of levels at extra fees up to full membership . this would give income to the centre for issuing membership only , it could also indicate the need and desires for the future , I believe members exist who only want the magazine ? , It has been suggested the centre makes payments to sections based on numbers of members ,each member would have to register with a section [this could work] the sections require income to run events and I would willingly pay section subs , With all health and safety getting tighter and every one suing any thing that moves please tread carefully and good luck from one who has had a motor bike for 68 years [not the same one ; loads] Trevor Jennings
Sent from [Mail](#) for Windows

1964 dragfest blackbushe

Back in the summer of 1964 all the motorcycle magazines were hyping up the coming of DRAG RACING with the idea that USA versus UK would appeal to the public the first ever competition of its kind although sprinting as we knew it had been around for ever

Write ups on USA Bill Wood harleydavidson, Don Hyland twin engined triumph

UK George Brown Vincent, Dragwanye special a 10 ft plus volkswagen

The motorcycles were under the control of basingstoke motorcycle club enter

Doug Plester International machine examiner, what could go wrong.

First the two americans who were very polite, the triumph twin engine bike passed ok

The Harley was about to get a pass when i saw the two riders checking the frame main

downtube there was a crack so fail onto the brits George Brown he had footrests which were

tubes cut at an angle he might as well had swords to stand on should have been ball ended

instant fail he would ignore me . next was dragwanye special i asked how his brakes worked he

Rage on about the americans being allowed to ride with no front brakes, how dare i check his

brakes i offered him a fail he complied next a manx norton the very helpful rider showed the

easiest way to examine motorcycles. Bill Wood asked me what he should do so of we went to

see the ACU steward Les Archer senior , i explained the George Brown situation we went to see

George and Les told him very very firmly to tape up his footrests using lots of tape he obeyed

Onto the harley Les called in an excellent frame specialist Alf Hagon who convinced me it would

last at least three meetings Les absolved me from any liability for both bikes George was

making his way to the start line so i did a quick look good job done but before i give him a pass

his son was heading towards me fists ready to flatten me George never got his pass

But he did get fastest time of the day around 11 secs 2nd the twin engined Triumph 11.34

3rd Ian Ashwell 11.47 Vincent

|

I Went to the dragster pits were i met the most famous dragster in the world Don Garlatis who

explained to me why he was drilling a 4inch hole in the top of his tyre relying on wheelspin for

take off as he had no gearbox the hole measure wear what a gentleman his terminal speed was

191 mph time 8.58 seconds we repeated the event 4th october without any dramas

The oil companies that sponsored the event put a very good film show as a thank you

If you want hear more tales of the past i was 20 years at reading speedway , many years

basingstoke motorcycle club involved In trials , grasstrack , motocross, carnivals ,and the

Vintage scene. also on the vintage scene the western road trials championship

Doug Plester

END



Bulletin From HQ Issued 25-Aug-23

Please note our Manx Rally was visited by John Holt (the other one, President VMCC) who was quite approachable and spoke at length with Rupert and members of committee – *Ed*

Morning Section Official,

I hope your summer events are missing the worst of the variable weather. This month's Bulletin is below, including the time line and request for the initial completion of the events data base for the 2024 events, as you will read there is no plan to repeat the external publication again this year, the events "lists" will only be available to members.

The VMCC Board Members Update

Steve Allen has been active on the Board for a number of years, he has now decided to step back from his Board role, but will remain as IT Manager (Volunteer). The Board thanks Steve for all his efforts as Board member and look forward to work with him on IT agenda going forward.

Board Activities

The focus continues to be creating a viable budget of the financial year starting 1st October, 2023. As part of living within our means we are to slimming down the Clubs Garage of 60 motorcycles, in September's Journal you will see an article on this subject and the first set of bikes going to auction. The note below is part of this work too, trying to keep information on section events flowing without spending too much.

Premier Event Notification – Action Required

Publishing information on events that are planned for the coming year is an important service to members and to Section officials - and ideally this needs to be done early enough so that everyone can make slots in their diaries for those events they want to take part in.

To achieve this efficiently and cost effectively the Club will be adopting the following approach for 2024:

- 1) requesting Sections to submit the dates of their 'premier event(s)' (see below) to the Editor by 30th September;
- 2) publishing the dates of Sections' 'premier events' in the November Journal;

3) publishing the dates of the 'premier events' on the VMCC printed calendar (that is to be circulated with the December Journal); and

4) encouraging all Sections to:

a) enter at least the dates and name/nature of events in their 2024 programme into the online system by 30th November 2023 for inclusion in the diary of events (see below) and

b) to update them, if necessary, as more detail becomes available.

In place of the printed 'White Book', the full diary of VMCC events planned for 2024 will be available as suitably prepared PDF which I will send out with my monthly Bulletin in December.

Most Sections should be able to distribute this either by putting it on their own websites, Facebook pages or WhatsApp groups and/or by distributing it via their group Email lists. For those members who will not get it in one of those ways (for example, because they don't use Social Media/Email or because they are not associated with a Section), it will also be available to be downloaded from the VMCC site or sent to them directly on request by Allen House as a printed copy. This will be publicised in the January 2024 Journal.

The idea of highlighting the 'premier events' is to encourage participation by members in flagship activities being run by Sections, particularly those where strong participation from outside the Section is welcomed. Sections obviously can highlight these in Section Notes and they are also reminded of their entitlement to advertise them in 1/8 page adverts in the Journal.

A list of the sort of premier events' that could be listed based on the 2023 calendar is attached. Sections need to confirm the dates of these and of course are free to add additional major events they may wish to promote.

Ride safely,

Neil Lewis

President Elect and Chair of the Board

Tel 07483 862303

END



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Floggers Corner

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

Jim Davidson 1985 Honda TLR 250 Twin shock trials bike for sale to make room for new project. £3500 ono 470139

Gary Lark for sale BMW K100 BEARS great fun have a go £2800

Fraser Heginson for sale 1955 Ariel Square 4 parked and hardly ever used since engine rebuild 30 years ago. Will require running in, new 6v battery and carbs cleaning offers around £10,000 £15,000 ish PLUS PICS

Derek Bryan Russell (sadly passed)

Bikes mostly sold all enquiries Jonathan 07624 492504

UPDATE! Only Aermacchi, Excelsior and Tiger Cub left.

Tom Brown for sale 1979 TY 175 many extras £2650 ono

Jase Whittaker for sale 2013 B250 road reg £1800 ono

Chris Beaumont for sale Kawasaki Zephyr 750, 1993, running, about a grand

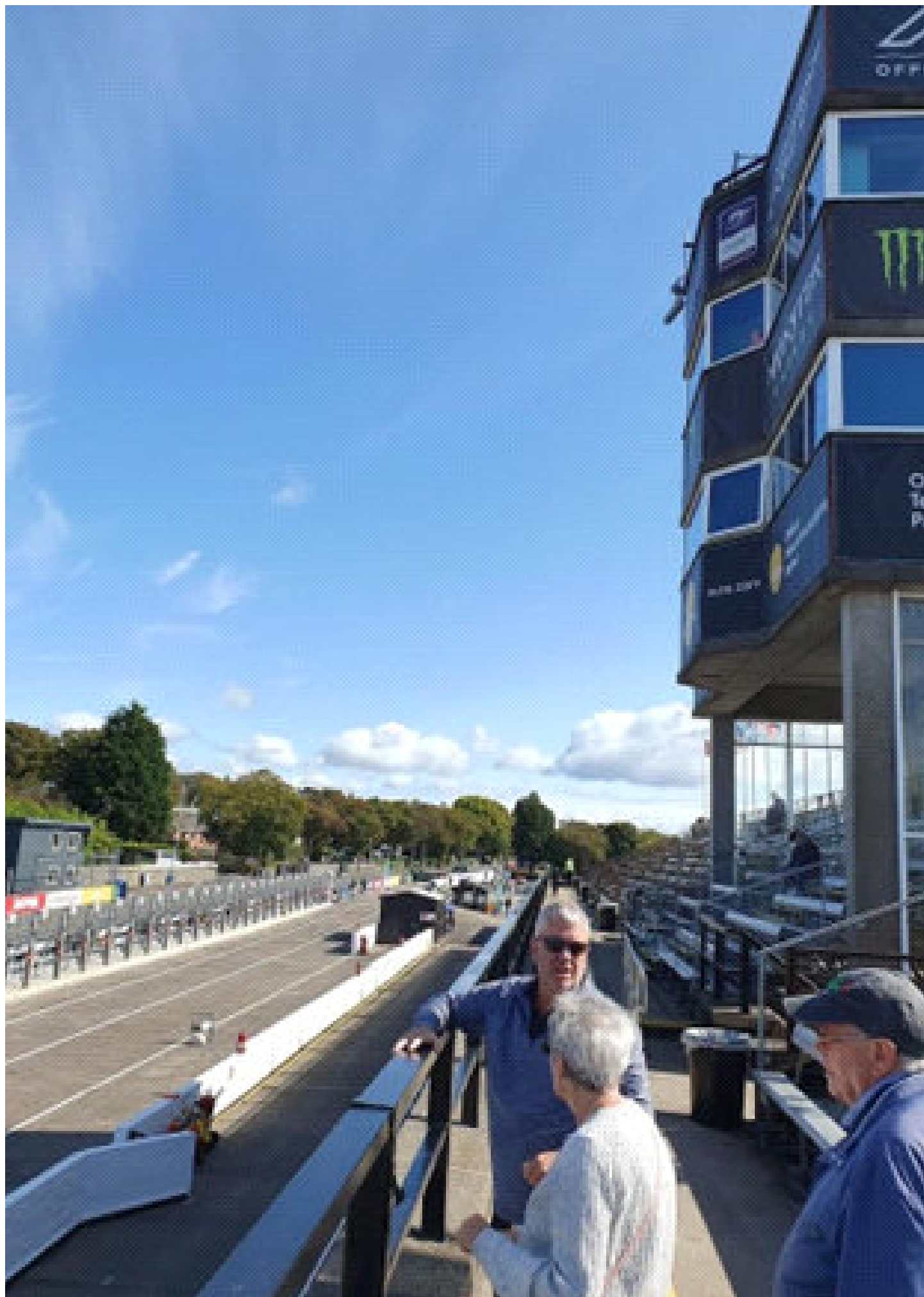
Tracy Ward - If someone knows the owner/whereabouts of a Calthorpe reg no CPC366 please message me. I have a file of documents including the original buff log book.

Tony Ainley – asked him about racing in Manx this year – said his entry had been declined.

VMCC IOM Section Calendar 2023

14 th Sept	Sept Club Night Brian King	Social	8pm at Vagabonds	Gary Corlett	secretary@vmcciom.org
17 th Sept	Handicap Trial Poolvaish	Trial	1:30pm	Shaun Seal	Tel: 485133
24 th Sept	Poker Run	Road Run	2pm	John Holt	johnholt@manx.net
1 st Oct	Test Day	Test	All Day	John Holt Gareth Davies	johnholt@manx.net
12 th Oct	October Club Night TBA	Social	8pm at Vagabonds	Gary Corlett	secretary@vmcciom.org
14 th -15 th October	Stafford Show TBA				
15 th Oct	South Barrule	Trial	1:30pm	Shaun Seal	Tel: 485133
9 th Nov	November Club Old Father Brazendale	Social	8pm at Vagabonds	Gary Corlett	secretary@vmcciom.org
19 th Nov	Dhoon Quarry	Trial	1:30pm	Shaun Seal	Tel: 485133
14 th Dec	December Club Night Bring n' Buy	Social	8pm at Vagabonds	Gary Corlett	secretary@vmcciom.org
17 th Dec	Knock Froy	Trial	1:30pm	Shaun Seal	Tel: 485133
Dec	Hang Over Run	Social	TBA	Rupert Murden	murdy916@gmail.com

Not many on TT Grandstand 2:00pm Saturday 26th August race day!





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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



AND MUCH MORE!



PLATINUM



We look forward to working closely with the VMCC
and we're looking forward to welcoming you soon!

