



# *Vintage Mann News*

The Official Journal of the IoM Section VMCC

VMN 22 Spring/Summer 2024



## **OLD FATHER BRAZENDALE**

Once again we were enthralled by the indefatigable Geoff Brazendale from the Lakeland Section, displaying his knowledge and collection of old acetylene lighting.



## From the Editors 'Ed

When I first started this editorship the idea was to cover items of news, but with the advent of the internet (see our Facebook pages, largely led by Gary, Norman and Gareth) and especially our newly revised website (re-engineered by Michael), the Vintage Mann News is falling out of line. Then we had the problem of cost – printing, enveloping, labelling, and the coup de grace courtesy of IOM Post, a cost per item of approx £1.00.



Anyway sticking to editorial matters, we find ourselves providing a broader base of articles, which is fine by me. Let's see how much longer the members want me to continue. But please try to get used to our new website which Michael advises us is getting fuller by the day – he just needs up to date material from ourselves.

But we continue, riding, restoring, and generally enjoying our motorbikes. There is still a preference for machines over 25 years old, and while this is required for our track/test days (an insurance issue) and the annual Jolly Boys rides, not so important for our club rides, or even club membership. (And the committee resolved some years ago to welcome modern RE's). Going back 35 years to when I moved across to the Island, club rides included a selection of older bikes (mainly cos that's all we had), many rigid or girder forked – who can forget Secretary Ken Teare in a deer stalker hat perched high on his Brough Superior? It would be really nice to include some pics of riders and bikes of those days, please let me borrow/scan/return some for future publication.

So please continue to follow Gary's Facebook pages and Mike's revised website <https://www.vmcciom.org/vintage-mann/> and let us know what you like to see best, we aim to please. We're YOUR mag.

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

let's not forget who else continue to contribute towards club overheads :-  
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**END**

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## Chairman's Chat - April 2024

I feel I should begin with an apology. The decision to postpone our AGM to April was a result of my decision at the start of the year to attend the centenary celebration of the Sunbeam MC Club at Brooklands on the 17<sup>th</sup> March. It simply never occurred to me to check whether this might clash with our club's activities and as it turned out I left it rather late to inform you all. Sorry guys.



Long standing committee member and ex-chairman Ken Blackburn has decided that at the AGM at the age of 90 it will be time to stand down after countless years of service. Ken was a founder member of the section back in the 1960s and has made a significant contribution to the club's success.

Spring has at last arrived, but you would hardly believe it judging by the weather and the view of our mist shrouded garden – when will it stop raining? Some good news, our first road run is just around the corner, and they are coming thick and fast with two runs in April and another in early May. Yes, cream tea at Tynwald Mills, now that is something to really look forward to!

Looking back, our first autojumble was a resounding success and many voices are shouting for another before the end of the season. I think the venue is ideal for our needs and we shall be returning in June to finish a road run once again organised by the two Daves and their families - thanks guys.

The Gala Dinner was also a great success but somewhat down on numbers compared to last year. Well done to Andy Sweetman for picking up the top award for Clubman of the Year and also to Shaun Seal for winning the Chairman's Cup for his many years of tireless work organising our trials championship. Speaking of trials, the committee have embarked on a new initiative aimed at supporting young riders aged 15 and younger who will be given free entry into our events. In addition, on the road racing front we are sponsoring the Novice and Clubman class and will present a special end of season award to the best performance by a rider aged under 18.

Turning back to our Brooklands visit, this was an event Richard and myself were really looking forward to; an opportunity to catch up with friends but more particularly be part of a celebration of early motorcycling which included over 100 veteran pre1914 machines at the UK birthplace of circuit racing. Brooklands is an amazing place but each time I visit I feel sad that in many ways it represents a lost opportunity. The track is in very poor condition and the area used to run the bikes is a very small section of the start/finish straight. As a visitor experience it offers an insight into all the activities the site embraced over its working life including a huge link to its aviation past which

included the construction of Wellington bombers during the second world war. The industrial wartime efforts are largely responsible for its decline as a racetrack as the circuit inevitably succumbed to the needs of the nation and the track was partly built on. Today, as you approach the Campbell Gate entrance you drive through an industrial estate bordered on one side by a long stretch of the original banking now overgrown with weeds – very sad and somewhat eerie. There has been so much post war infield development with little consideration given to the circuit's amazing heritage - a travesty in my opinion.

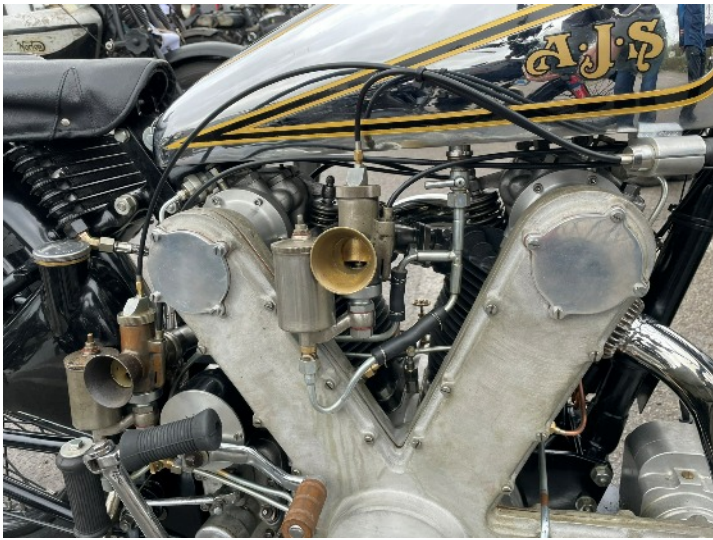
Richard took his 1913 770cc JAP engined Zenith which was made in Weybridge - just up the road from Brooklands and I took my 1923 Rex Acme 250cc TT race bike . The variety of bikes on display was simply amazing and included a 1914 700cc Bradbury V twin ridden by Les Searle that Richard was instrumental in rebuilding and was actually ridden to Brooklands from Horsham (around 40 miles) in atrocious conditions (yes, it rained all morning !). Les' wife Dee rode her single speed 1914 550cc Triumph – truly inspirational stuff but neither seemed at all fazed by their efforts.

The one machine that really captured my imagination was a recreation of a 1000cc OHC V twin AJS built in 1929/30 for an attempt at the world speed record at Arpajon near Paris. Scratch built as a covid lockdown project by talented engineer Richard Johns utilising cammy Velo cylinder heads that he just happened to have lying around it is an amazing piece of work and utterly beautiful.

Bye for now.

*Rupert*





END

## To Members of VMCC – IOM Section

Thank you for inviting me to demonstrate early vehicle lights. To those of you who attended, thanks for coming on a very wet night, to those who missed the talk here is a brief synopsis with drawings.

The early lamps used on the Pioneer machines were usually bicycle lamps probably oil lamps, for today the best oil to burn is 'Johnsons' Baby oil (palm oil). Under the 1835 Highways Act the oil lamp gave a white light which was a legal light. A rear lamp was a requirement after the 1<sup>st</sup> World War.

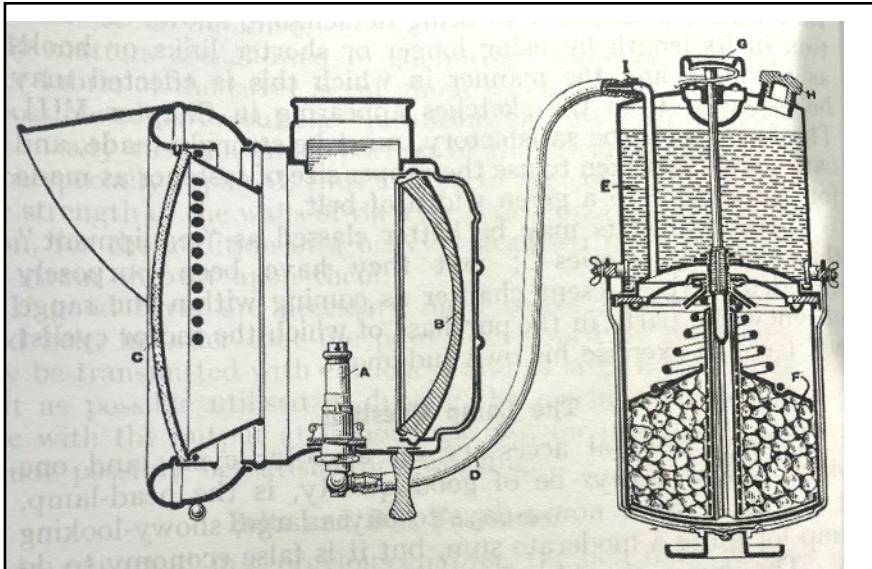


Fig.221.—Sectional Drawing of Separate Generator Type

Acetylene Headlight.

(A) Burner. (B) Lens Mirror. (C) Front Lens. (D) Rubber Gas Tubing. (E) Water Compartment of Generator. (F) Carbide Container of Generator. (G) Needle Valve Adjuster. (H) Water Filler Cap. (I) Gas Pipe

In about 1892 at a Hydro Electric Power Plant at Niagara Falls on the Canadian side of USA a chemist called Thomas Wilson put a mixture of Coke (Carbon) and Limestone (Calcium Carbonate) into the electric Arc furnace and fused the two chemicals together at around 2,000°C. It was run out and cooled and broken up into pieces. When water was added it fizzed and the calcium carbide gave Carbide + Water → Acetylene + Slaked Lime which gave off a smelly (phosgene gas) and flammable gas which was found to be Acetylene. It burnt with a smoky flame but when air was forced in as well it gave a

pure white light. When oxygen was used instead of the air, then a blue flame formed – 'oxy/acetylene' used for welding and brazing. Much hotter until electric arc welding was invented. The white flame was useful for lighthouses, ship yards and bicycle, motorcycle and car lights of yesteryear. You could always tell if a lighthouse used carbide, there would be a white stain down the rocks below where the lighthouse keepers had emptied the waste Calcium hydroxide (slaked lime) down the cliff! Stately homes had Acetylene lights in the country, too.

Acetylene is a very dangerous gas with a wide explosive range with air – worse than petrol, so do respect it. Do any work outside in the open. You need to put the light(s) OUT when filling up at a petrol station and relight away from the pumps. In towns 'Town Gas' (used for lighting and cooking) was made from coal heated in a Retort.

An Acetylene generator is a precision piece of kit, and you need to maintain it so that it will work properly. If it is in poor condition, it is likely to leak gas which can ignite and cause problems! So here are a few tips for you: -

1. Don't leave the water in the reservoir or the carbide in the bottom. Keep it all clean and check the taper thread and drop feed are working properly.
2. If you can't get hold of horsehair, a wad of cotton wool will work well as a filter. This will keep the dust out of the jets/burner.
3. If the jet(s) of the burner block up, or the flame goes sideways, use a bristle to clean the jet. If you use a needle/pin you will open up the fine hole o/s.
4. The carbide in the generator will still be lumpy but there will be calcium hydroxide dust present. Ideally you will riddle the contents and reclaim the carbide for future use! It's expensive now and hard to get. The caving fraternity used to use carbide for lighting but have mostly gone over to LED's. The caving shop suppliers at Cheddar, Buxton or other places may have some but it is easier to get on the internet! Incidentally calcium carbide cannot legally be taken to the Island of Ireland; nor should it be posted. You have been warned!

During WW1 Lucas's developed electric generators for use in the field as generators with batteries to power morse code/signals etc. After 1919 they produced early Magdynos for large motorcycles like AJS twins with sidecars. So electric lighting was available for quality de luxe outfits. At the other end of the scale Villiers had produced their first 2 stroke engines (269cc) about 1913 using a conventional chain driven magneto.



Their electrical engineer Frank Pountney experimented with the flywheel of a Douglas flat twin engine. By placing magnets fixed to the flywheel and putting coils around the edge of the flywheel magneto which sparked each cycle i.e. revolution. These magnetos are known as rotating magnet magnetos whereas the 'normal' magneto is a rotating coil magneto with a rotating condenser which causes most of the trouble in a magneto!! Villiers added stationary lighting coils inside the flywheel and produced

direct lighting for their 2 stroke engines available from about 1922 for Francis Barnett, Excelsior etc.

By the time of the depression in 1930 the manufacturers were forced to offer electric lighting for their machines as well as horns and licence holders at an 'all in price'. Prior to that the lights, horns and licence holder were extras, try that today! So electric lights are here to stay! And LED's.



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## Sunbeam Motor Cycle Club

The Sunbeam MCC celebrated its 100th Anniversary on Sunday 17th March 2024 at Brooklands Museum with a stunning display of pre-1940 motorcycles and three-wheelers at the Brooklands Sunbeam 100.

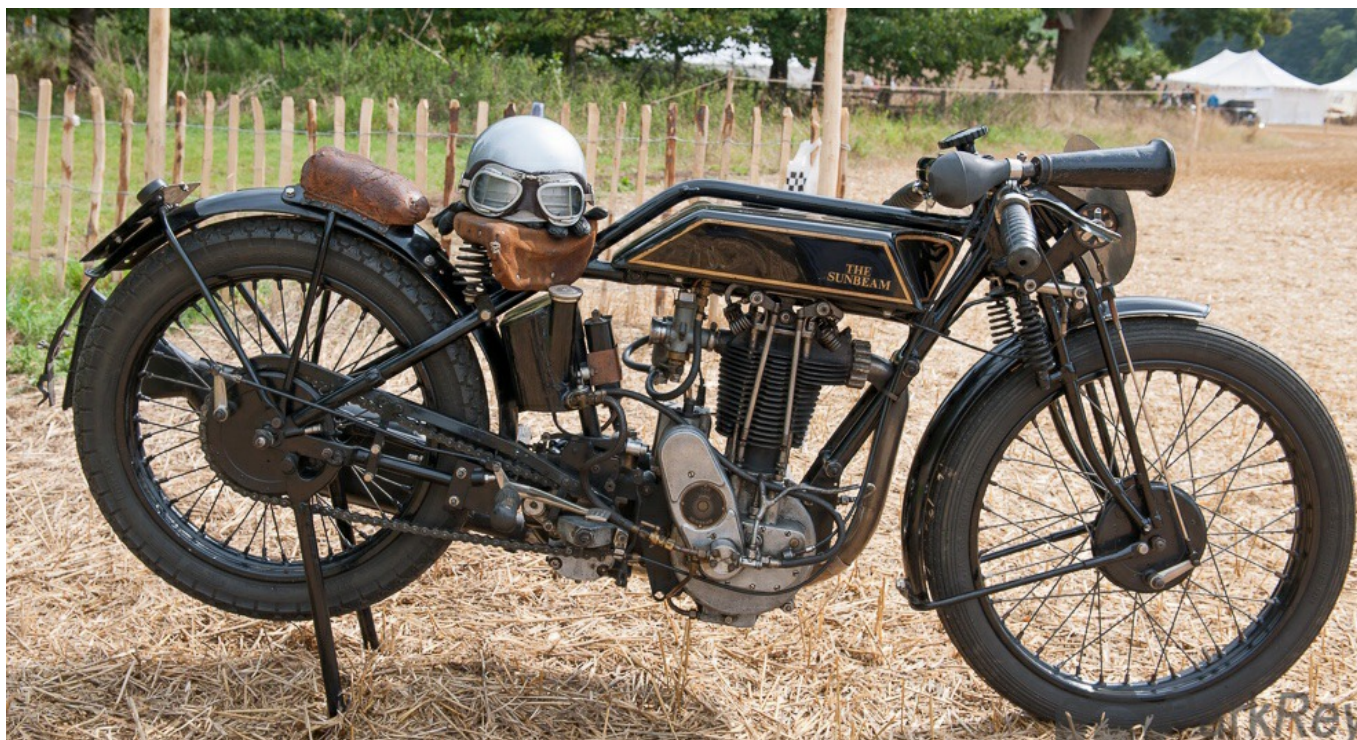
**LINK DOES NOT WORK**

Download the programme with details of nearly 300 machines that are entered here:

<https://sunbeam-mcc.co.uk/.../03/ProgrammeV7-13March2024.pdf>

Note that Brooklands Museum, and the alternative routes, are outside the ULEZ zone.

As I wasn't there, please read what the Chairman has reported and enjoy the many photographs from him and Richard plus some from the Sunbeam Club web page. The whole event will be heavily covered in the coloured glossies. Ed









END

## VELOCETTE Clutch Springs – a thorny regular

Modern springs are wound 'left handed' (but nobody seemed interested when I advised both Groves and the VSL).

Therefore the instruction from the red book must be turned around also - ie to tighten these modern springs you should turn the spring ends to the INSIDE (not the outside) then add the x2 new C8s lightly greased before you tighten up the sleeve gear nut.

Should eliminate messing about with a little screwdriver, but why can't we get springs wound right-handed, like in the old days as per factory intentions? - *Ed*

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END

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## Whatever Happened to . . . ? TERROT

Way back in early 2007 I wrote the following 'news' item regarding a VMCC HQ initiative. It was probably to appear in Vintage Mann and in the VMCC Journal:

VINTAGE TWINS - First to respond to a new initiative of the Vintage Motor Cycle Club to foster the interchange of information, ideas and contacts are the Isle of Man Section and the affiliated Terrot Club Andancois from the south of France, who have been officially 'Twinned', and issued with certificates to prove it!

Members of the Isle of Man Section have organised trips on their vintage Triumphs, BSAs, Vincents, etc, to England and Northern Island in recent years, but local members can now look forward to the prospect of riding somewhat further afield. However, it is the Terrot Club who are due to kick-start the twinning arrangements with a visit of 23 members and machines to this year's Centenary TT. Staying at Sulby, they will join locals and other visitors to participate in the International TT Vintage Rally which is run by the Isle of Man Section and is now in its 52nd year.

You may recall a group of Terrot riders being present on the Island and joining in VMCC-TT time activities back in 2007 and maybe you were one of a local group that later visited France to enjoy Terrot Club hospitality. But what happened after that - did the entente become less cordiale, or was it just that enthusiasm waned? Perhaps you have memories and photographs that you could share in a future edition of Vintage Mann News.

*David Wright*

*Footnote* – Irene and I were visiting the South of France on holiday last October and aware of David's story, looked up **Andancois** on the map. It is a long way down through France but nowhere near where we were going, and we were without wheels, so a visit will have to wait for another day.....*Ed*

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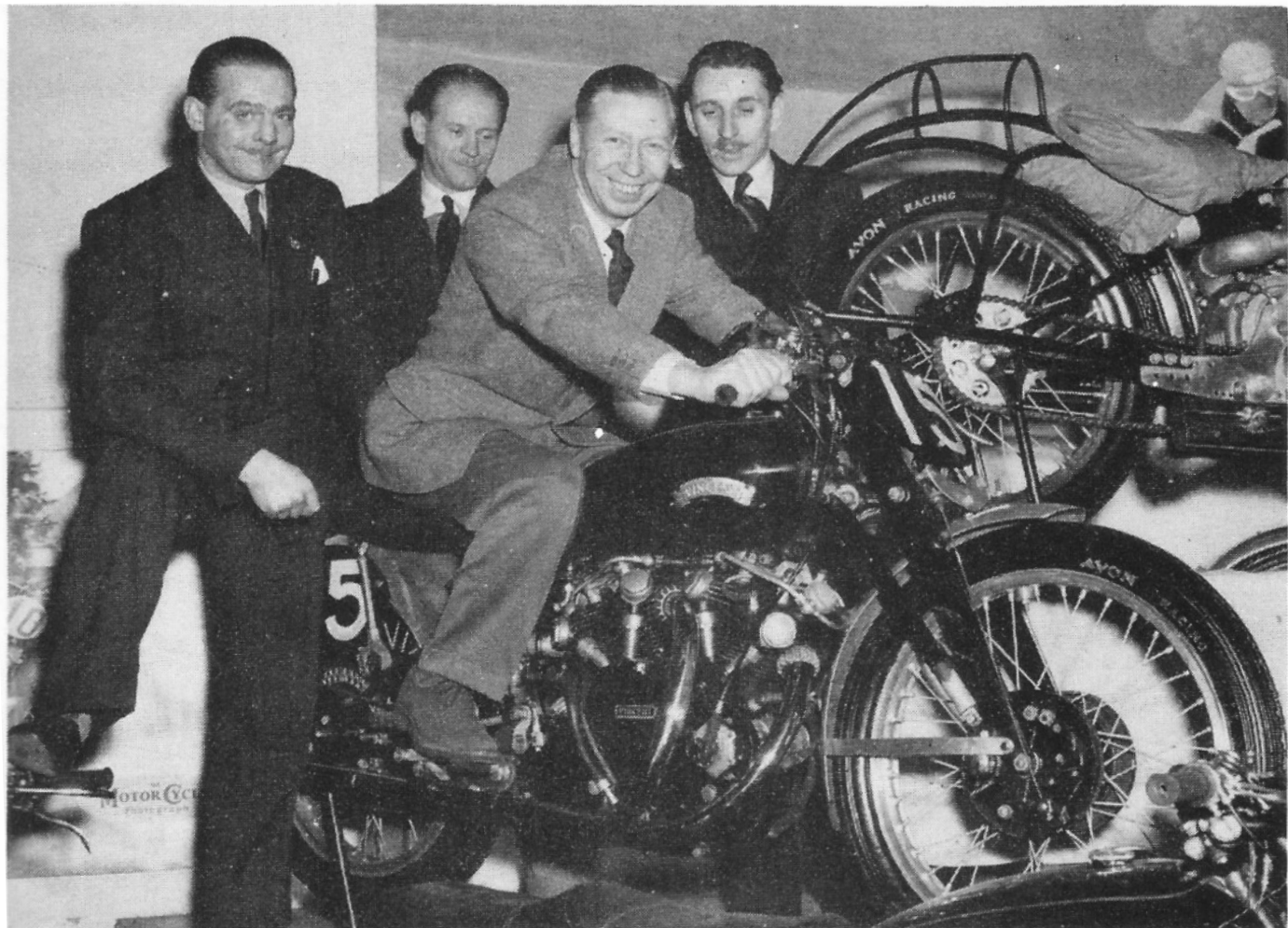
## A George Formby Connection

This is a tale told by Cyril Quantrill who edited several motorcycle magazines through the 1950s and 60s. It starts with a Series 'B' Rapide that Charlie Markham of *'Motor Cycling'* had with him on the Island at the 1947 TT. Many well-known names from the world of motorcycling were over for the event and several took the opportunity to try the still new model, particularly those staying at the Castle Mona Hotel. All were impressed by its power, handling and braking, with the TT Course being the ideal place for them to put the Twin through its paces.



The late 1940s was a time when the Isle of Man drew big-name variety acts to entertain its thousands of summer season tourists. Present and staying at the Castle Mona was one of the biggest stars of the day, George Formby. He had a genuine enthusiasm for motorcycles, owning an Ariel Red Hunter and Norton International among other machines. He also starred in the pre-war TT-related film 'No Limit'.

George Formby (on bike) at a promotional event in 1950. George Brown is at left and Reg Dearden is next to him. It may well be Vincent factory race bike Gunga Din that Formby is astride and the machine at top is the Vincent which Reg Dearden built for attempts on the land speed record.



It is no surprise that George Formby spotted the Rapide at the Castle Mona and he was clearly taken with it as he listened to accounts of its performance. As a top entertainer of the day with a high income, he had associates (one hesitates to say "minders") who made it clear that any idea of George trying the Vincent was not on. One can imagine that the minders and the motorcyclists at the Castle Mona were like oil and water, and it is pretty certain that the motorcyclists considered it unfair on George that he was prevented from having a ride on the Vincent.

The situation offered something of a challenge, and a plan was devised with George to spirit him from his hotel room early one morning. This was achieved and they joined a group of co-conspirators outside the Castle Mona. From there they went up to the Mountain Road and in the just breaking dawn, George Formby, in Stormcoat borrowed from Charlie Markham, had his sought after ride on the Rapide. After a couple of wind-swept but satisfying blasts over near deserted roads, a delighted George was, according to Quantrill, successfully returned to Douglas and his room at the Castle Mona.

A little more than a year after his Vincent ride, George was the owner of a new Rapide, registered as KNB 966. Most of his bikes were obtained via Kings of Oxford's Manchester branch and he liked his registrations to finish with double (or treble) matching numerals. However, he did not put many miles on the Vincent and it had a reading of just 350 when sold in 1950.

*David Wright*

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**END**

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- Glossy mag writers tend to omit to draw any differential between ball/roller bearings and shells, and I am sure this argument will rage on and on (though why? I am not quite sure) This little article concerns classification of products.

Back in the '30s, '40s, and '50s, when our engines were mostly designed with roller bearings, engine oil was straight petroleum oil refined to its particular grade or weight and little more. This oil would be considered **API grade SA-SB** with standard film strength and relatively poor suspension properties.

1960's Petroleum engineering then gave us the next big advance in engine lubrication technology: that of "detergent" oils. Detergent oils were of the **API SC-SD** classification.



1970's Petroleum engineers were called upon to produce a lubricant with a film strength capable of withstanding the tremendous forces at work in a situation where lubrication is marginal at best (usually shell bearings). This research and development resulted in the current **grade API SE-SF** oils we find most prevalent in the 1980's.

2020's Due to huge improvements in design/material/machining capabilities, engine clearances are getting tighter, so much so that oils graded at **SAE 5W/30 or even 0W/30** are commonplace in the current high-tech motors seen nowadays. They are also often semi or fully synthetic with little resemblance chemically to the true fossil fuels of yesteryear.

In my humble opinion therefore, we ought not mix apples with oranges – for old style engines we should stick to old style lubricants, as that's what they were designed for.

Don't think you're going to improve to Porsche style performance overnight just because you've introduced your 70 year old engine to oil with the viscosity of warm tea, designed for minimal shell clearances inside a new turbo-charged engine running nicasil lined water cooled barrels.

Recent comments sourced from 'new Mini' websites (NOT my responsibility), apart from Kevin Thurston who has the last word speaking about the Velocette Venom :-

### **Wade Mini Cooper (modern type)**

General rule of thumb is to follow what the manufacturer recommends. 5w-30 is what I use in my older Mini and I have been using Liqui Moly for the last 4 years with no issues.

Joshua Hyatt

The mechanic that worked on my car told me to use 0/40. And change every 5k. He said due to the miles on mine 145k

**Shane Johnson** You need a tall cold Beer! Now you must know you cannot go wrong by reading your vehicles owners manual + use the Lubricants they suggest.

They designed + built the contraptions and have more engineering expertise than most small oil companies (and us). That's all?

**Kevin Thurston (a UK Velocette expert engineer and classic racer - Ed)**

I use Valvoline VR1 20/50 which has worked well for me over the years with very low cam wear!



So the moral of the story seems to be to always follow the manufacturer's instructions.

Velo factory recommended (in 1950's) SAE grade 30 all year round in the original Velocette LE model, and a range of SAE 30 to 40 grades for the s/a models dependant on ambient temperature. The 24 hour record breaker (1961) used SAE 20/40 Mobil multigrade (sponsorship deal?)

Also Duckhams and other multigrades which are still Graded SAE 20/50 have a current day classification of API SG/CF. For modern shell bearing engines these oils would be classified 'obsolete'.

Motaworld now stock **ROCK OIL** a single grade Classic SAE 40 **API SF/CC** which I am using (in proper sized 5 litre cans).

Morale - Do what the manufacturer recommended 'back in the day'.

Steve (*but like I said, what do I know? Ed*)



**END**

# Masonic Saturday 17th February 2024

We once again enjoyed the hospitality of Woodbourne House for our (by now) annual 'bit of a do'. 'We managed to keep Rupert away from the microphone most of the time, but he still insisted on giving out lots of Prizes. It seemed like almost half the guests present went home with a prize - such generosity!

We were entertained during the meal by a magician circulating round the tables - well most of the tables - he appeared to have an aversion to Trials Riders and missed their table out! Despite very close range scrutiny the slight of hand was impossible to detect.

The evening was a great way to say thank you to several of our Sponsors who joined us and feedback from many of those who attended was that it was a great evening with good food and brilliant company. A big thank you also goes out to members who brought along a very varied selection of bikes for display and we managed not to give any away as raffle prizes.

The raffle to support Hospice raised £633.15 net, so the committee agreed that the club should make this up to £1,000 in favour of Hospice. A cheque for this amount has been presented.







# YONKS AGO

I make no apology for printing once again a rather splendid photo of participants at a VMCC trials, probably in the 1980's. Go on, how many can you name? Even Ken Teare is there! Source unknown.



Ethanol

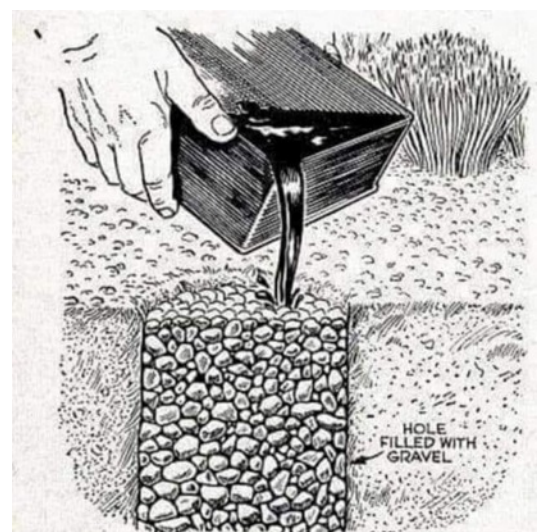
Best that you just read this: <http://www.starbrite.com/item/star-tron-gasoline-additive>

Disposing of used engine oil

An old chestnut but when as a youthful spotty Velo owner I changed my oil and was advised by friends and neighbours to pour the waste oil down a street grid, I did so, and felt guilty.

The illustration below 3687032115 shows us an equally appalling alternative in these more enlightened days. Credited to Popular Science magazine, all rights reserved. Once one of the US favourite publications, it ran for 150 years with a circulation of over 1 million.

**DO NOT TRY THIS AT HOME**



Disposing of used engine oil can be a problem. Solution: Dig a hole in the ground with a posthole digger and fill it with fine gravel. Then pour in the oil. It will be absorbed into the ground before your next change. Cover the spot with soil.

166 POPULAR SCIENCE JANUARY 1963

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## T2 2024 CARNAGRIE

With that great news the second round of our Furnitureland of Ramsey Trials Championship got underway last Sunday afternoon, at a sunny Carnagrie.

We had a good entry of 32 riders of all ages sign on for the slippery challenge, and we witnessed some spectacular rides.

Many thanks must go to the Southern MCC for the use of their beautiful hill-top and to everyone who turned up to ride, observe or organise the event.

Next round our 3rd, will be at Ballagaragan on 17th March 1.30 start as usual.

**Vmcc A.** 1st Russell Millward loosing just three marks, 2nd Steve Lace on 9, 3rd Neil Kerruish 27, 4th Mark Kemp 36, Ashley Gardner dnf.

**Vmcc B.** 1st Simon Skillicorn loosing six, 2nd Brian Kinrade 13, 3rd Ian James 24, 4th Mike Kerruish 27, 5th Jon Duncan 31, 6th Billy Booth 39, 7th Peter Faragher 78.

**Invitation A.** 1st Will Quirk loosing three. 2nd Mark Barker on four. 3rd Aaron Smith on seven. 4th Oliver Sidebottom on eight 5th Tom Walker 10, 26 cleans, 6th Andrew Sidebottom 10, 25 cleans 7th Robert Clague 14, 8th Alan Heath 15, 9th Jack Christian 18, 10th Paul Smith 20, 11th Mike Stevens 38, 12th David Harding 54.

**Invitation B.** 1st Chris Palmer 12, 2nd Keith Thompson 13, 3rd Eric Comaish 47,

**Youth A.** 1st and best ride of the day loosing just two marks Liam Barker 2nd on six Summer Peters, 3rd Harrison Doyle 16.

**Youth B.** 1st Isla Kennington 29, 2nd Clodagh Higgins 40.

VMCC Motorcycle Trials Section  
**Report on the VMCC Trial at Ballagaragan**  
**held on 17 March 2024**

A low scoring trial with many clean sections was held in the sand at Ballagaragan in the North West of the island on Sunday afternoon. Many thanks must go to the land owners and to everyone who turned up to ride, observe and organise the event.

The next round will be at Arassey Plantation on 2nd April, a 1.30 start as usual. If you would like to help or observe please contact Shuan Seal on 485133.

**VMCC A Route.** 1st, Mark Kemp (Fantic 200) Zero; 2, Neil Kerruish (Yamaha TY175) Four; 3, John Kneale (Fantic 200) Six;

**VMCC B Route.** 1st, Simon Skillicorn (Honda TLR) One; 2, Brian Kinrade (Fantic 240) Three; 3, Ian James (Honda 200) Five; 4, David Haynes (Ariel HT3) Nine; 5, Jon Duncan (Yam TY 250) 11; 6, Philip Crellin (Suzuki 250) 25;

**Invitation A Route.** 1st, Daniel Marshall-Smith (Scorpio 250) Zero; 2, Aaron Smith (Gas Gas 300) One; 3, Mark Barker (Beta 300) Five; 4, Robert Clague (Monty) Eight; 5, Paul Smith (Fantic 240) 17; 6, David Harding (Beta) 25;

**Invitation B Route.** 1st Andrew Kissack (Suzuki Beamish) Three; 2, Keith Thompson (Scorpa 250) Five; 3, Chris Palmer (TRS 125) Six; 4, Richard Smith (Beta) Eight; 5, Eric Comaish (Montessa 315R) 10; 6, Jamie Comaish (Gas Gas 250) 11; 7, Michael Kelly (Montessa) 14;

**Youth A.** 1, Liam Barker (Beta 125) One;

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**Manx 2 Day Trial – One of Britain's largest Trials – 15th & 16th ...**

**Manx 2 Day Trial** <https://manx2day.co.uk>

The *Manx 2 Day Trial* – 13th & 14th July 2024. Welcome to the home of the *Manx 2 Day Trial*!

Just one week to go until entries close for the 2024 Manx National Two Day Trial.

Whilst the SOLO list filled up a little while ago we are still accepting entries to go onto the reserve list. In 2023 everyone on the list managed to get an entry in the end

There is always room for more SIDECARS so if you still need to confirm your entry don't delay it any further! GET IT IN!!



# JOLLY BOYS 2024



As already reported, using same centre as last year Derwentwater Hotel at Keswick. 10 beds booked for 15-19 July 2024.

Have we all booked our ferry tickets?

Routes have been reviewed, including offers of 2 long distance full days out if required. One is to Langdon Beck at Middleton in Teesdale to have lunch with the Northumberland centre of the Velo club, while the other was suggested by Old Father Brazendale to meet up with an old personal friend of his with a private collection near Carlisle. I have come across other interesting sounding destinations, an aircraft museum, boat museum, Bluebird exhibition at the Ruskin museum Coniston. But hang on - let's do some more riding around the unique Lake District while we have the chance. And if the chairman insists we call in at the fabulously rustic Dungeon Ghyll inn again then who am I to disagree...?

Please note this is a club booking and no longer in my own name.

The club will pay on the day of arrival, all members payments therefore will be due to the club.

This item appears as a matter of record only as sufficient numbers of previous attendees have requested spaces. Cancellations may occur with one name on the waiting list.

*Cheers, Steve*

## Velocette Motorcycles

**Mike Beverley Peach** - A wee bit dreich (It's a little bit gloomy\* outside) for today's lunch with Eric at Langdon Beck. Guess that's one reason I was the only Velo. Could have been a whole lot worse though.





END

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# Forthcoming Events 2024

## Gary Corlett

Hi Everyone, the first road run of the year is this Sunday 14th April, the Chairman's opening run will start Peel prom outside the Bowling Green Cafe, 2pm start. Finishing at Tynwald Mills for a cuppa! *Gary Lark* - Fingers crossed for better weather!

## Gary Corlett

Shared with Members of Vintage Motor Cycle Club - Isle of Man Section.

On Bank Holiday Monday 6th May the Ramsey Motorcycle Show will held at the Mountain View Innovation Centre, Jurby Road, Ramsey between 10.00am and 3.00pm in support of the Joey Dunlop Foundation. See their Facebook page for full details.

The VMCC IoM Section will again be supporting the event with our stand and a varied assortment of 'bikes. Please bring your 'bike along to show - anything interesting, shiny, not so shiny, old or not so old. If you are bringing a bike along it would help if you could let John Holt know on [johnholt@manx.net](mailto:johnholt@manx.net) so we have an idea how much space we need.

If you exhibit in the VMCC area your £5 donation to the Joey Dunlop Foundation which makes your 'bike eligible for awards will be paid by the Club.







# VMCC IOM Section Calendar

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

9 <sup>th</sup> May	<b>May Club Night</b>	AGM	8pm	Gary Corlett	<a href="mailto:secretary@vmcciom.org">secretary@vmcciom.org</a>
12 <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>
18 <sup>th</sup> May <b>SATURDAY</b>	<b>Bim's Field</b>	Trial	1:30pm	Shaun Seal	Tel: 485133
27 <sup>th</sup> May To 8 <sup>th</sup> June	<b>TT Races Period</b>				
16 <sup>th</sup> June	<b>Harold Rowell Memorial Run</b>	Road Run	2pm Start QB Car Park	Skillen & Naylor sponsored Refreshments after at Andreas Village Hall	ELLAN VANNIN FUELS <a href="mailto:secretary@vmcciom.org">secretary@vmcciom.org</a>
27 <sup>th</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>
5 <sup>th</sup> July	<b>Test Day</b>	Test	All Day	Gareth Davies	<a href="mailto:gazanddee@manx.net">gazanddee@manx.net</a>
4 <sup>th</sup> July	<b>July Club Night NB 1 week early</b>	Social	8pm at Vagabonds	Gary Corlett	<a href="mailto:secretary@vmcciom.org">secretary@vmcciom.org</a>
7 <sup>th</sup> July	<b>Charles Craine Run</b>	Road Run	2pm	Norman Cowin	<a href="mailto:normancowin@yahoo.com">normancowin@yahoo.com</a>
9 <sup>th</sup> July To 11 <sup>th</sup> July	<b>Southern 100 Road Races</b>				
15 <sup>th</sup> -19 <sup>th</sup> July 2024	<b>Jolly Boys Outing To Lake District</b>	Tour	Mon-Fri	Steve Leonard	<a href="mailto:Leonards813@gmail.com">Leonards813@gmail.com</a>
21 <sup>st</sup> July	<b>Road Run</b>	Road Run	2pm	TBA	TBA
8 <sup>th</sup> Aug	<b>August Club Night TBA</b>	Social	8pm at Vagabonds	Gary Corlett	<a href="mailto:secretary@vmcciom.org">secretary@vmcciom.org</a>
18 <sup>th</sup> Aug	<b>Billown Glen</b>	Trial	1:30pm	Shaun Seal	Tel: 485133
?? <sup>th</sup> Aug	<b>TBC Test Day</b>	Manx Rally	All Day	Gareth Davies	<a href="mailto:gazanddee@manx.net">gazanddee@manx.net</a>
21 <sup>st</sup> Aug To 27 <sup>th</sup> Aug	<b>Manx Rally</b>	Rally		TBA	TBA
18 <sup>th</sup> Aug To 27 <sup>th</sup> Aug	<b>Manx Grand Prix Classic TT Races</b>			TBA	<a href="mailto:secretary@vmcciom.org">secretary@vmcciom.org</a>
12 <sup>th</sup> Sept	<b>Sept Club Night TBA</b>	Social	8pm at Vagabonds	Gary Corlett	<a href="mailto:secretary@vmcciom.org">secretary@vmcciom.org</a>



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Peel IM5 1HE

e-mail: [peelcopy@mantons.com](mailto:peelcopy@mantons.com)  
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Tel: 01624 - 843889

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Instant Photo Printing

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Posters/Flyers/Leaflets

Laminating/Binding

Tickets/Business Cards

\*restrictions apply

# WE WERE THERE

Not surprisingly many members like this page.

Not everybody is able to attend club nights rides and events. We get lots of photos from the likes of Gary, Norman and Gareth plus a few from myself.

Here's a mix of photos from the Autumn and Spring – if you would like any pics printing just let me know, with details of rider/event/page in mag etc and I will do my best. Ed

## Vintage Motor Cycle Club - Isle of Man Section.

**Gareth Davies** - Top contributor

A nice varied selection of machines on this morning's coffee meet in Ramsey. A few hardy souls braved the outside seating and enjoyed the sunshine.

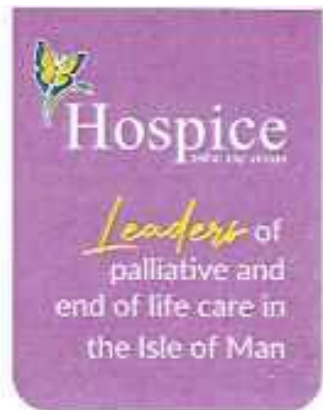
Don't forget to get your tickets for the club dinner on 17th Feb. Cheers





15 March 2024

Mr John Holt  
The Vintage Motor Cycle Club  
Three Gables  
Nassau Road  
Regaby  
RAMSEY  
Isle of Man  
IM7 4AL



Our reference no: DF25209  
Official Receipt No: J383299  
Donation date: 13/03/2024  
Donation amount: £1000.00

Dear Mr Holt,

Thank you so much for your very kind donation of £1000.00. We really appreciate your generous support.

Each and every donation we receive is invaluable to us, our patients and the loved ones we care for. We provide our services free of charge, 24 hours a day, 7 days a week, 365 days a year and it costs us around £6.8 million each and every year to provide this care.

We believe that everybody in our Island community with a life limiting condition should have access to the highest standard of palliative and end of life care, and that it should always be free. Your contribution helps us to provide this and ensures we are able to develop our services now and into the future.

If you would like us to send any future receipt correspondence to you via email rather than post, please let us know by emailing [fundraising@hospice.org.im](mailto:fundraising@hospice.org.im).

On behalf of myself, and everyone at Hospice, I once again thank you most sincerely for your valuable support, so that we can continue to be the leaders of palliative and end of life care in the Isle of Man.

Yours sincerely

Vanessa Smith

Head of Income Generation at Hospice Isle of Man

*once* in palliative and end of life care for our Island community

[hospice.org.im](http://hospice.org.im) ☎ 01624 647400 🌐 hospice.org.im 📱 hospice.im

Chartered by Hospice Care (Registered office: Steno, Douglas, Isle of Man, IM4 4BP) Registered No. 22173, Isle of Man. Registered Charity No. 107. 2017 Reg No. 005. 10/1/17





# Unsung Hero Award

Presented to

*Rupert Murden*

In recognition of their incredible work and  
significant contribution to the Vintage Motor  
Cycle Club

*John Holt*

President

The Vintage Motor Cycle Club

Allen House, Webmore Road Burton Upon Trent  
Staffordshire DE14 1TR, UK



Gareth Davies - Top contributor

Despite the weather we had a good turn out of riders and a variety of machines for our first test day of the year at a not so sunny Jurby.

The track was damp but still rideable and everyone took the conditions in their stride with many of us getting five rides throughout the day.

The next planned test day is on Tynwald Day 5th July and will be advertised via the usual channels.

A selection of photos below courtesy of my good lady wife Deirdre, feel free to copy or post some of your own.

Cheers Gareth

Dave Ross

Does anyone know Who the photographer was ? up there this morning

Richard Brookes

Another great day despite the grim weather, thanks to all that make it happen

Dave Ross

Contemplating what am I doing here in this bl\*\*dy weather.

Chris Clague

Hi all let's hope for better weather for TT 2024 .I am again holding the MV Agusta owners meet and Greet on Sunday 2nd of June 2024 . As usual a barbecue tea coffee and cakes will be provided on the day . This event as usual will be a charity event all food free but do ask a very kind donation to the given charity (tba) an official bucket will be here on the day and everyone is welcome do come along it's not all about MV owners it's a meet and Greet for all bikers . Please sign the visitors book it's nice to see who is here and my email is there to . Thank you all over the last few years.

Test Day 01 Apr 24

Thank you to everyone who has entered the test day for Easter Monday, we now have just over 40 riders on the list spread across the 4 groups.

Weather is looking favourable at the moment and just a reminder that gates open at 0800 with a mandatory riders brief at approx 0930. First group on track at 1000.

Cheers, Gareth



Gary Corlett Admin - Top contributor

Message from Vintage Mann editor:-

1) next Vintage Mann is coming out soon.

Last chance to send Steve any articles, and particularly items for sale in floggers corner

2) His home telephone is now removed, please delete all record of 852124. All other emails/mobiles remain as before.

Please use SMS 07624 494544

email [leonards813@gmail.com](mailto:leonards813@gmail.com)

Steve Woodward

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A selection of photos below courtesy of my good lady wife Deirdre, feel free to copy or post some of your own.

Cheers Gareth

Anyone got a magnetiser for re-magnetising external magneto horseshoe, magnets?

Mike Jones

PRICE DROP £3600 no offers

1960 velocette viper. No longer needed.

Alloy rims, 12v electronic ignition, 12v criterion alternator. 12 series box.

Bike runs really well. Did 250 miles approx since full engine rebuild. Still needs a few miles on till run in. Engine pulls well

Clutch works perfectly, no drag or slip and selects gears perfect when stationary.

Brand new seat, and battery. Also included is the correct nacelle and fork top ears, brand new front pipe, manual and V5C

UK transferable reg but would pass manx test with ease. £3995.

PLEASE NO MORE TIMEWASTERS. Michael Shipley

Bultaco Trials bike 325cc has Manx logbook - ready for the trial this weekend!

£2000

**Steve Woodward**

[11 February](#) ·

Anyone got a magnetiser for re-magnetising external magneto horseshoe, magnets?

**John Kneale**

[13 March at 12:59](#) ·

Bit of a long shot but here goes, has any of my fellow VMCC IOM members got any old all black one piece racing leathers 50's or 60's era or earlier if possible, size medium, plus boots size 10, that they would be prepared to loan or sell, I will need them for a couple of weeks at the end of June when a few of us will be riding some vintage demonstration laps in France and I haven't got any authentic looking gear. TIA

Message from Vintage Mann editor:-

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Please use SMS 07624 494544

email [leonards813@gmail.com](mailto:leonards813@gmail.com)

Ta, Steve

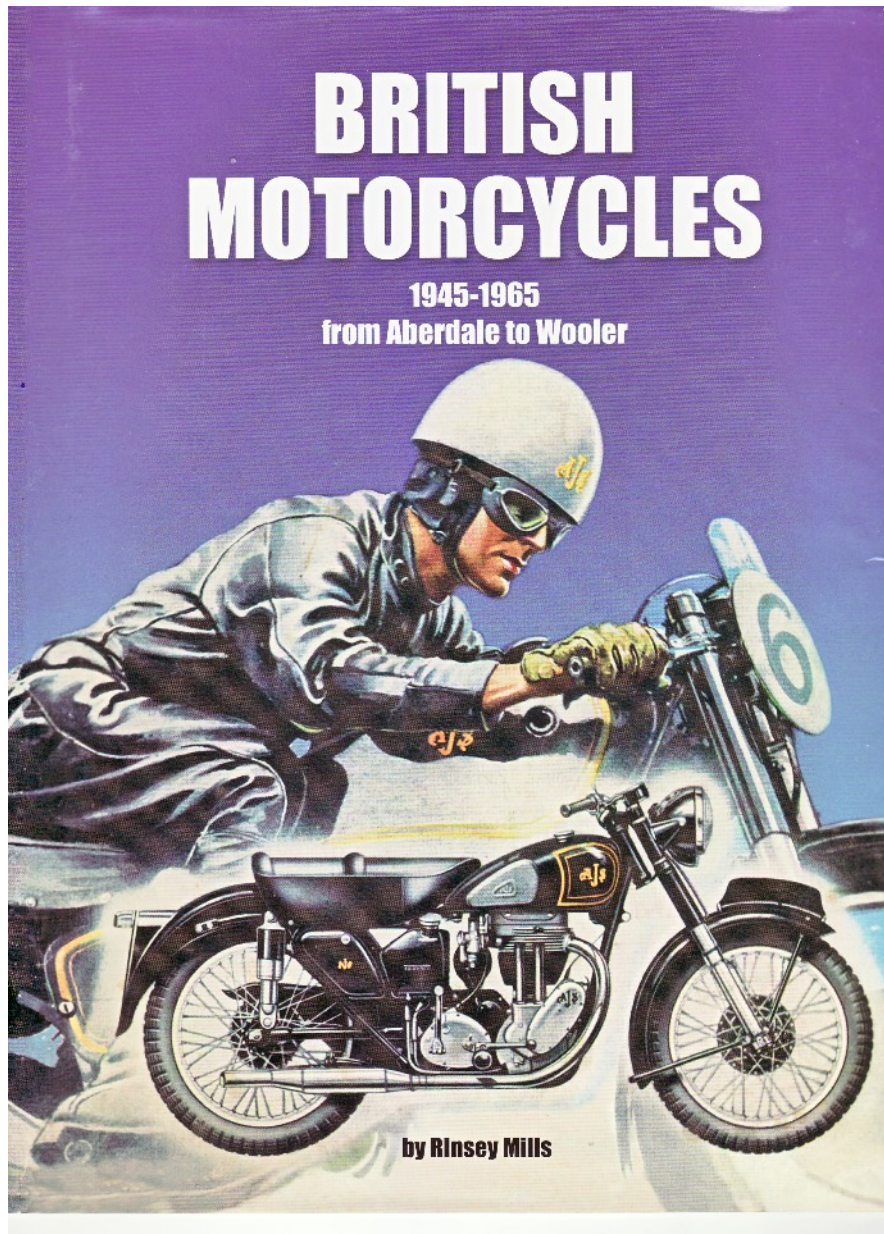
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# Book Review



by Jonathan Hill (Dorset)



Aberdare? Never heard of them? Well, they made motorcycles and small-capacity two-stroke motorcycles under the name of Bown in Wales in the '50s. The obscure four-cylinder Wooler, however, should be of interest because of the fascinating eccentricity of John Wooler's designs. In between the letters A and W you will find all the familiar names, with a number of unfamiliar ones and lost causes too.

As for the bigger makes, the book contains 75 pages on AJS and Matchless, 27 on Ariel, 67 on BSA, 41 on Norton, 46 on Royal Enfield, 82 on Triumph, 33 on Velocette and 20 on Vincent.

There are two very special features about this book: The first is that it gets closer to the subject bikes and goes deeper into their make-up than any other encyclopaedic study of the British motorcycles of the period. The second outstanding feature is the nature of the illustrations, which are all reproduced from the manufacturers' contemporary sales brochures and advertising. They range from the comparatively (and surprisingly) workaday publications of Vincent to the fabulous artwork produced by the likes of Ariel and Triumph.

The book is structured in such a way that each maker gets a historical introduction, followed by generously captioned illustrations, in chronological order, of the range of bikes they made, along with updates and revisions. The captions are not just labels to the pictures but discuss the bikes in some detail, with insights into their characteristics, technical aspects, on-road behaviour and performance, with quotes from contemporary road tests and input - often witty anecdotes - from the author himself, who is familiar with a great many British bikes of the period and has more than 50 years of personal experience of them. Compiled mainly from his own considerable archive, author Rinsey Mills stresses that this unique and high-quality book is not intended to be encyclopaedic, but is eminently readable and a comprehensive and reliable reference source.

It is interesting to see how the machines evolved over the years, especially the off-rovers (when did you last see a 250/350cc Panther Stroud trials model?) and racing models.

Now out of print, but available online, the dedicated reader/restorer will be ably rewarded for his efforts in finding a copy this superb 600 page tome with over 1,500 illustrations.

Highly recommended.

## **“British Motorcycles 1945-1965”**

### **From Aberdare to Wooler**

Author: Rinsey Mills

Published by: Herridge & Sons Ltd, Lower Forda, Shebbear,

Beaworthy, Devon EX21 5SY

E-mail: [info@herridgeandsons.com](mailto:info@herridgeandsons.com)

Hardback, 210 x 270mm (portrait); 600 pages with over 1,500 illustrations.

ISBN: 978-1-906133-61-0

Original price: £60 GB; \$76 USD; \$103 CAD; \$117 AUD.

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**END**

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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

**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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web: [www.scs.co.im](http://www.scs.co.im)



# Floggers Corner

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

**For sale** - 1993 Triumph Trident, 900 cc. 21372 miles. Presently on lower setting but I can easily re-set it to original (about 2" higher). Good, reliable bike - reluctant sale, £1,600.

Contact: Barry 457345

**For sale:** BMW R100RT motorcycle. First registered:1/8/89 IOM registered: 14/7/15 16,000 miles - Wilcock Consulting racing colours Taxed to June 2024 - £2,250

Contact: Graham Wilcock [graham@wilcock.co.uk](mailto:graham@wilcock.co.uk)

**For sale:** 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 Taxed to July 2024 - £6000

Contact: Graham Wilcock [graham@wilcock.co.uk](mailto:graham@wilcock.co.uk)

Riding overtrousers, size 2XL, 40 inch waist, grey camo. Brand new, never unwrapped, wrong size (too big). First £15.

Shoei full face helmet size Small, white, old but undamaged, US spec £free

Special rear suspension unit for Yamaha 600 (2017 to current model) was £599 optional extra on new bike from R&T, with adjuster and bag, fitted for 18 months only, bargain at £40. Rear suspension struts for SAAB 99 bnib, £free - Rear mudflaps for 90's AUDI wrapped, £free

Steve 494544 or [leonards813@gmail.com](mailto:leonards813@gmail.com)

Various Facebook messages between members requesting or offering race-type leathers – are you all sorted out now or should I keep these (and any similar) ads going? Are they useful? -Ed

Norman Cowin - Top contributor

Hi John I have a pair of gold top boots think they are a 10. I will be back on the island in about a week if you don't get fixed up

**Reply Paul Apperley**

Hi John, I have a couple of leathers which may suit (they are black) . Trouble is that original "Lewis Leathers " and "Gold Top" boots are as rare as rocking horse poo. PM me if you are interested

That would be great, thanks **Norman**

**John Kneale** For sale due to duplicate. Keig collection volume 5 (1953-63) in mint condition, square corners and no damage. - £30 collected.

**Kevin Moore** - Top contributor

**For Sale:** 2016 Triumph T120 Black

6500 miles FSH

Heated grips Tinted flyscreen

£6,750 Tel 400966



**Elsewhere** (Vespa item courtesy of *HEREFORDSHIRE & MID-WALES SECTION NEWSLETTER*)

At H\_ & H\_ 's November 2023 auction, where seven of the top ten prices were paid for scooters, the most expensive bike of the day this Italian made, 1967 **Vespa** SS90 Super Sprint caught my eye. Because it's rare? Undoubtedly. Highly original? Absolutely, but was it worth **£34,220**? \_What do you think? And why am I worried? Because I owned a red one in 1970 while my bike was off the road, it was bought for £32 from a guy-in-the-pub, turned out it was an insurance write-off, but with only 1,800 miles on the clock could not be resisted. The cast alloy handlebar unit was cracked, a replacement cost a fiver or so and easily fitted, but it made a super bike, the speed and smoothness of the little 90cc disc valve motor was unbelievable. And it looked as good as new. I recall one particular Ashton Angels scooter club ride to Crich Tramway Museum with a young lady pillion passenger and it easily held its own amongst the Lambretta GT and GP 200s. Only quicker bike was Bill as usual on his Maicoletta with its motor uprated to 250 cc from a scrambles bike.

Fate of the bike? My mate and I shared it as our hack runaround for several years, sadly neglected (as it was a scooter?) eventually got swapped with a guy for a s/a Velo in bits (same frame and wheels I am still running today, 54 years later) - *Ed*



**END**

The ACU is the No 1 organisation for all forms of Motorcycle Sport in the UK with 550 Clubs organising over 3000 events each year & the only Body affiliated to the FIM



*Ed's note – I had been a member of the local ACU Centre for many years, when the Centre was the only source of local competition licencing. We are still close to the local Centre, have representation on the trials sub-committee and like to assist them wherever possible – we always sponsor an annual award.*

## ISLE OF MAN TT RACES

**27TH MAY - 8TH JUNE 2024**

2024 TT Ben Fund Badge Now Available

Tuesday February 27, 2024 at 12:40pm

The 2024 TT Ben Fund badge (pictured) is now available at a cost of £4 plus £1.50 postage and packing and is available from the ACU Office in Rugby.

Send cheques made payable to “ACU Benevolent Fund” to the following address: ACU House, Wood Street, Rugby, Warwickshire, CV21 2YX or alternatively, you can call the Benevolent Fund Secretary on 01788 566400 if you prefer to pay by credit or debit card.



## George Peach Receives Lifetime Achievement Award

*Thursday February 29, 2024 at 11:02am*

Southern 100 Club Chairman & Race Secretary George Peach has been honoured for his dedication to motorcycle sport, especially his involvement with the Southern 100 for over 40 years!

George was invited to attend the prestigious Isle of Man Sports Awards 2024 ceremony at the Villa Marina, where the guest of honour Manx Olympic





snowboarder Zoe-Gillings Brier who has represented Great Britain in four Winter Games, under the impression that he had been nominated for an administration award.

Another obstacle was the Southern 100 Club's Annual General Meeting, which was due to be held on the same evening, thankfully after much persuasion by other Committee Members the AGM was postponed for twenty-four hours! However, much to the Club Chairman's surprise, it was a 'Lifetime Achievement Award' he was to receive in recognition of his service to the Southern 100 Road Races. Castletown born and bred, George joined the Committee of the Southern 100 Motorcycle Club Ltd in 1982, prior to joining the Committee, he was one of the many regular volunteers assisting with the preparation of building the 4.25-mile course prior to racing and signing on as a marshal for the duration of the races, before helping dismantle the course at the end of the event for very many years.

### **CUMMINS RE-SIGNS WITH MILENCO BY PADGETTS**

**Conor Cummins will line up at the 2024 Isle of Man TT Races for the Milenco by Padgett's Motorcycles team, having agreed a deal to ride with the Batley-based team for an eighth successive year.**

### **KEVIN KEYES PREPARING FOR TT DEBUT**

**Kevin Keyes, a race winner in the National Junior Superstock Championship, will make his debut at the Isle of Man TT Races later this year.**

The 25-year-old will contest the RST Superbike, RL360 Superstock and Milwaukee Senior Races on the Daracore Racing Yamaha YZF-R1 as well as the two Monster Energy Supersport Races onboard a Yamaha YZF-R6 previously used by Jamie Coward and the KTS Racing team.

### **2023 WORLD ENDURO CHAMPION - Danny McCanney**

'Chairman Rupert presenting our very own IOM World Enduro Champion with our own VMCC IOM sponsored trophy plate. We hope to be able to help assist further future champions'.



---

**END**

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# THE VINTAGENT

## A Motor/Cycle Arts Foundation Production



Paul d'Orléans is the founder of [TheVintagent.com](http://TheVintagent.com). He is an author, photographer, filmmaker, museum curator, event organizer, and public speaker. Check out his [Author Page](#), [Instagram](#), and [Facebook](#).

Ed - The Vintagent is a US based website run by an old riding colleague Paul D'Orleans.

It is a huge website, containing a wealth of bike based articles and information, often containing references to the Island as Paul and his friends have visited several times.

The following article concerning (tongue in cheek?) references to possible links between Mr Joseph Lucas and the guy from the hot place downstairs is of universal interest to us poor motorcyclists forced to put up with his dreadful products for a lifetime.

(Oh you've got a Velocette – then read 'Miller' for each Lucas reference)

<https://thevintagent.com/2023/03/18/the-prince-of-darkness-exposed/>

**END**

## G. H. Corlett Ltd.

The Veteran Family Business *(Established 1835)*  
High Class Jeweller and Watchmaker



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Trophies, Shields and Medals available for all sports.

Call in and view our extensive range of Trophies,  
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## Nancy Thomas

Just a few pics of me at Jurby and to say how much I enjoyed it all and to thank everyone involved in the running and organisation of the club. I shall miss it greatly as I am leaving the island tomorrow to live in Essex! You don't know how lucky you all are to belong to this club. *Nancy*



Margaret Davies

The lengths some people will go to not to buy a raffle ticket ..! Good luck, enjoy!

Zoe Bool - Top Contributor

Love u **Nancy Thomas** hope you have many more fantastic times over there. Catch up next time I'm down that way

It's not good bye forever just for a bit

**END**



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For more information

Engraving@manx.net  
07624 496672  
www.ghcorlett.com

## **A story from our very own "Mystic Mag".**

Please be assured that no cats were harmed in the telling of this tale!

We were dressed up and ready to go out to the VMCC Isle of Man Annual Dinner.

We turned on a 'night light', turned the answering machine on, covered our pet budgie and put the cat in the back garden. We phoned the local Taxi company and requested a taxi. The taxi arrived and we opened the front door to leave the house. As we walked out of the door the cat we had put out in the back garden scooted back into the house. We didn't want the cat shut in the house because she always tries to get at the budgie.

My wife walked on out to the taxi, while I went back inside to get the cat. The cat ran upstairs with me in hot pursuit.

Waiting in the cab, my wife didn't want the driver to know that the house would be empty for the night. So she explained to the taxi driver that I would be out soon. "He's just going upstairs to say Goodbye to my mother."

A few minutes later I got into the cab. "Sorry I took so long," I said as we drove away.

"That stupid b-tch was hiding under the bed. I had to poke her fat a--e with a coat hanger to get her to come out! She tried to take off so I grabbed her by the neck. Then, I had to wrap her in a blanket to keep her from scratching me. But it worked! I hauled her fat carcass downstairs and threw her out into the back garden! .....She'd better not s--t in the vegetable garden again!"

The silence in the taxi was deafening!



© 48 SPRINGVALLEY INDUSTRIAL ESTATE © COOL ROAD © DOUGLAS © TEL: 01624 660120 ©

# 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!

