



Vintage Mann News

The Official Journal of the IoM Section VMCC VMN #26 Christmas 2025



VMCC stalwarts Pat and Anne Davey announced on their Manx Rally application form that they were coming across this year for the 65th time. Secretary Gary therefore gave them the rally entry number 65 which they proudly displayed all week long on their Harley sidecar outfit, and pleased to answer queries from other riders.



Chairmans Chat

Fingers crossed you really enjoy this latest edition of Vintage Mann – our esteemed editor's first effort at an electronic copy. Personally, I much prefer a mag that I can pick up, read and tuck down the side of the sofa. However, we have been forced into this decision by two factors: the cost of production has rocketed and Dave, at the Peel Copy Centre has retired after 35 years of service to the club and community. Steve's still keen to continue as editor and while his enthusiasm remains high, we shall continue with the mag.

Another change looming on the horizon is the make-up of the committee. We have, at last, embraced the concept of a succession plan and I will be standing down as chairman with effect from the 2027 AGM. Andy Cowie and Steve Parker have been co-opted on to the committee with the aim of introducing a touch of youthful (?) enthusiasm and giving both a feel for how our committee works before standing for election at the forthcoming AGM in 2026. I feel they are both made of the right stuff to help take the club forward. To maintain continuity and stability I will stay on the committee along with treasurer John and hon' sec Gary. However, it will enable a couple of our older members to make a run for it...

Getting back to Vintage Mann, I feel it's more important than ever that we continue with the mag. For several reasons, Club night attendances are around half what they used to be, say 25 - 30 on average and the mag is a great mouthpiece as is the website.

That's about it from me but don't forget the Mince Pie Trial at Knock Froy on the 21st December, Awards evening 9th January at the Creg and our Annual Dinner at the Talk of the Town 7th February for which Tickets are now available (£40.00) and selling fast!

Merry Christmas!!



Ed's Last Page - WHAT'S GOING ON?

This could well be my last contribution as printing and postage costs for the magazine (together £3 per mag and still rising) plus the memory of the task of preparation, and the closure of Peel copy centre who offered valuable assistance, so the sums just failed to add up. This virtual copy has therefore been pasted up by myself and Michael Ulyatt, using mainly Word. Of course, we have support from our sponsors whose names we shall continue to bring to your attention and to assist them in further proposals.

So it's now a newsletter, a virtual magazine, like we receive from time to time from other VMCC clubs, and which will be available on our website **vmcciom.com** I know that members don't like change but if you (or a grandchild?) can key that into your web browser our club web site should just pop up, if not please let me know. Future issues may consist of shorter articles as they arise, posted onto our ever-expanding website....**vmcciom.com**.

As many things change, some remain the same or indeed come back, which is the case for the Jolly Boys ride 2026. With the demise of Shearings their hotel in Morecambe closed to the public (and was let en bloc to Lancaster City Council) but now it's back, freshly painted and looking forward to welcoming us back.

Our Chairman Rupert will be discussing change elsewhere in this issue, but what is not going to change will be our successful impromptu mid-week rides which have gone from strength to strength – see you there! Also our very own MGP Rally has enjoyed a rejuvenation – see pic front cover of VMCC stalwarts Pat and Anne, on their 65th visit to the Isle of Man, don't think anyone can beat that? Can you?

Cheers, See you around, club nights, rides, rallies
Steve (Editor)

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When Bikes Were Worth Nowt

We all know the current values of our steeds, we scan the mags and comics and listen intently when 'old Fred' relates how his grandfather dug up his old Brough Superior from the back yard where he had buried it for safe keeping before the war.

Extreme? Possibly, but let's cast our minds back to those days when an old bike's fate might have been decided by the need to mend the hole in the fence. I have personal knowledge of some of these circumstances, and subject to a stir of the old grey matter will try to relate a few.

Ashton-u-Lyne was my old stomping ground as a youth and where an old Norton outfit lay abandoned and unloved for months. I remember carefully removing the huge headlight to bolt to the front mudguard of my scooter! Nearby was a Bond 3-wheeler whose rear indespension units were secured to make a trailer, and even a Berkeley 4-wheeler convertible dumped next to the pub, but someone had already had it away with the motor (a 350 Anzani 2-stroke twin?).

So what's next in line for a stellar increase in value? Gold sovereigns? Old postcards? Used bus tickets?

We don't know, but you can bet that I'll be too late, again!

Ed



VMCC IOM Section Trial 2025 at Dhoon Quarry held on 16 Nov-2025

Sunday 16th, saw the penultimate round of this year's VMCC Furnitureland of Ramsey Trials Championship, take place. The venue was the favourite of many past and present riders. The Dhoon Quarry, with it's variety of different landscapes packed into such a compact area. The different terrains allowed eight tricky sections to be set out, to challenge the riders at the business end of the championship year. An enjoyable afternoon in the sunshine seemed to be had by all.

So thanks again to the land owners and everyone involved. The Grand finally will be held at Knock Froy on Sunday 21st December 13.30 start. Sponsored by Furnitureland of Ramsey. The results are as follows:

VMCC Members Route A:

1, Mark Kemp (Fantic 200) 23; 2, Neil Kerruish (Yamaha TY175) 28; 3, Gary Flowers (Triumph) 31; 4, Simon Skillicorn* (Honda TLR250) 42; 5, Ashley Gardner (Gas Gas ACM) 48;

VMCC Members Route B:

1, Brian Kinrade (Fantic 240) Four; 2, Mike Kerruish (Fantic) Six; 3, Jon Duncan (Yam TY 250) 35; 4, David Haynes (Royal Enfield 500 Bullet) 75;

Invitation Route A:

1, Jack Christian (Gas Gas) Three; 2, Aleyn Taggart (Yamaha TY) 10; 3, Mark Barker (Beta 300) 13; 4, Aaron Smith (Gas Gas 300) 17; 5, Paul Smith (Beta 300) 24; 6, Mike Stevens (Montessa 4RT) 39; 7, Ian Lees (Yam Majesty 175) 40; 8, Daniel Marshall-Smith (Scorpa) 42; 9, Robert Clague (Montessa) 45;

Invitation Route B:

1, Chris Palmer* (TRS 125) 15; 2, Glyn Parry (Beta Evo 300) 23; 3, Gemma Kerruish (Beta) 30; 4, Jamie Comaish (Gas Gas 250) 34; 5, Michael Kelly (Montessa 301) 54; 6, Ian James (Yamaha TY175) 65; 7, Eric Comaish (Montessa) 74; 8, Peter Faragher (Gas Gas 300) 77;

Youth Route A:

1, Liam Barker (Beta 125) Six; 2, Harrison Doyle (Beta 125) 13;



Photos various, past events by Tracey Hewlett

MN 497 & Thomas Mylchreest Sheard

My registration number, TT entries etc



It's all very interesting indeed, surprised Tom Sheard's background has not been mentioned before. My interest (remote connection?) with Tom is through the registration number MN497 which is shown on a photo of a Royal Enfield from Manx National Heritage dated 1914 with Tom Sheard named as the rider. My interest? - I had this Reg. No. MN 497 on my Velocette Venom for many years and since the bike sold to a UK enthusiast, I still hold it on a retention cert.

I spoke with Ruth Sheard (Tom's granddaughter) during our VMCC MGP Rally when she had brought along Tom's actual 1922 Junior TT winning bike to Dennis' but she was unable to add anything about the earlier Reg. No. A good friend of mine looked the number up at the museum recently which shows when it was first issued: "MN 497 was first issued on 6/5/1914 to Joseph Mylchreest Sheard of 8 Mona Street, Douglas, for a 2 3/4 hp Enfield, weighing 150 lbs, for private use."

Records show that JM Sheard did not contest the TT until 1924, OEC-mounted.

This gent is of course not the Thomas Mylchreest Sheard we are referring to. However the records I was able to access show that a W (or Miles? Or Mylchreest?) Sheard rode a Royal Enfield 3hp in the 1914 junior TT, bearing race No. 21, coming in at 26th. Did that machine bear the registration MN 497?

Royal Enfield 3hp (photo similar machine)



Source - National Motor Museum

As well as Mr Sheard (W, T, or M?) the same model of motorcycle was ridden to third place in the 1914 Isle of Man Junior TT by a F J Walker, who also took the lap record. Following a number of falls on the last lap Walker crashed into barriers after crossing the finish line. Tragically he never regained consciousness and died from head injuries five days later. The original 346cc engine was later replaced by the standard 425cc unit at the factory. It was first registered for road use in 1960.

Royal Enfield's first Isle of Man TT entry was in 1911 when H. Greaves finished fifth in the Junior race. Although moderately successful, Royal Enfield never won a TT race.

Ed

115 Years On

When the TT was run over the St John's Course between 1907 and 1910, many visitors spent the fortnight of practice and racing in Peel, using establishments like the Creg Malin and Marine Hotels, plus local guest houses. Particularly favoured were those who also had space that could be used for working on the bikes.

Regular users of the Marine Hotel were the official Triumph race team, along with those privately entered on the Coventry marque. The year of 1910 was particularly successful for it, with 8 Triumph 3½ hp machines entered (in what was a single TT race) and all 8 finishing. That was an almost unprecedented show of reliability in this tough event, for out of the 65 other riders who contested the race, 44 of them failed to finish. Triumph used the opportunity for publicity, justifiably employing their slogan of 'Trusty Triumph', the first year in which it was used.



The eight triumph-mounted riders who contested the 1910 TT, outside the Marine Hotel. Manxman Billy Creyton is third from the right and he finished in a splendid third place behind the Collier brothers.

Moving forward 115 years to the 2025 TT. Present at Monday's 'Peel Day' was Chairman Rupert with his 1912 Triumph 3½ hp. Along with Secretary Gary, they staged a 2025 photo outside the Marine, in almost the exact position as the shot of the Triumph race team in 1910. Gary was on camera.



Rupert Murden's 3½ hp Triumph, outside the Marine Hotel at the 2025 TT.

The Club gave support to Peel Day, with members riding in about mid-day and putting their bikes on display. There was also a showing of race bikes organised by 'Wobbly' Bob Taylor, which was accompanied by the starting up of several of the racers at intervals. Taking part in this start-up and attracting much attention, were Rupert and his Triumph. Spectators were captivated as, sitting on its rear-wheel stand with engine running, the Triumph quite literally gave them a gentle blast from the past, with drive belt clacking and tappets clicking, while the chuff-chuffing exhaust hinted at the 3½ hp of power available from its 500cc engine.

The Triumph was a rare sight for most of those present. Rupert certainly gave them a treat and also flew the flag for veteran motorcycles.

FLAGGING MEMORIES

It was back in about 1985 when I managed to get away on the bike for a few days holiday and take in part of the MGP. Looking for somewhere to spectate for the Thursday afternoon practice session, I pulled into the field on the inside of the course at the Eleventh Milestone. I had barely taken off helmet and gloves when a voice behind me said “You wouldn't like to marshal, would you?”. That was my first meeting with VMCC Section stalwart at the time, the late Jack Ward. With few people about it was an offer I couldn't really refuse, so we walked over to the little caravan that was Sector 5 'HQ' and Jack, as Chief Sector Marshal, signed me on. It turned into a job that, in several forms, I was to do for over 20 years.

In his short introduction to the job, Jack assured me that the Eleventh was generally a quiet spot. When I enquired about the origin of the large pieces of fibreglass fairing that were visible behind the hedge near the field entrance, he said “Oh that's just from Alan Dugdale's accident here recently”. Maybe not so quiet! Indeed, the bridge at the Eleventh was known to some as Drinkwater's, in memory of the unfortunate Ben Drinkwater who was killed in an accident there during the 1949 TT.



A winning combination as Dave Molyneux and Dan Sayle speed through the Eleventh. The milestone shown is opposite the gate at the 'Eleventh', but it is not actually the Eleventh Milestone, for it records the distances from Castletown and Ramsey – not from Douglas.

In 1985 there were no marshals' bibs and no individual radios, so with very few other marshals present, we looked to Jack and his knowledge of the Sector to tell us what to do. There was a telephone in a box on the gatepost. If it rang and someone was lucky enough to hear it above the noise of passing race bikes, they answered it – it wasn't 'manned'.

The same Thursday afternoon 'holiday' marshalling procedure was repeated several times, until I moved to the Island to live in 1991. After that my increased availability did not escape Mr Ward's notice and from the 1991 TT I marshalled 'full time' at MGP and TT, missing only one marshalling session down the years, until ceasing the job after the 2008 MGP.

Sector 5, which ran from just past Cronk y Voddy crossroads to past the bottom of Barregarrow, was rarely over-provided with marshals. Upon turning up for duty one would often be asked to go to one of the other marshalling points within the Sector: Handley's Corner, top of Barregarrow, etc. Formal pre-session briefing and allocation of duties was pretty basic, extending to: "if there's an incident, you take the stretcher, you the fire-extinguisher, you look after the rider and you bring a yellow flag". Unfortunately, there weren't always four people present to carry out even those essential tasks, for we were often desperately short-handed, being worlds away from "the orange army" that the events are currently blessed with.

One marshal who did have a uniform was white-coated Flagman on the approach to the Eleventh, John Bullivant. Sadly, John died unexpectedly in 1995. Imparting that information to me Jack indicated that he now had to find a new flag man and I heard a voice (mine) saying: "I'll do the job". I hadn't realised that there was a bit of prestige attached to a Flagman's job at the time and Jack said he'd come back to me - he did, and gave me the job. What I also didn't know, until a cheque arrived in the post, was that the flagman actually received a fee. From memory, it was about £130 for some 50 hours on the job at a TT or MGP. It must have been a throwback to when Dunlop first provided paid flagmen at the TT in the early 1920s. Modern day payment ceased at some point while I was doing the job.



With white coat and Dunlop sash, this Flagman at Signpost Corner looks down towards Bedstead in 1927

At my first flagging session I walked the 60 yards or so back up the course from 'HQ' to take station. I found a Manx sod bank with low barbed wire fence on the top, and a field of cattle behind. I could see that John had actually hollowed out a portion of the front of the bank and had sat there with his feet on the road. I thought that a little bit too close to the action, so positioned myself on top of the bank. After a couple of sessions I decided that needed improvement. Another long-term VMCC Section member, the late Alan 'Kipper' Killip, was the 'go to' man for that sort of problem and he arranged for a stack of pallets just inside the field that I could stand on. They served well on their first time of use, but on the second occasion I found they had been demolished by nosey cows and thereafter had to reassemble them on each occasion. I mentioned the problem to course-builder for Kissacks, the late Ian Baxter-Ross and at the following meeting found that he had surrounded the pallets with a barbed-wire fence. That kept the pallets intact and offered slight protection when, at one evening practice session, I found I was sharing the field with a large bull. Part way through the session he ambled over, stood at the roadside bank about 5 yards away from me, and proceeded to bellow across the course at a bull in the field opposite. The other bull came to his fence and reciprocated, the noise going on for several minutes, as riders continued to flash past.



The flags used in the early years of this millennium.

Other animals were to be seen, for the sloping grass field opposite sometimes housed 5 or 6 hares. Just prior to the start of one morning practice, a hare came running down the middle of the road towards me. It probably covered some 70 yards along the white line, before it swerved off the course. They're big!

Marshalling at the Eleventh was a Ward-family affair. Jack's wife Marge, who also did much work for the VMCC, was at every session and the mugs of tea and slices of toast that she produced in the cold light of pre-early morning practice were very welcome. Daughter Shirley and her young son Steve also did duty, as did son David and, often on race days, son Phil and family. The very small caravan HQ could get quite crowded as we waited out "there has been a two hour delay to the start of racing" announcements. There were plenty of such delays, even though it was a time when riders would practice and race over wet roads.

A detailed description of life at the Eleventh could get rather lengthy, so the remaining recollections will be brief:

MAGIC CARPET The roadside bank was some 8 to 10 feet tall on the inside approach to Drinkwater's Bridge and was a popular viewing spot. One windy day, mid-race, I was looking in that direction from my point some 40 yards further back up the course and saw two of the spectators stand up. As they did so, the 6 by 4 foot black plastic sheet they were sitting on was caught by the wind, lifted in the air and conveyed, magic carpet fashion, until it was over the middle of the road where it subsided. One of the lads looked in my direction and as there was no rider coming, I urged him to action. Probably with as much adrenaline coursing as one of the racers, he slid down the bank gathered up the plastic and scrabbled back up to his position. Could have been nasty.

RED FOR DANGER? Another incident at Drinkwater's involved a spectator who was leaning on the lowish parapet of the bridge, but prior to doing so had spread a large red plastic jacket on the parapet, leaving most of it hanging down the front. It was just before a race and was a thoughtless action from someone supposedly with an interest in racing, for at 140 mph it could be a worrying 'red flag?' eye-catcher for a passing rider. By then we had radios, so I called down to Marge and she dealt with him.

FIRE Geoff Weston, a fellow VMCC member, was on duty down the road between the Eleventh and Handley's at one session. I couldn't see his marshalling point but spotted smoke rising from between the roadside hedges in his area, so put out a yellow flag. It turned out to be a sidecar on fire. Extinguishers were a scarce commodity, but Geoff had one at his post. The outfit had stopped some way past him and the crew were jumping about and making it clear that they wanted his extinguisher. But Geoff's job was to stay at his post and use his yellow flag to warn other competitors of the danger ahead. Eventually the crew realised that it was down to them to fetch the extinguisher and one of them ran up the road to collect.

SUBWAY I rarely saw anybody in the field behind my marshalling point, but one day became aware of a young lad walking down in the direction of the course. Keeping my eye on the racing I left him to it. Some 10 minutes later I was surprised to see him walking up the field on the opposite side, in the reverse direction of the course. I was aware that the stream that passed under the track at Drinkwater's Bridge did so by a large diameter piped culvert and, catching his attention, I called across and asked if he had gone under the course, to which he gave me a thumbs-up.

CAR You may remember that for many years the VMCC organised a closed roads lap/part lap, for members during MGP fortnight. With the diverse range of machines participating, riders could become very spread out and take some time to pass. As one of those parades was dragging out to near completion of its passing my flag point, I suddenly saw a car appear on the course and begin to come in my direction. A quick and vigorous waving of a flag stopped him and he reversed back into the entrance way of his course side property. He walked down to have a word and explained that he knew the race bikes had finished some time ago and that hearing what he took to be ordinary road bikes going past, he assumed that the roads were now open.

***A rider's view through the bends at the
'Eleventh'***

Understandable but, quoting no names, that particular individual should have known better.

“BLOWN IT'S GUTS” Those were the words of John McGuinness after I asked why he had retired his Honda a few yards up the road from me during a Junior TT. He was walking down towards the caravan at the Eleventh, hoping to get a cup of tea. At the end of the race I went to look at the bike and, although partly obscured by the fairing, it did look as though the four-cylinder engine had let go in a big way. Redlined at 15,000 rpm, it made one marvel at what treatment modern engines could stand or, in this case, could not stand.

Above are a few of the incidents I remember while doing Flagman duty at the Eleventh. You'll notice that little mention is made of flag waving and, in truth, there wasn't much need for such action. The occasional warning yellow was displayed, sometimes it was even waved. I once calculated that there must have been well over 100,000 passings of my post



by a racing bike and rider in the 10+ years that I did the Flagman's job for TT and MGP. In that time, only one rider came off. Fortunately, notwithstanding the high-speed nature of the bends between enclosing kerbs and hedges, he escaped with just a broken wrist.

It must have been a wonderful sensation to ride a motorcycle on the racing line through the sweeping bends of the Eleventh. Most riders had it weighed up, but a few did have one reaching for the yellow flag as they got slightly off-line or, what I thought should have been a taboo move, 'undertook' another rider as they cranked over for the left-hander going past the projecting milestone.



Not much room here for an 'undertake' on the left of Bruno Leroy at the Classic MGP on his Godet Vincent, but those who left a bigger gap were occasionally subject to such a move.

After that little ramble down memory lane, I'll finish by saying "Thanks for asking Jack", I enjoyed every minute of it!

* Acknowledgements and thanks to member Vic Bates for the use of his photographs.



BOOK REVIEW

“Stanley Woods – The World’s First Motorcycle Superstar”

Author: David Crawford

Foreword by Sammy Miller MBE

Published by Lily Publications Ltd, PO Box 33, Ramsey, Isle of Man IM99 4LP

www.lilypublications.co.uk

Fax: +44 (0) 1624 898 446

Softback, 195 x 280mm (portrait); 192 pages with over 250 photographs and illustrations.

ISBN 978-1-907945-37-3. £16.00

Here is a book which someone had to write, as a richly deserved tribute to one who made a remarkable contribution to motorcycle sport between the wars. In the days when the word superstar was virtually unknown, here was a sportsman who could justify that description, especially for his performances in the Isle of Man. Between 1923 and 1939 he entered in 37 TTs, won ten, retired while leading three more and was beaten in three more by a total of 48 seconds. He retired 16 times, never finished lower than sixth and made 11 fastest laps. He also had an impressive continental grand prix record as well as being a great all-rounder.

Stanley Woods was born in 1903 on the south side of Dublin and by the age of 13 he had learnt to ride an older friend’s 5/6hp Indian. In 1920, after joining his father as a travelling salesman, Woods Senior was persuaded to buy a Harley Davidson outfit for business use, which Stanley promptly used at weekends in trials, hill climbs and for his first-ever road race.

After witnessing the 1921 Senior TT, the seeds were sown for his racing ambition and he, somehow, persuaded Cottons to loan him a machine for the 1922 Junior TT in which he finished fourth. The following year, also Cotton-mounted, saw him win the first of his 10 TT victories. Stanley Woods joined Nortons in 1926; winning the Senior TT and the Junior-Senior double in 1932.

The 1935 Senior TT saw him mounted on his favourite machine, the works v-twin Moto Guzzi in what was arguably his finest race. Come the last lap Stanley was still out on the course, having started No 30, Guthrie started No 1 and was home after a 26 seconds lead. Stanley the winner? Impossible! All over bar the shouting, so Norton thought. But he had done the impossible, with a new record lap to win by just 4 seconds.

Now out of print, the avid reader and book collector's efforts will be amply rewarded by the acquisition of this excellent book – perhaps by “Old Bike Mart” or TCM classifieds or by scouring auto-jumbles?

It is very difficult to do justice to this outstanding book that is truly a mirror of a bygone age, containing many of Stanley's personal records and photographs, whose author, David Crawford, was a personal friend.



by Jonathan Hill (Dorset)



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We often read of other peoples' comments with indifference, but if the cap fits.....?

YAMAHA SR250 a Facebook string

Just when we thought we had hammered the oil issue to death and probably satisfied ourselves that it all ends up in the gutter anyway, a chap on an unconnected Facebook site throws a spanner in the works, and he may even be correct!

[Cor Davidson](#) (a Dutch man) [31 May at 14:52](#)

Changed the oil (10w40) and now, when hot, the bike won't shift into neutral. What to do, change to another weight oil?

[Andy Bury](#)

Have you used Synthetic oil perhaps?

[János Nagy Giovanni](#)

No analogy between oil change and shifting. I use also sae 10w40 oil.

[Brandan Simon](#)

Ya know, I never thought the oil to be the problem but now that you say something you're right, when I ran that weight oil in my bike I had one hell of a time getting it in neutral. I recently changed oils to something else and stopped having that issue. This is what I'm currently running and my neutral problem stopped. Valvoline 4-Stroke Motorcycle SAE 20W-50 Motor Oil 1 QT.

[Joseph Meade](#)

Did you use mineral or semi synthetic motorcycle oil?

Synthetic a bit slippery for our old bikes clutch, especially if it's friction modified. Stick to mineral oil ideally JASO rated.

[Mas Tomas](#)

I use 20\50 reg oil.

[Steve IOM](#)

Always run my early SR250 on semi-synthetic 10/40. Changed oil last week to same brand but with fully synthetic (left over from my Honda). Gear change remains the same (perfect) but clutch operation changed to super slick, lost all feeling - is that anything to do with Cor Davidson's current issue? 😊

(I can now see the clutch issue with synthetic oil being 'too slippery' for an older friction-based clutch and have since changed back again to supermarket brand semi synthetic - Steve)

Editorial comment

Having re-read 'Norm's Technicalities' (compiled 20 – 10 years ago by Velo club of Australia's technical guru) he warned about using oils which are TOO HIGH in additives as they may be meeting problems which are not real-time 21st century present in our 1930/60's designed engines and which might end up DILUTING the main body of oil and diminishing the original reasoning for lubrication.

Caveat Emptor

PS – While dropping the Yamaha's oil I butchered the large non-standard 19mm drain plug (soft alloy).

While no replacement was available from UK, the venerable CMSNL in Holland listed the item at a modest **EU13.00**, in stock and were able to supply by return of post.

Actual cost as received **Stg £30.23!**

This included shipping EU14.95 and Tax (local VAT?) EU5.59.

PPS A recent purchase from the same emporium of a Honda carrier incurred **both** Euro and UK VAT making a total cost of some Stg £180-ish from an advertised cost of half that sum, and I was then chased by DHL for a further Stg £58 'UK Customs fee and handling charge' – Ed.

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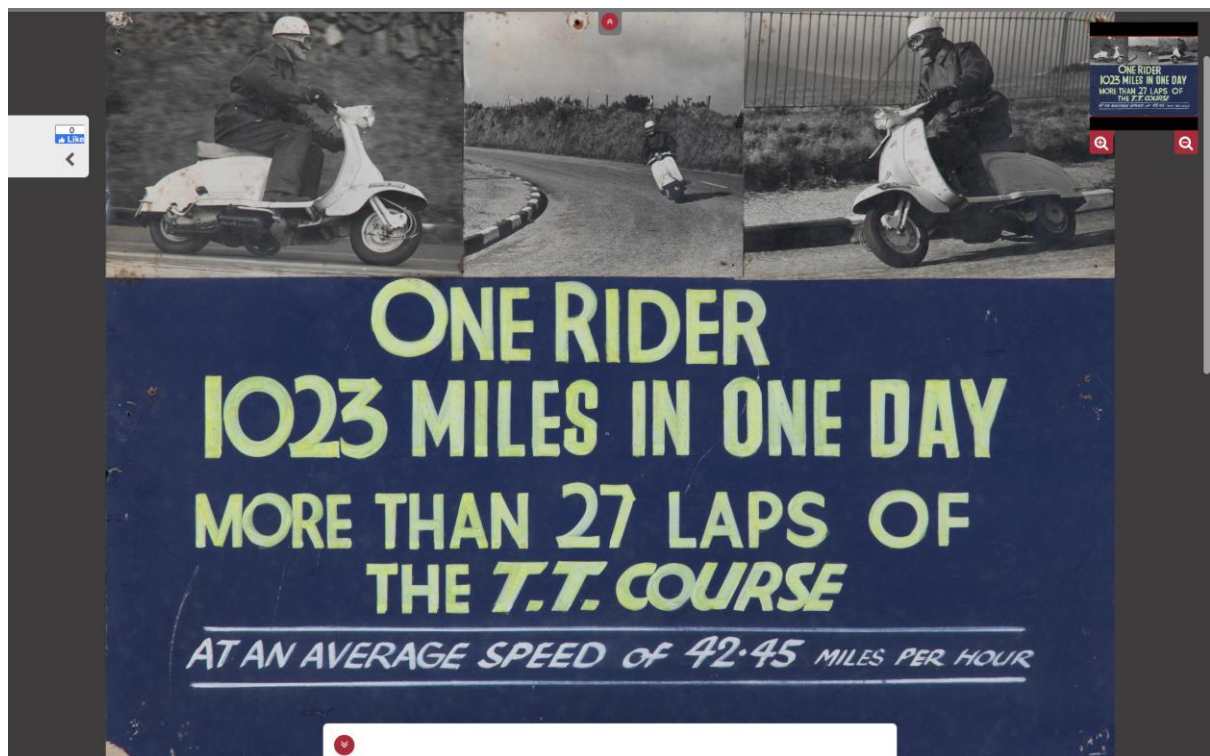
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Scooter Crazy

It's nothing new, read on....

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

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



My old pals in the Ashton Angels scooter club came across regularly for scooter events in the mid '60s, and these are catching on again. Look out for the action again in June.

[Dario Capatti](#)

[27 November at 14:54](#)

Hello everyone! I'm Dario from North Italy. Thanks to my friends Phil, Mark and Allan, I started thinking and planning to be in IOM for the rally next June. I hope to see you soon on the island.



Subject: Bulletin to Section Officers 17-November-25

Latest Board Meetings

Another quite Board meeting in October, the first part of the business continuity plan was reviewed, updates on the AGM (see Chairman's chat at the front of the Journal) and an update on the club bikes, including the imminent return of the Methanom to the AH garage and arrangements to re-commission the veteran Rudge Multi. The next two Board meeting are quite close together, so I will draft a final Bulletin of 2025 after the Board on the 15-Dec.

2026 AGM

The Board are keen to receive Area Rep nominations for the North East, South Midlands and South West Areas as these are currently without or will be without an Area Rep. The Area Reps now meet virtually (so no monthly trips to Allen House), form a link between sections and the Board, and support the section in co-ordinating national events such as the 80th Anniversary Baton Relay and the Founders Relay Rally. If you have an interest in helping out the club in this area please call for an informal discussion.

The VMCC Awards

I have received a number of nominations, I remain very happy to receive e-mail directly rather than filling out the on-line forms, but the route is acceptable too. I have included below the list of awards to refresh your memories. You have until December the 21st to get your nominations in.

The 80th Anniversary Baton Relay

Most sections are now signed up to do this so many thank to you all and the Area Reps for pulling this together. For those that are interested the batons are in production in my workshop I was able to show the first at recent evening I attended with Reiver Section. They are 240mm long with about an 1" ID and screw caps on either end.
Best Neil

The President's Award and The Editor's Award are also presented but these are personal award, and so not open for nominations.

Ride Safely *Neil*

Neil Lewis

President of the Vintage Motor Cycle Club

Tel 07483 862303

JOLLY BOYS 2026

TOUR de PENNINES and YORKSHIRE DALES

Monday 13th to Friday 17th July 2026

Tour HQ – STRATHMORE HOTEL, BARE, MORECAMBE PROMENADE



Strathmore balcony 2019

Chaps,

We had 8 persons interested, all regulars and I am advised we have all booked:

Steve, Ian/ Iain, Norman/ MSP, Gary/ John, Kyrrill.

Recent member Maurice and brother Les have booked in also, making 10 riders in all.

It will be nice to get back to the Strathmore, our old HQ, I hear it's been partially restored/redecorated following several years let out to Lancaster City Council.

Remember it's a budget hotel but with twin rooms as we require. 2025 visitor reviews on Trip Adviser are mixed, praise heaped on hard working staff, hot breakfasts, it still has a bar and evening entertainment, while price is considerably lower than we have been paying elsewhere. The little real ale bar round the corner (the Little Bare) is still there and looking good.

Large selection of venues for evening meals are within walking distance, the Morecambe hotel is a favourite for bistro/steak and posh burger menu, the Hest Bank hotel (upmarket bistro menu) and Wetherspoons (Bartholomew's) are only a short taxi ride. Or we could decide on an evening out with mini bus to one of the other select pub/restaurants which abound within easy reach out of town. Parking is still off-road round the back but I cannot guarantee the 'cage' will still be available.

Ride routes are interesting - the Bare end of Morecambe lends itself to 'clover-leaf' rides as we've done in the past (since 2015!). There is a ready choice from

Lancs/Cumbrian Pennines, Yorkshire Dales and Trough of Bowland inc , plus Steve's mystery ride on Friday morning – where to? No idea. Old route sheets are being perused and interesting add-ons being made. Most full days rides will be around 100 miles.

STOP PRESS

1) We are invited for lunch at the home museum of Richard and Lynda Lancaster in Wrea Green, what a treat! So, we shall do that on the Wednesday after a blast round the Trough of Bowland.

STOP PRESS

2) As we have had to book each twin room separately this year further members might like to consider joining us on this week of rides and fun, so please let me know and I shall assist you to book.

I booked via Hotel.com, one upper twin room, bed & breakfast, fully cancellable, pay on arrival, price at the fairly remarkable cost of £321.11 (after Genius discount, for 2)

Check in 13 Jul 2026 15:00, Check out 17 Jul 2026, (4 nights)

The Strathmore Hotel. Marine Road East, Morecambe, LA4 5AP

Cheers, bye for now,
Steve



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