



Vintage Mann News

VMN #28 Autumn 2026



VMCC 80th Anniversary Baton Visits the Isle of Man

Pictured is the official handover of the Vintage Motor Cycle Club (VMCC) 80th Anniversary Baton by Alan Suenberry of the North West Section to Rupert Murden, Chairman of Isle of Man Section which was then ridden around the various activities of our VMCC MGP Manx Rally event.





Chairman's Chat –

Club night venues have seen much discussion of late. You can blame me as I'm not a fan of the upstairs room at the Creg and since we moved there I feel we've lost rather than gained members. Over the summer we've enjoyed Vicky's hospitality at the Grosvenor, Andreas and I think it has worked well. We've been made very welcome and I prefer the ground floor openness of the meeting room.

Clearly it's very popular with the members that live in the north and in fact the majority of club night attendees live north of the central valley. Numbers have been in the high twenties which is OK but not outstanding.

At our last committee meeting it was agreed we should return to the Creg until the end of the year. In the meantime we are looking into the viability of meeting at Peel golf club. Those of you who attend our January presentation evening will be familiar with the layout of the large club room - comfortable sofas and low tables - is this what we want?

I'm not fussed about paying for the right venue but feel somewhere between Douglas and Peel with good, easy parking would be ideal. We've thought about the Crosby but this lacks a dedicated function room.

Hopefully we shall have some news for you by the end of the month.

Stay safe.

Rupert



VMCC 80th ANNIVERSARY BATON VISITS THE ISLE OF MAN

At Laxey Promenade during sign-on for the International Manx Rally, **Alan Suenberry of the North West Section** handed the baton to Isle of Man Section Chairman, Rupert Murden. During the week, Rupert proudly carried the baton around all of the rally routes – **North, South, East and West** – covering well over **100 miles** and taking in some of the Isle of Man's most scenic roads and countryside.

Following the successful completion of the rally, the baton was handed back at Rupert's home, where **Henry Gregson of the Blackpool Section** took charge for its onward journey and return to the UK.

A memorable part of the VMCC's 80th Anniversary celebrations, and a great way for the baton to be shared between sections and members across the UK and Isle of Man.





From the Ed's head

Like the rest of us I've had a busy old summer, spectating at TT, running Jolly Boys, (didn't get down to S100), then helping with our very own MGP International Rally, final event of the year but worth waiting for. But that's not quite right as the trials section has started up again with the Furnitureland of Ramsey series, and Gareth has still got a 'Test Day' to go at Jurby assisted by the ARA, in a half day format which is proving very popular.

It's often been mentioned here and elsewhere that bikes aren't what they used to be, well in value anyway, and here is a fairly vivid example (from Old Bike Mart) :

Reporting on the sale of a 1931 Harley Davidson, once owned by Steve McQueen which had previously been sold at the McQueen estate auction in 1984 at an undisclosed sum.

*Photo 'Bring a Trailer' auctions, used with thanks
all rights reserved*



Since then :	2014 Mecum Monterey auction	SOLD US\$ 112,337 net
	2026 Bring a Trailer auction	SOLD US\$ 72,140 net (\$40,197 less)

I shall be selling my Velo rigid MAC shortly and expect to take a hit of a few bob or so, but it's a runner and I've had a lot of use and fun out of it.
But losing \$40,000? and reportedly still a non-runner?
Making me feel well off already!

But hang on, OBM has the results of a recent H&H auction in UK.
Here are a few figures (inc buyer's premium) which seem to show that quality retains its price, as always, selected at random : -
Millyard Viper V10 £149,500
Norton Commando prototype £14,663
Indian Velocette been off road several years £13,800
1967 Mountain Cub, beautiful £3,565

1960 Matchless G3L ex-AFS £2,070

1975 Suzuki B120 'best one for sale' £2,013

1977 Yamaha FS1-E early example £3,910

(For pics see OBM September 2026, all rights reserved)

I've gathered together bits of info re my first Velo, a Viper bought in decent condition from a local car dealer's showroom in the late '60s, and put a little article together. I hope you like its format and I would welcome other similar stories from members about their first/last/best/worst bikes, just send me a pic or two plus a few scribbled facts and leave me to do the rest. All original pics/notes will be scanned and immediately returned.

Cheers, Steve

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Furnitureland

West Street RAMSEY IM8 1DB

Sponsors of the VMCCIOM Trials Championship



MY FIRST VELO – Reminisces from the Editor

We never had a car at home in Manchester. Apart from financial concerns, mum always considered road travel as dangerous, so as far as motor bikes were concerned they were a big no-no, and that was that, without even asking. So I went everywhere on my push bike, school, fishing, girl friends, work, and Salford tech. The last named was my leg-up for in 1967 they offered transport assistance via Manchester Corporation buses and I managed to claim £15. There seemed to be scooters readily available for about £25 back then so the cash was gathered together and an old Lambretta 150 from a local dealer filled the bill, and as it was not a 'proper' motor bike mother relented, reluctantly. It ran ok and I soon accumulated all the necessities to keep me going – we learned quickly at that age. Dad was a keen photographer but knew better than to take a pic of the family's first rebel (*Photo above from Wiki, all rights reserved*).

Having already passed my test, I was recommended by the bike racing flatmate of my fishing pal to buy a Velocette Viper which was in the car showroom of Claremont Motors in Ashton-u-Lyne. With its glossy red side panels and its shiny fishtail silencer it certainly looked the part, and started up no problem for the salesman, on first name terms by then known as 'Brian'. Dad signed the HP docs for £68-10s-0d over 18 months for the 7 year old bike and suddenly it was mine, fine.

Until we got round the back of the dealership and I was expected to start the beast! So back inside I went and sheepishly requested assistance, the salesman 'Brian' did the biz and off I went happily on the 4 miles to home, while dad caught the bus. But the old rule of 'no pictures' still stood and I have no photos of any of my early riding.

On an occasional visit to Belle Vue where the famous 'Aces' raced, a new bike dealership was noticed nearby on the corner of Pottery Lane, run by Brian and his twin brother Barry, their surname on the sign outside was 'Finch'.

The sign also read : BRITISH SPEEDWAY
moto : **NO BRAKES.. NO GEARS.. NO FEAR...**

Of course they specialised in the JAP and JAWA etc speedway motors of the day, lined up inside with shiny chromed frames, but I heard from my mates' racing pal that the brothers had also started road racing.

Along with my Salford pals I started visiting the IOM for the TT from 1970 (riding the Viper of course), and we noted that Brian Finch had

entered various races including the 500cc Production race #51 on a Velocette Thruxton where Brian achieved a notable 7th place (the final finisher from 11 entrants in the 500cc class, that race run concurrently with the 250 and 750 classes)

Result

7	0	Brian Finch	Velocette	2.14.59hrs	83.86mph
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Photo - Brian Finch #51 Production race 1970
(Website TT Race Pics, used with thanks, all rights reserved, data sourced MNH)

He also entered both the Lightweight (Yamaha) and Junior (Norton) races in 1970, but were both DNFs. *(He was in good company for in the ultra wet Junior race other non-finishers included Jack Findley, George Fogarty, Renzo Pasolini, Tony Jefferies, Kel Carruthers, Peter Williams, Jack Findlay, Chas Mortimer, Alex George, John Cooper, Rod Gould, and Ray Knight during the most atrocious weather imaginable, we were spectating up at the Gooseneck)* Ago meanwhile battled on to gain the win at 101.77mph in the wet race reduced to 5 laps.

So why am I relating this story which has nothing to do with my beloved Viper? (apart from it having brought me to the Island). Well, the '70s were renowned for their crash record, in fact 36 riders died during all of the 1970s TT races.

But 1 year later : -

Brian Finch was to compete again in 1971 where he would meet an unfortunate end on the steps of the Ballacraine pub. Unlike George Formby (in the film - No Limit) who went through the window, Brian instead appeared to have aimed for the wall to avoid spectator casualties following presumed brake failure.



Death of Brian Finch (Source MNH)

97		England	Brian Finch	9 June 1971 ^[145] ^[146]	Ballacrine	1971 Isle of Man TT	500 cc Production Race	Suzuki T500
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Present Day

If you can make yourself take the beautiful Ballacrine right hander slowly enough, you may spot the brass plaque on the corner wall, above the old corner window. Drop by on foot one day and have a good look and you will see that it commemorates the passing of Brian Finch on that spot during TT 1971, go and have a look, it's quite sad.

Anyway, I shall always be grateful to him for he's the guy that started me on my Velocette adventure 58 years ago!

Cheers, Steve, Ed

Pic - Brass plaque on the corner wall above the ground floor corner window.

Footnote – Motorcycle showrooms Hyde Road, Manchester [Source – Wiki,]

The Shop:

Finch Brothers was well-known to local riders for supplying parts, accessories, and machinery. They operated alongside other notable neighbours, such as the Duckworth family's shop (which famously imported Czech Jawa speedway bikes right next to the track) and Motor Cycle Mart Ltd.

The Yamaha Connection:

In the 1970s and 80s, UK motorcycle shops heavily pivoted toward the "Japanese Invasion," as reliable two-stroke and four-stroke bikes from brands like **Yamaha** took over the market. Finch Brothers became a go-to local spot for Manchester riders looking to buy, maintain, or source spares for their Yamahas, Hondas, and European lightweight bikes.

The shop closed its doors following the eventual decline and closure of the Belle Vue complex in the late 20th century, but it remains a staple of Manchester's classic biking memories.



Lodge Tyre Co

45-46 Derby Square DOUGLAS Isle of Man IM1 3LP

Secretary's Notes September 2026



Where did that summer go?!

I can't believe here we are heading into **September already!** But that said, we still have plenty of events to look forward to, so here's what's coming up this month:



6th September — Jurby Test Day

Our next **Test Day** is at Jurby. Entries are currently slow, so if you're intending to enter,

PLEASE DO IT NOW! Don't leave it until the last minute.



10th September — September Clubnight

Our September Clubnight is once again being held at the **Grosvenor Hotel in Andreas**, starting at **7:30pm**. If you want to have a meal please phone to book, from 6:15pm

We will be having a Film Night.



13th September — Annual Poker Run

It's time for our **Annual Poker Run!**

Start: QB Car Park — 1:30pm

Finish: The Lodge at Glen Helen Come along, get involved.



20th September — VMCC IOM Trials Championship

The latest round of our **Furnitureland Ramsey Trials Championship** takes place on 20th September.

This will be the **Handicap Trial at Pooil Vaaish**, with a **1:30pm start**.

As always, **observers and helpers are very much needed**. If you can lend a hand, please contact **Shaun on 485133** for more information.

Plenty still happening as we head into autumn, so get involved and we'll see you at one of the events!

Cheers Gary

Upcoming Events

Date	Event	Type	Time	Organiser
10th Sep	September Club Night Creg-Ny-Baa	Social	7:30pm	Gary Corlett secretary@vmcciom.org
6th Sep	Test Day	Test	07:00-13:30	Gareth Davies gazanddee@manx.net
13th Sep	Poker Run	Road Run	2pm	John Holt johnholt@manx.net
20th Sep	Handicap Trial Venue TBA	Trial	1:30pm	Shaun Seal Tel: 485133
8th Oct	October Club Night Creg-Ny-Baa	Social	7:30pm	Gary Corlett secretary@vmcciom.org
10th-11th October	Stafford Show TBA			
18th Oct	Axenfel	Trial	1:30pm	Shaun Seal Tel: 485133
12th Nov	November Club Night Creg-Ny-Baa	Social	7:30pm	Gary Corlett secretary@vmcciom.org
15th Nov	Dhoon Quarry	Trial	1:30pm	Shaun Seal Tel: 485133
10th Dec	December Club Night Creg-Ny-Baa	Social	7:30pm	Gary Corlett secretary@vmcciom.org
20th Dec	Knock Froy	Trial	1:30pm	Shaun Seal Tel: 485133
Dec	Hang Over Run	Social	TBA	Rupert Murden murdy916@gmail.com

For further details check out our facebook pages, your email and the website
www.vmcciom.org



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MGP 2013 REMINISCENCES by JD

MGP – 2013 - -Looking back on its 90th anniversary

Written by John Dalton



First published by VJMC club

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

So let's get on our rose-tinted glasses and remember the 90th MGP.

With lots of parade laps more than 80 former winners of the Manx Grand Prix were on hand for the Classic Racer magazine lap of honour. The first race was on Saturday - the Bennetts classic, a 4 lap race which was dominated by Olie Linsdell on a 500cc Paton.

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

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

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



Chris Palmer from Castletown took a classic TT double win, riding a 250cc Yamaha lapping from a standing start at 110.41 mph winning the race by 10.9 seconds from James Crowton, also riding a Yamaha 250. At advancing years Chris was still capable of showing younger

racers the way home for he went on to win the 350 class on the Ripley Honda. Wandering around the paddock there was a huge amount to take in with a constantly changing backdrop of machines and riders. If you wanted to meet World Champions, Freddie Spencer Phil Read, Kork Ballington and of course Ago, the list went on and on. Mr Mark Wilshire owner of the Ace cafe had a spot in the paddock with motorcycles on display including the actual Royal Enfield that was on the cover of the Daily Mirror in the 60's.



It was time for the Classic Racer magazine TT lap of honour and Dave Thomas was riding his AIR 250cc Kawasaki GP bike [in 1967 he rode this bike in the wet to a 10th place at the TT]. Ferry Brouwer owner of Yamaha classic racing team brought over 16 racing Yamahas to tackle the 37 ¾ mountain course. Malcolm Wheeler, ex TT racer and friend of Ferry was riding a Yamaha DR56F from Ferry's stable of bikes. Ferry had founded Arai helmets Europe in 1983 and he sold the company in 2008 to spend more time with his racing team, in all he had 27 racing Yams from the 1960s now all sold.



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



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



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

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

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

Just a bit of a glance back to how it was, as we say in the good old days.

Happy days ahead for racing on the ISLE OF MAN in 2025 (now 2026) and beyond, we hope so.

Article written by John Dalton some time ago, reproduced here with all rights reserved -Ed

The First Manx Woman Motorcyclist

Words David Wright

Photographs Mannin Collections

When Alan Kelly of Mannin Collections showed me several photographs of Miss Eileen Woods and mentioned that she was the first Manx woman motorcyclist, it caught my interest. Immediate thoughts were that such a topic would already have been written about, but as searches failed to reveal much, I did some delving to discover what I could about this lady's connection with the world of early motorcycles.

Born on 13th March 1889 to Dr Thomas Woods and his wife Elizabeth of Finch Road Douglas, the formal photograph below shows her looking like a typical young lady of the Edwardian era. However, a report in the local newspaper '*Mona's Herald*' mentions that in September 1911 she swam some 2¼ miles across Douglas Bay from Port Jack to Port Skillion in a little over an hour. So, not entirely typical.



Eileen Woods in her finery.

It was some three months after her swim that she again broke with convention, for on 27th December 1911 a 2 hp Moto Reve motorcycle MN 267 was registered to Eileen Woods at the family home of Rose Lodge, Mount Bradda, Douglas. There was no mention of the particular model, but Moto Reve's policy had been to produce small capacity four-stroke V-twins, to which it added a single-cylinder version in 1910. Made in Switzerland, the company built complete machines and also sold its engines to other manufacturers.



As well as its twin-cylinder models, Moto Reve produced this single-cylinder powered motorcycle in 1910.

The above photograph, published courtesy of 'Yesterday's', shows the lingering bicycle ancestry of the Moto Reve.

What triggered this young lady's interest in riding motorcycles is not known, for her father, Dr Thomas Woods, was very much into his horses. It was written of him that he *'accepted reluctantly the modern fashion of going on one's rounds in a motorcar'*. Maybe she was influenced by her older brother, Dr Lionel Woods, for he was an active supporter of Manx motor and motorcycle sport over many years.

Keeping the Moto Reve for less than a year, Eileen then moved up the capacity scale and on 29th October 1912 a 3½ hp Ariel, MN 330, was registered in her name. It was most likely a 500cc side-valve single with direct belt drive, but one wonders about its suitability, for it would not have given an easy ride over the hilly Manx roads and their basic loose macadam surfaces.

Lending weight to our title that suggests her 'First Lady' status, a local newspaper makes reference to her photograph appearing in the *'Liverpool Weekly Post'* of 31st May 1913, under the heading *'First Manx Lady Motor Cyclist'*.

While motorcycling must have filled part of Eileen's life, from about 1910 there were regular newspaper reports of her playing the pianoforte at musical events in the Douglas area. One such in March 1916 mentions a concert in Onchan where *'an instrumental trio of Miss Eileen Woods and Messrs Athol & Neville Blakemore performed'*. Those names provide another motorcycling link, because on 2nd of September 1914, shortly after the onset of the First World War, a 2¾ hp Douglas was registered to Athol Blakemore of Victoria Street, Douglas, as MN 604. Makers of this horizontally-opposed, twin cylinder machine, The Douglas Engineering Company of Bristol, went on to supply many thousands of such motorcycles to the British Government in support of the war effort. Athol Blakemore also went to war, enlisting as a private in the Lancashire Fusiliers in 1916. He died in hospital at Le Havre in 1917.

Taking a small diversion, an entry in the local Norris Year Book Directory of 1916 shows a 3½ hp Indian being registered to E Woods of Douglas. First thoughts were that Eileen had moved on to the American make, but a little research showed that the Indian was registered to Ellis Woods of Douglas, not to Eileen Woods. Indeed, registration records show that Eileen had sold her Ariel in May 1914, some 18 months after purchase, seemingly without acquiring an immediate replacement.

Reverting to Athol Blakemore's Douglas, what happened to it immediately after his death in 1917 is not known, but the photograph below shows Eileen seated on his slightly tired looking machine, with a written indication on the back that it was taken in 1920.



***Eileen Woods on Douglas MN 604,
in what is believed to be 1920.***

In a slightly later photo (below), the Douglas looks as though it has had some general tidying, gained a headlamp, had the front number plate repositioned and, maybe, received a new set of tyres.



***A professional photograph of Eileen, believed from 1921,
taken by Maria Kirton of Douglas.***

While the above photographs suggest that Athol Blakemore's Douglas was in Eileen's possession in 1920, or maybe before, documented evidence of ownership is scarce. Contained within official records is a registration card relating to MN 604. It has an undated note on the reverse saying '*This cycle belonged to Miss E Wood, Albert Terrace, and was not used from 1922*'. She married former soldier Cyril Corlett in the early 1920s and documentation shows ownership of the Douglas on 25th August 1924 to be with Mrs Corlett of *Daisy Bank Road, Manchester and Albert Terrace, Douglas, (the Woods family address). The Douglas is later shown as passing to Onchan Motors (IOM) in July 1926. The vendor is not named and no further information is to hand about whether Eileen went on to own any other

machine. Perhaps the sale of the Douglas in 1926 brought an end to her 15 year involvement with motorcycles.

It was said at the outset that Eileen had shown herself to be less than typical. Having only looked at her association with motorcycles, we know little about the remainder of her life, other than it was a longer than average one, for she lived for another six decades, dying on 22nd August 1985 in her 97th year. END

David Wright

*Footnote – Co-incidentally Irene and I were married at the old *Daisy Bank Road Methodist Church, Longsight Manchester in 1975. Ed*

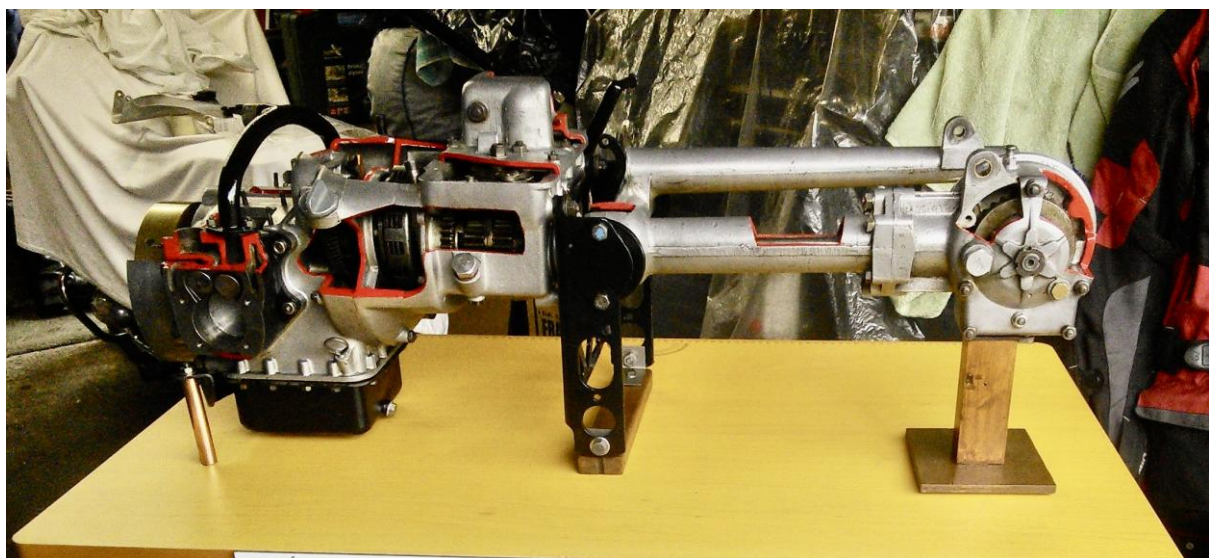
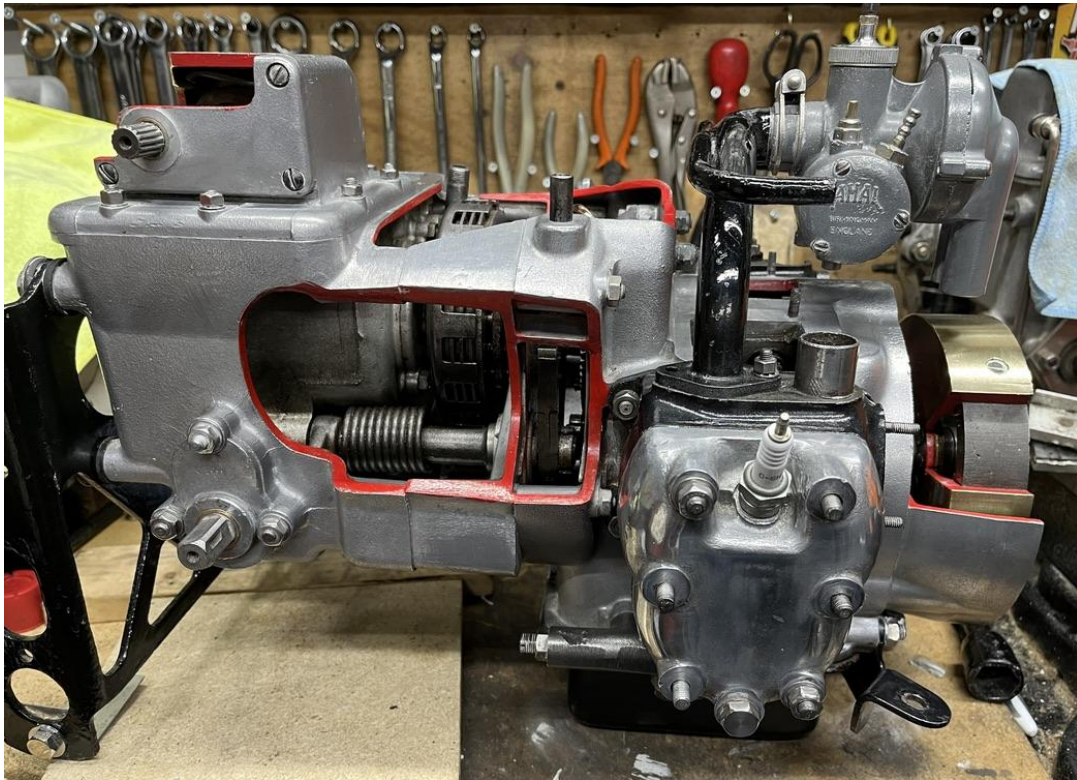


L.E. – LITTLE ENGINE VELOCETTE?

John, a teenage biking friend from Manchester loves his LE's, he has them in various forms, LE's proper and a very nice Valiant (which is sort of derived from the LE?)

He is a keen member of the Velo LE club Lancashire section, where he finds himself custodian of the section's cleverly sectioned engine.

It is a real work of art but not surprisingly it requires some maintenance to preserve its good looks having lots of exposed areas, edges, nooks and crannies.



It has been on show many times at the LE section's annual show at the Astley Green Coalmine Museum premises where the LE club has its clubhouse.



Steve,

Just to be clear we've been at Astley for over 30 years so the big Velos meet at the same place as us - relative newcomers!!

Just joking...

John

Footnote

1. I have never owned an LE myself but am sympathetic to what the directors of Veloce were trying to achieve, remember this was designed to meet their view of the needs of the post-war working public, in the 1940/50's. They even saw no reason why ladies would not be attracted to its clean lines.
2. back in the '90s I had some work done on my Venom by Simon Goodman when he had his engineering workshop in Honeybourne, Worcs. When I visited I was never in a rush so we used to chat – he explained that as a lad he would come home from school for lunch and it was his job to assemble LE gearboxes in his lunchtime, a minimum 2 per week was mentioned! (or was that 2 per day?)

Steve

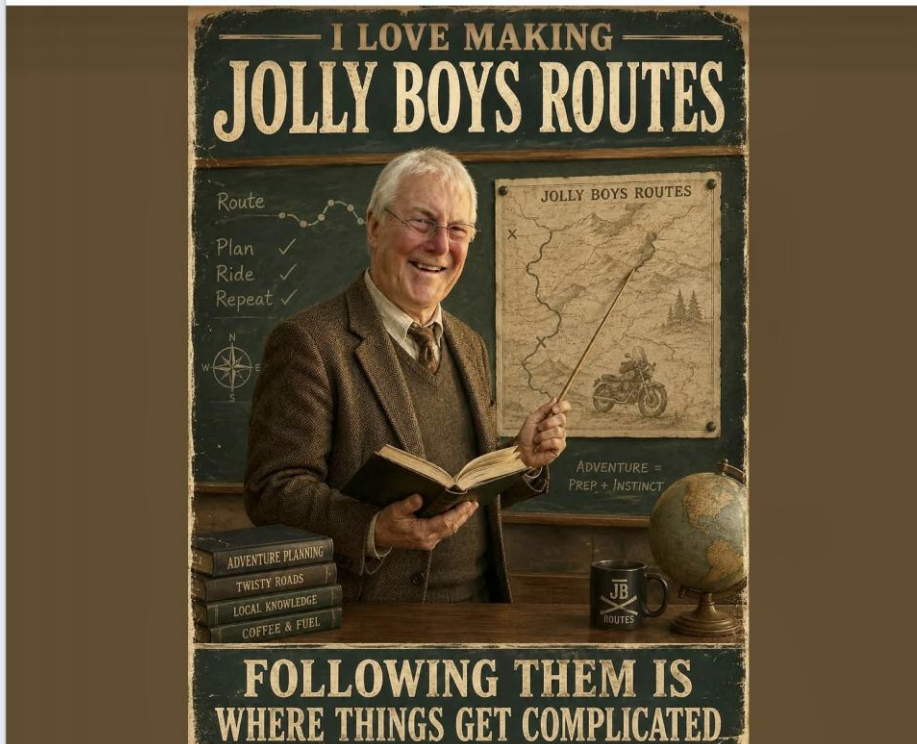




A stalwart LE club member taking things to greater lengths. All models are immaculate and drawing great interest. Ed.

VMCC IOM JOLLY BOYS 2026

Report from the Jolly Boys trip to Morcambe



AI influenced picture by secretary Gary

Photos by Steve

Itinerary	Speedo	Miles	Itinerary	Speedo	Miles
Monday 13 July			Thursday 16 July		
IOM	3230	10	Morecambe	3456	
Tuesday 14 July			Kilnsey Crag	3508	
Morecambe	3240		Leyburn	3528	
Dent BR	3271		Ribblehead V	3555	
Tan Hill Inn	3294			3582	126
	3350	110	Friday 17 July		
Wednesday 15 July			Morecambe	3582	
Morecambe	3350		Heysham Vill	3587	
Jubilee Tower	3371		Glen Vine	3593	11
Wrea Green	3426				
	3456	106			
Total IOM/IOM		363 miles			

Returned to the Strathmore Hotel in Morecambe this year which is our spiritual home. It is adequate, cheap and it does what we need. They have cleared the covered cage at the rear and we were able to park there, bikes locked in at night. But they had no beer till Wednesday's delivery, and no, they no longer do bingo and an easy quiz! Evening meals were no problem either, we tried the Pie Shop, the chippie opposite Little Bare bar, the renovated Promenade Railway Station and 2 evenings at the Dog and Partridge on Bare Lane. So the hotel location still works for us.

Rides were pretty good too, no real problems. But TOO HOT.

Tuesday Roads up to Dent Station tremendous, real harsh north Lancashire/Cumbrian Pennines. Tan Hill Inn is a beauty spot but mainly overpriced. Return via Kirkby Stephen, Sedburgh and Kirkby Lonsdale

Wednesday we traversed the Trough of Bowland and visited member Richard Lancaster and wife Lynda at their home at Wrea Green (Preston) in the agricultural engineering workshop (pr his fathers), with old gas engines running, vintage cars and bikes, food, fabulous.

Blackpool centre member Henry was a guest as well – we will be seeing him again on our MGP Rally when he will be passing on the Centenary Batton.

Coming back the choice was A6 or M6, we took the former, with traffic holdups into and out of Lancaster uncomfortable in the heat but we found a shortcut back to Bare cutting out most of Morecambe.

We had to get back in time for the World Cup footie England v Argentina, seating secured in a pub round the corner from our hotel provided we had a meal – sorted! We even got our own big screen TV.

Thursday in the Dales was to be a shortened run but we were getting on so well we still made for Gargrave and Kettlewell heading for the part hidden track behind the Bluebell Inn. One slight 'off' on green lane at Kettlewell (going too slowly?) on a notoriously slow and steep blind bend at beginning of Coverdale (go faster?) but thankfully with no damage to bike or rider. A lunch break in Leyburn found most of us rooted to the comfy seating outside the Black Swan pub in the market place.

Most bikes ran well, my own little 250 Yamaha was perfect, the difference running on new Kenda tyres was amazing (£184 the pair fitted inc new tubes from Lodge Tyres Derby Square). MSP brought his van loaded with tools, a most useful backup and insurance.

Friday The IOM ferry departs from Heysham 5 miles away from hotel at 14:15 with check-in an hour earlier. We therefore took it very easy in the morning and made our way up to the Royal Hotel car park in Heysham village for a leisurely beer and sandwich. As I had holidayed extensively in the area as a youngster I was keen to show members the ancient St Peter's church and churchyard which still held graves carved into the solid bed-rock and an overgrown pathway up to what was once Heysham Head, I suppose an early theme park and zoo. A later feature there was a go-cart track once patronised by a youthful Nigel Mansell, several photos of which were exhibited at the Royal.

Ferry home was as smooth as on a millpond with lots of suggestions for where next year's ride should take place, and more importantly, who is to organise it all, prepare routes, lead the merry throng and make sure everyone has a great time – any offers?









GOING SPARE

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

Velocette Gearbox parts, probably at least full type 9 gearbox and more, mostly early.
All parts £10 each, plus :

- Gearbox shells, type 9 and type 11 very clean (11 looks same as #12/14) £50 each
- Scrambler frame #1088/35, brought over from Los Angeles, an ex-Lou Branch Catalina Island racer inc copy original Veloce Ltd shipping invoice £950.

Also full set of late Velo scrambler only accessories inc dinner plate sprocket, reversed oil tank and double air filter, petrol tank (Valiant type) etc

- One-off cast alloy chain case for scrambler, beautiful, never used £250

Steve 494544



Triumph suit Cordura tri-tech shell, size 2XL, Tourer jacket 46/48" chest; Carrion riding trousers 40" waist; cost me new price £330 and £204, top of the range.

Warm and totally dry.

Suit 6 footer. Slightly too large for me so seldom worn, perfect condition.

£100ono for both or £50 each but like them to go Steve 494544

BSA B33 1951 500cc Very handsome bike in Devon red
£4,950ono 07624 233226



DIMEX 'Ultimate Gear' riding trousers, removable liner, smart grey camo finish, waist 40", brand new/ still wrapped/ never worn, again too big for me. £20
Steve 494544

Velocette MSS frame, with s/a, very good condition. V5 1954, UK reg in my name £450ono. Pair of fwh wheels, rims rusty but sound, not damaged £250ono the pair. Two 3 ½ gal petrol tanks £150 each. Many more Velo parts inc barrels/ pistons/ crankcases flywheels etc
Steve 494544

WANTED

WANTED for 1965 T100
Ian Gibson



1x pair of foot rests
1x rear foot brake peddle
1x cranked kick start lever
1x gear lever
1x rear wheel brake plate
Thanks Steve and thanks for helping with the wheel Ian

Wanted – CLASSIC BIKE October 1989 edition, or photocopy of BSA Victor article
Steve 494544

If you have anything For Sale or Wanted let us know, next issue Vintage Mann News in Winter 2026

Steve leonards813@gmail.com