



# Vintage Mann News

The Official Journal of the IoM Section VMCC

VMN 21 Christmas 2023



*“Rudolf was indisposed so this seemed like a good option!”*

*"December: A month of lights, snow, cosiness, and feasts; time to make amends and tie up loose ends; finish what you started and make your wishes come true."*

*"To appreciate the beauty of a snowflake it is necessary to stand out in the cold." — Aristotle*

Couldn't resist this logo – it's actually an ad header for **wemoto** but as the picture is ideal for our mag that's fine. They were long term sponsors of our famous Jurby days so why not give them a try for 'modern' bike parts.

*Advert used with thanks, all rights reserved*

‘Other sponsors are available’ as they say, so let's not forget who else continue to contribute towards club overheads :-

**Furnitureland Kestrel Insurance Ellan Vannin Fuels National Tyres  
G H Corlett Ltd Office Equipment Centre MotaWorld SCS  
Peel Copy Centre Skillan Naylor Car Company**

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

The VMCC IOM is grateful to our advertisers for their continued assistance with overhead costs.

The opinions expressed are those of contributors and not of the club or its officials.



## From the Editors 'Ed

The Vintage Mann News continues to evolve. Just calling it a Christmas issue sounds a bit cheesy, so let's do something different. The chairman still gets his slot of course as would Floggers if I had any ads to put in so please send me any details of things for sale.

I am trying to get away from repeating the excellent Facebook page, main contributors Gary, Norman and Gareth, and I have some items 'in stock' which I have not printed yet, so this will be a non-social media issue. All of us taken back to the summer of course as Vic Bates had sent in some pics which missed publication, so we have included one now, and very welcome too. And if we're missing something out then just remind me, a brief note or photo(s) and I'll do the rest.



*Cheers, Steve*

### The Value of Everything

A couple of years ago I mentioned falling values (prices?) of our beloved old bikes. Many other articles have sprouted in the bike press saying similar, and of course we were all correct. You can tell this when a potential purchaser of a high-end-collectible-bike mentioned this pending purchase on Facebook only this week and another contributor suggests that the purchaser might like to look at his similar bike first at £x000 less (!) while another contributor writes in to say that he saw that same bike sold at auction recently for only £y000!!!

On the other hand fans of eastern European bikes that used to be worth tuppence on a good day, but which were always well made though perhaps unfashionable, are picking up in value. But the real killer to the market has to be that once great British firm (where the King keeps his chickens?) now made in India, which has flooded the market with well made and priced updated replicas of what most people wanted all along, something well made, not rusting away, e/s, economic and reliable but which still remind them of their youth. For these are machines designed to be ridden, often on far rougher roads than we are used to, and not just polished and trailered to shows.

But for the real future, why not turn to the [Wemoto.com](http://Wemoto.com) web page and read all about the new Honda EM (electric moped) which has a removable/rechargeable power pack.

And to avoid frightening buyers away with tales of potential battery problems EMs will be available to buy, subscribe or rent?

What do you think?

*Ed*

# Chairman's Chat - Summer 2023

Seasons greetings!

How are you finding the new format club magazine ? It works for me and more importantly for editor Steve and is saving the Club a great deal of money! Communication is so important, and I feel we are at last heading down the right track. Gary is doing a super job with Facebook and Mike Ulyatt is working on a new website which will hopefully be up and running by the end of the year.



Websites are a wonderful tool but only if they are easy to access. Of course, they can only function properly if the site is continually updated with news, views and pics etc. Mike assures me that even an idiot like me will find it simple to use – hmm. But, we all have to take responsibility to make it work and that includes YOU!

The success of our Club is hugely dependant on those members that put their shoulder to the wheel to ensure we all have a great time. I count my blessings I have a great team of committee members that I can rely on – we don't necessarily agree on everything but generally find a way through problems – a very healthy environment. Then there are our sponsors, many of whom are club members – Andy, Gary, Dave & Jennifer, Martin, Alan, Neil, - I thank you all.

Not forgetting those that help out in the cold and damp to ensure the success of our trials championship. Well done to Shaun and his team. How about the two Dave's and their wives who hosted the best club run of the year that finished at Andreas village hall – what a great venue and afternoon. It was such a disappointment the weather was so unkind for Norman and Colleen's summer party. Thanks to Margaret – our Clubman of the Year for handling the club night raffles.

Dates for your diary:

Saturday 30<sup>th</sup> December – Christmas Hangover Run – leaving St John's at 12.00 for sausage and chips at the Marine Peel,

Saturday 17<sup>th</sup> February - Annual Dinner – Freemasons Hall Douglas – 7.00 for 7.30 pm – Tickets £25.00

Also, we are planning a giant autojumble for February – venue Andreas village hall. Date tba shortly.

Three Test days – Easter weekend (either Good Friday or Easter Monday), Tynwald Day and September 29<sup>th</sup>. We will likely have to increase the price for 2024 but the idea will be to run the events on a nonprofit basis and any surplus will result in reduced charges going forward.

I wish you all a wonderful Christmas and how about buying a new bike to celebrate the New Year – just a thought...

*Rupert*

---

**END**

---

# Jolly Boys 2024



Using same centre as last year Derwentwater Hotel at Keswick.

10 beds booked for 15-19 July 2024.

Reduced number of members next year to make control of rides easier and safer.

Please note this is a club booking and no longer in my own name, all payments therefore will be due to club.

This item appears as a matter of record only as sufficient numbers of previous attendees have already signified requests to join in next year too.

*Cheers, Steve*

---

**END**

---

## Tony's Bikes

The loss of Tony was tragic for us all, but we also lost his bikes and usage of the Old Vicarage – who else has a front lawn like that?

I keep getting asked about his bikes/house etc but regret that we over here know very little as everything has been handled by his family from across.

We hear from Tracie that the bikes were removed to UK, mainly for auction at



Stafford, and she sent an email explaining this (see below). The photo is from the Bonhams website (used with thanks all rights reserved) the removal company was WMB (we move bikes) – She goes on to say “If anybody wants bikes moving this company have been fantastic, I can highly recommend. 85 bikes all loaded with great care and consideration in 1 day.”

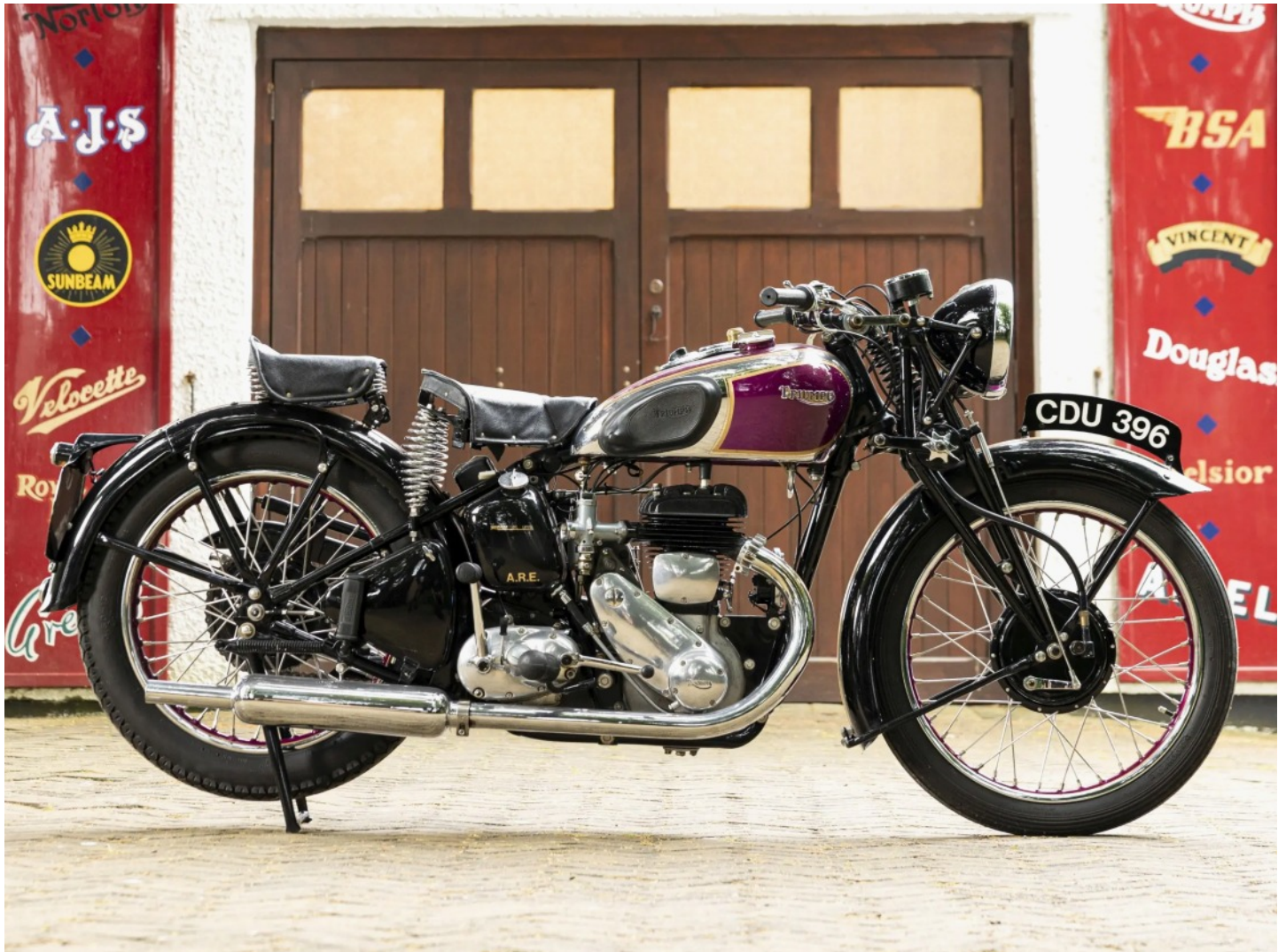
*Tracie Ward 07857 690083*

# The Autumn Stafford Sale – The Classic Motorcycle Mechanics Show

14 – 15 OCTOBER 2023

## The Anthony R. East Classic Motorcycle Collection

(One example only) 1937 Triumph 598cc Model 6S Registration no. CDU 396  
Frame no. TH.757 Engine no. 7-6S 10261C Sold by Bonhams for £10,925 inc.  
premium



**END**

**Peel  
Copy  
Centre**

1 Atholl Place  
Peel IM5 1HE

e-mail: [peelcopy@mantons.com](mailto:peelcopy@mantons.com)  
website: [www.mantons.com](http://www.mantons.com)

 Peel Copy Centre

Tel: 01624 - 843889

**PHOTOCOPYING**

Instant Photo Printing

Passport & ID Photos\*

Print from USB Drives

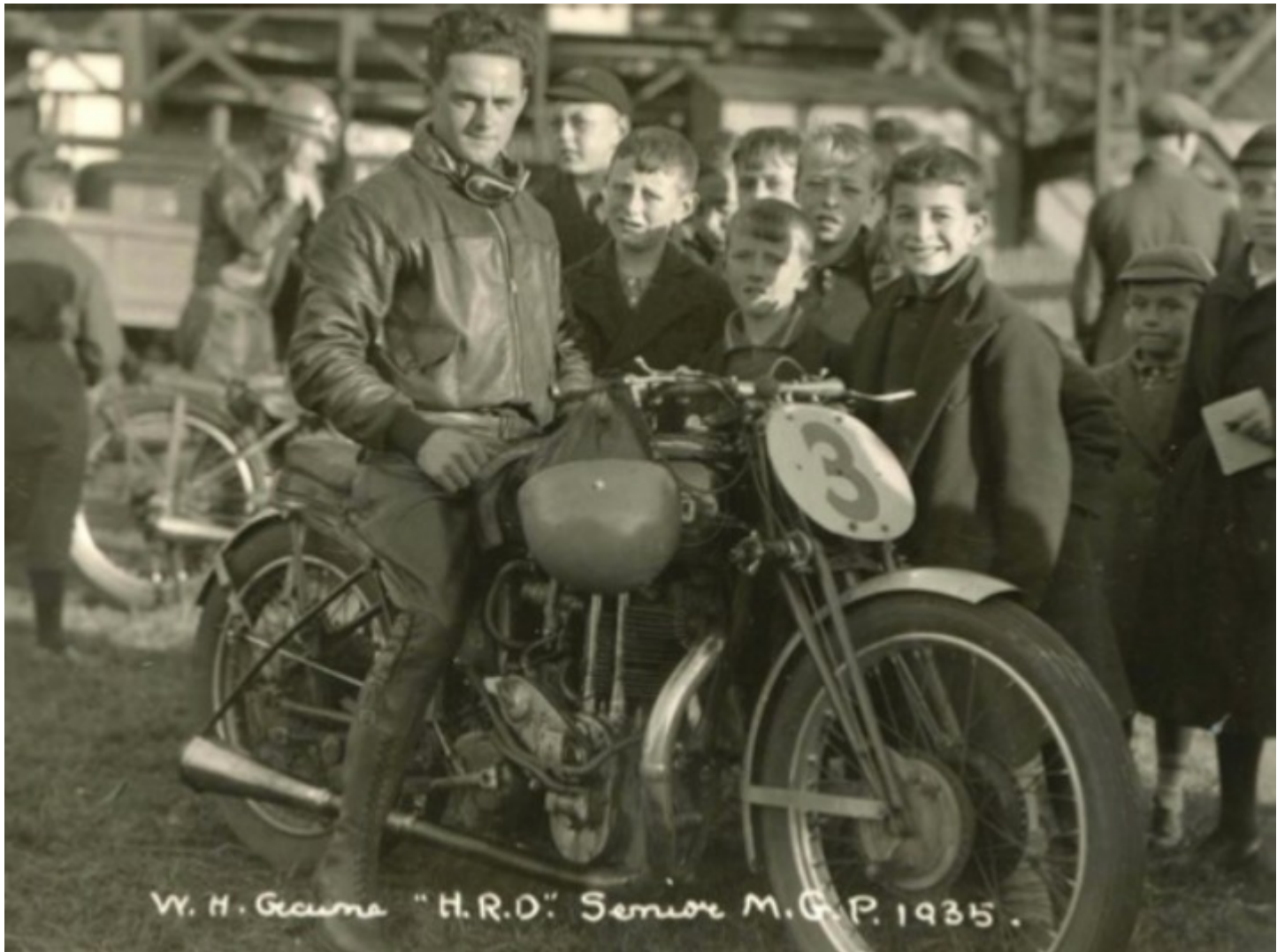
Posters/Flyers/Leaflets

Laminating/Binding

Tickets/Business Cards

\*restrictions apply

## A Manxman at the Manx Grand Prix



Helpfully captioned, this photograph shows Manxman Harry Craine mounted on a 500cc Vincent H.R.D., after an early morning practice session at the 1935 MGP. He is on a J.A.P.-engined machine of the type used by the factory at its TT debut in 1934, although just 3 months before the photo was taken, it raced its new Series 'A'-engined model at the 1935 TT.

This was to be Harry Craine's first ride in the Manx, but a pre-event report in the 'Isle of Man Examiner' of 30th August, tells how he almost missed it: *'Harry Craine . . . was injured when he crashed at Sulby Bridge on Tuesday morning. During the past few days he had been indulging in some preliminary practising for the races (official practising commences next week). When approaching Sulby Bridge it is believed he was dazzled by the rising sun and missed the corner altogether and hit the hedge. He was picked up suffering from a lacerated hand and knee and cuts on the forehead . . . taken to Ramsey Hospital. After having the wounds dressed he was allowed to leave Hospital'*. Those injuries may well have caused him to miss some of the early official practice sessions, because towards the end of practice week the 'Examiner' told how Harry turned out for the first time on the Friday morning. Of the same session, 'The Motor Cycle' commented on the *'amount of oil leaking from a*

*loose pipe on one of the H.R.D.s'*. A look at the photo suggests it might well have been Harry's machine. His late appearance meant that he only got two more sessions, but he rode well in them, setting fifth and sixth fastest times, despite sliding to earth at Governor's Bridge in one of them.

While his performances seemed to bode well for the coming Senior MGP, pre-race forecasts in 'The Motor Cycle' cast doubts on the Vincent H.R.D. entries going the full race distance of 6 laps and 226 miles, without saying why. Searching the results to discover how Harry Craine performed, we find words of the time in 'The Isle of Man Examiner', 'Ramsey Courier', 'The Motor Cycle' and 'Motor Cycling', which plot his race progress and results on a Vincent H.R.D. But the Shell publication 'History of the Manx Grand Prix' published in 1960, indicates that he was riding a Norton. Both agree that he finished in twelfth place and as the reporters on the spot in 1935 would have received pre-race notification of all changes to riders and machines, we take their words to be true.

A little more on Harry Craine tells that he was 30 years of age in 1935. Formerly among the Island's leading pedal cyclists, this was the only time he contested the Manx. He went on to ride the TT in 1938 & 1939, his best finish being tenth place in the 1938 Junior on a Norton. Contesting the first post-war TT on an Excelsior, he then moved on to do a Travelling Marshal's job at both the TT and MGP.

*David Wright*

---

END

---



*Kevin Moore*

# Test Days

Thanks to everyone who came along and supported the Test Day today, the weather was glorious and I even got a Jurby tan!!

Also big thanks to Kyle Trowel and the team at RPM Events for keeping us safe and on track. Here's a selection of photos and mug shots of today's runners and riders. Hope to see you all next time.

*Cheers Gareth*



*Above*  
Zoe Bool, unknown,  
Andy Cowie and young  
George Cowie.

*Right*  
George Cowie on his  
mum's 125 Yamaha. (not  
fast enough now!)







Pretty sure that's Trev Drinkwater



Mean, moody and er.....



Regular Manx Rally entrant Ray Thurston (VOC Velo Thrupton registrar)  
on his rare-as-hens-teeth KTT Velocette.

*Photographed at the ARA mini Jurby day by Vic Bates*

**END**

## **OIL An impartial unadvised view**

We all know what oils to use in our bikes, don't we? Do we? But what do I know? As a lad I used in the old Viper whatever I could find around the house, then read a Motor Sport mag (for F1 reviews) and started using Duckhams 20/50 when I could afford it, then GTX, note - both multigrades (with no harmful effects that I noticed). We are now led to believe that multigrades get 'sheared' quickly in ball/roller bearing engines (like my Velo). But this was 50+ years ago. In recent years I have been using straight 40 grade when I can get it, but am still not averse to



supermarket multigrade – and why not? Surely the quality of even mass produced/mass packaged/mass marketed oils in the 21<sup>st</sup> century is superior to those available half a century ago?

Well I'm not an engineer so I know nothing, but **The Petroleum Quality Institute of America reckon they do know a thing or two, and here's extracts from an article I came across recently.**

Copyright ©2012 Petroleum Quality Institute of America, LLC. All rights reserved

Oil...The code for passenger cars consists of two letters beginning with "S." The "S" is followed by a letter that advances up the alphabet from "SA" to "SB, to "SC" etc., starting in the 1920s (skipping "I" and "K"). The **current specification is API "SN"**, introduced in October 2010 for 2011 and newer vehicles (although they can be used in older vehicles as well). The second letter in the code is critical to read before buying. This is because it indicates the vehicle model year the oil was formulated to service. As shown above, API "SA" oil was the first in the API Service Classification for gasoline motor oils. These oils were formulated for use in vehicles built prior to 1930. That's right, motor oil made for cars built nearly 80 years ago! The API cautions, these oils are "obsolete" and their "use in more modern engines may cause unsatisfactory performance or equipment harm." But API SA is not alone; the API issues the same caution for motor oils designated SA through SE. Furthermore, although the API does not issue the same cautions for **SF, SG, and SH**, they make it clear these motor oils are also **"obsolete."**

So how do you recognize and avoid the use of motor oils that can harm your engine? The answer is, look for the letters that follow the words "API Service" in the API Donut. If it's not an SN, SM, SL, or SJ, then it's an obsolete oil. And if there is no API Donut on the motor oil label, **BEWARE** - because there is a chance you could be buying coffee without the donut.

It's important to note that whereas this story is about what engine oils not to use for your car, **always consult your owner's manual to determine what motor oil you should use.**

Ed PS Just checked my current oil tins, they are multigrades labelled SF and SG, now I've read this article do I bin them, or just change them more often? So all clear now?

*Ed*

*Footnote – Ad – “Duckhams Classic [Q] 10W-40 is a semi synthetic 10W-40 oil suitable for use in petrol and diesel classic car engines, including those with fuel injected, multivalved and turbo charged engines. Recommended for applications requiring ACEA A3/B3; API SG/CF”.*

---

**END**

---



## Test Day 01 October 2023

Hello Club Members.

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

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

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

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

*Cheers, Gareth Davies*  
VMCC IOM Committee



---

**END**

---

## Thursday rides out etc Gareth Davies

Only a few hardy souls (or maybe fools) braved the elements for this morning's coffee run. Nice sunshine but bloomin' freezing. Nice to see you all. Cheers

Several rides have taken place at short notice, which are usually well attended – but it has been very cold! Venues alternate between Ramsey swimming pool and Sound café.



These are announced by Gary on the club Facebook page but watch out for a change of venue.



And now for something completely different.... **Gary Corlett**

Fantastic night at the section 10 pin bowling night at the @energyfm bowling in Ramsey, thanks to the staff for looking after us so well! Pictures of our prize winners! Well done all!

*Chris Clague*

Great night again thanks to all involved

*Zoe Bool*

Thank you everyone for a great evening. Xx



---

**END**

---

# EXCLUSIVELY FROM KESTREL INSURANCE

Manx Classic Motorcycle Insurance is a brand new policy built with you in mind. Available to all UK and IOM residents, we can accommodate all needs and budgets.



## Highlights of the Policy

- £250 Spare Parts cover as standard, with higher limits available on request
- Helmet and Leathers automatically covered
- Club member discounts
- Cover available from 25 years of age and upwards
- Single Vehicle, Multi-Vehicle and Laid Up Cover
- Agreed Value
- Riding other motorcycles included

## GET A QUOTE

To obtain a quote or to find out more information about this product please contact us on **(01624) 624594** or **[info@kestrel-insurance.com](mailto:info@kestrel-insurance.com)**







## **VMCC Motorcycle Trials Section Report on the VMCC Handicap Trial at Pooil Vaaish held on 17<sup>th</sup> September 2023**

A dry Pooil Vaaish saw only 15 rider's sign up for our annual handicap trial, sponsored by Furnitureland of Ramsey. This is the trial that, in the past, has given some members the opportunity to ride some of their older machines in a safe environment. The handicap system gives advantage to the younger and older riders on older machines. Many thanks to the land owners for the use of their lovely location and to everyone who turned up to ride, observe and support the event. The next championship trial is at South Barrule on the 15th October at 1:30.

### **The results of the trial are:**

1st, Steve Lace 14 marks; 2, Aleya Taggart 17; 3, Summer Peters 22; 4, Neil Kerruish 23; 5, Barry Teare 25; 6, Mark Kemp 29; 7, Aaron Smith 30; 8, Tom Walker 30; 9, Harrison Doyle 31; 10, Will Quirk 43; 11, Simon Skillicorn 44; 12, Chris Palmer 45; 13, Billy Booth 64; 14, Kylan Murphy 88; 15, Peter Faragher 114;

## **VMCC Motorcycle Trials Section Report on the VMCC Trial at Dhoon Quarry held on 19 November 2023**

A mild but very wet Sunday afternoon greeted 21 competitors for the penultimate round of the, Furnitureland of Ramsey sponsored, VMCC IOM section Trial 2023 championship round at Dhoon Quarry.

The slippery terrain produced some great rides, with many riders finishing with the same low points lost, causing some positions to be determined by which riders were

able to keep a clean score sheet the longest. As always the club thanks the land owners and everyone involved in making these events a success.

Our Grand Finale of 2023 will take place at the fantastic Knock Froy on the 17th December for the Mince Pie Trial.

*Photos from Gary*





## **Manx Two Day Trial** is feeling excited in **Isle of Man**.

[24 November at 00:19](#)

\*\*\*2024 Entry Details\*\*\*Entries open 1st December\*\*\*

It's just one week until entries go live for the 2024 Manx National 2 Day Trial!

Catering for both Solo and Sidecars the Manx remains one of the 'must do' National Trials each season.

Taking place on 13th & 14th July, this will be the 69th edition of the popular event and entries are expected to fill up quickly.

Details of how to enter will be posted nearer the time so get your riding buddies lined up and ready to act as soon as the entries open.

This year payment won't be required until you have confirmation of a ride, which we hope will assist with you getting entered in double quick time

We look forward to seeing you on the Island in 2024.

*Andrew Cubbon*

**The results of the trial are:**

**VMCC Members 'A' Route**

1, Steve Lace (BSA Bantam) Five; 2, Jim Davidson (Triumph Cub) 28; 3, Ashley Gardner Jnr (Triumph Cub) 31; 4, Mark Kemp (Fantic 200) 123.

**VMCC Members 'B' Route**

1, Mike Kerruish (Fantic 200) Five (furthest clean); 2, Simon Skillicorn (Honda TLR) Five; 3, Billy Booth (Montessa 309) 14 (furthest clean); 4, Jon Duncan (Yam TY 250) 14; 5, Brian Kinrade (Fantic 240) 14 (less cleans); 6, Peter Faragher (Gas Gas) 49; 7, David Haynes (Ariel HT3) 53.

**Invitation 'A' Route**

1, Mark Barker (Beta 300) Seven; 2, Aaron Smith (Gas Gas) 10; 3, Daniel Marshall-Smith (Scorpio 250) 16; 4, Ian Lees (Yamaha 175) 18;

**Invitation 'B' Route**

1, Mike Stevens (Montessa) One; 2, Paul Smith (Beta 300) 16; 3, Tony Stevens (Gas Gas) 60;

**Invitation Youth 'A' Route**

1, Liam Barker (Beta 125) Four; 2, Harrison Doyle (Beta 80) 13;

**Invitation Youth 'B' Route**

1, Danny Cain (Beta 80) 44;

**END**

---

# G. H. Corlett Ltd.

The Veteran Family Business *(Established 1835)*

High Class Jeweller and Watchmaker

The Island's leading Trophy Specialist and Engravers  
Trophies, Shields and Medals available for all sports.

Call in and view our extensive range of Trophies,  
Watches, Clocks and Beautiful Jewellery



4 & 6 Castle Street, Douglas.  
Tel: 676762 Fax: 661779  
e-mail: ghcorlett@manx.net  
www.ghcorlett.com

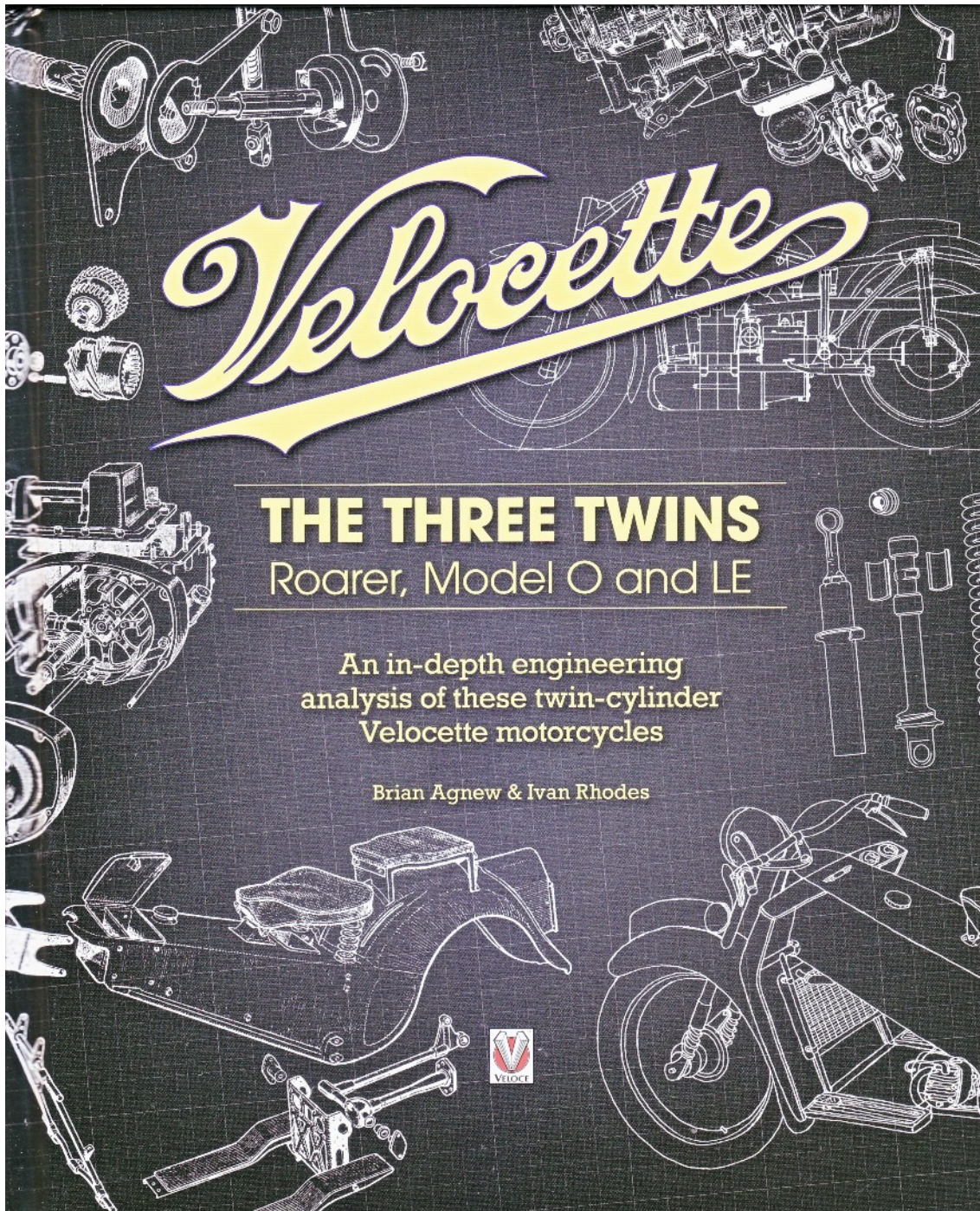




# Book Review



by Jonathan Hill (Dorset)



Starting with a brief history of the Veloce company and the designers and engineers involved with these machines, this book provides a detailed analysis of the design features common to all three twins, as well as the design influence of the LE. Although development of the LE was flawed, the honesty and ingenuity of the design is rightfully acknowledged.

In the late 1930s, with increased foreign competition and hopes for a Senior TT victory, a new specialised machine was required and so emerged the Roarer, so-called because of its low frequency exhaust note – a 500cc supercharged air-cooled single o.h.c. vertical twin, shaft-driven, with the drive shaft enclosed within the rear suspension's swing arm. Designed by Harold Willis and Charles Udall, to neutralise vibration Willis used two contra-rotating crankshafts geared together, effectively combining two vertical singles side-by-side in the frame, resulting in a 100 per cent balance factor. Stanley Woods tried out the completely undeveloped machine during the 1939 TT practice and said that it was uncannily smooth, fast and handled superbly.

At the time the Roarer was being built, Australian Phil Irving was charged with laying out drawings and producing a prototype road version of the same basic design; common features being a vertical twin with contra-rotating cranks and shaft drive. This became the Model O, with a 600cc o.h.v. engine with twin carburettors. The machine features a stressed skin rear section with swinging arm suspension featuring adjustable spring damper units in slots – patented by Veloce Ltd and Irving. The Model O was intended to be a mass produced grand tourer – virtually vibration free, fast and reliable.

The LE or little engine went on sale in 1948 to be the “everyman's motorcycle,” suitable both for the commuter or the housewife with its quiet and smooth running engine and weather protection. With its water-cooled, horizontally-opposed side-valve engine of 150/200cc, with shaft drive, it was one of the most sophisticated commuter bikes ever. Sadly Veloce overestimated the demand and sales were very poor only to be rescued by large subsidised orders from police forces for the next 20 years.

An excellent and well researched book by Brian Agnew and Ivan Rhodes, who owns, restored and demonstrates both the Roarer and the Model O. Highly recommended.

## **“Velocette – the three twins” Roader, Model O and LE**

An in-depth engineering analysis of these twin-cylinder Velocette motorcycles.

Dedicated to Grahame and Adrian Rhodes,  
who put so much effort into restoring the Roarer.

Authors: Brian Agnew and Ivan Rhodes

Published by Veloce Publishing Ltd., Veloce House, Parkway Farm Business Park,  
Middle Farm Way, Poundbury, Dorchester, Dorset DT1 3AR

Tel.: 01305 260068

E-mail: [sales@veloce.co.uk](mailto:sales@veloce.co.uk)

Hardback, 255 x 207mm (portrait); 120 pages with 97 colour and b&w photographs..

ISBN 978-1-787119000 UPC 6-36847-01900-6

£25 (UK); \$31 USD; £42 CAD; \$48 AUD

# 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)



## STEWART CLAGUE SERVICES LTD

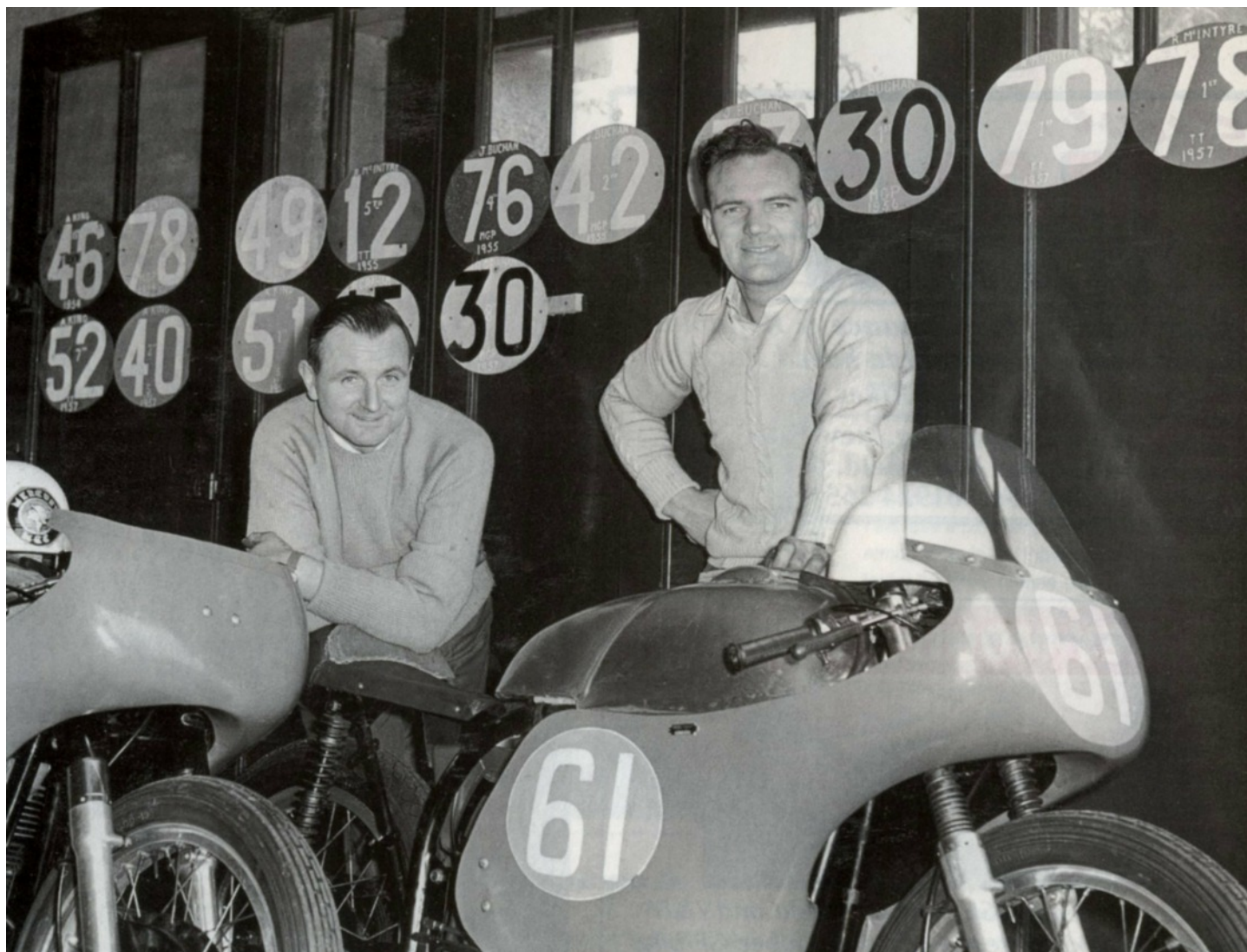
Ballannette Park, Baldrine  
Isle of Man, IM4 6AJ

tel: 01624 628424  
fax: 01624 612234

email: [admin@scs.co.im](mailto:admin@scs.co.im)  
web: [www.scs.co.im](http://www.scs.co.im)



## Do you recognise this location?



The rider on the right is Bob McIntyre who won the 1952 Junior MGP, the 1957 Junior and Senior TTs and the 1959 500cc Formula 1 TT. On the left is Alastair King who was so nearly a MGP winner and who did win the 1959 350cc Formula 1 TT. Both were members of the Glasgow Mercury MCC (see helmet transfer) and for some of their careers were sponsored by Joe Potts.

Many stories could surely be told in relation to the TT & MGP races in which the number plates fixed to these garage doors were used. The 3 plates required to be carried by a machine during a race used to be provided by the race organisers. Riders had to leave a redeemable deposit on the plates, although the photo makes clear that not all reclaimed their money.

The race plates to the left are from some of Alastair's Island rides, those to the right from Bob's and some in the middle were used by fellow Scot and 1956 double MGP winner Jimmy Buchan.



Among Bob's plates, numbers 78 and 79 were the ones allocated to him for the 1957 TT in which he rode a Gilera to victory in the Junior (No. 79) and Senior (No. 78) races. It was in that 1957 Senior race that he became the first rider to lap the Mountain Course at 100 mph.

While those 78 and 79 plates were allocated to Bob and can thus be considered as historic artefacts, were they actually fitted to his race-winning Gileras? It was still the time of 'dustbin' full fairings and photos from the race seem to show that the Gileras actually ran with numbers that were painted on the nose and sides of their fairings, thus doing away with the need to affix the organisers number plates.

The date of the photo is not known, but the Nortons in the picture are both fitted with dolphin-type fairings which became obligatory wear after the FIM banned full streamlined enclosure at the end of 1957. However, such fairings were also in use before that ruling. The carrying of number 61 suggests that the bike was for short circuit use, for by 1959 the ACU had introduced limited seeding of top riders at the TT, where both Bob and Alastair would have received low single figure race numbers.

Sadly, both men were killed in 1962, Bob in a racing incident at Oulton Park and Alastair in a road traffic accident.

One other question that remains to be answered: was that garage on the Island?

*David Wright*

---

**END**

---



# VMCC IOM Section Calendar

**Don't forget Hangover run, Saturday 30<sup>th</sup> December, 12 noon start from c/p opposite the old Farmers Arms, St Johns. Chips and drinks afterwards at Marine, Peel promenade**

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

Date	Event Name	Type	Time	Contact	Contact Tel
11 <sup>th</sup> Jan	January Club Night Awards Night	Social	8pm Vagabonds	Gary Corlett	<a href="mailto:secretary@vmcciom.org">secretary@vmcciom.org</a>
21 <sup>st</sup> Jan	Old Stony Mountain	Trial	1:30pm	Shaun Seal	Tel: 485133
TBA	Coffee Run Out	Social	11am	Rupert Murden	<a href="mailto:murdy916@gmail.com">murdy916@gmail.com</a>
8 <sup>th</sup> Feb	February Club Night TBA	Social	8pm Vagabonds	Gary Corlett	<a href="mailto:secretary@vmcciom.org">secretary@vmcciom.org</a>
17 <sup>th</sup> Feb	Gala Dinner	Social	7:30pm Dgls Masonic	Rupert Murden	<a href="mailto:murdy916@gmail.com">murdy916@gmail.com</a>
18 <sup>th</sup> Feb	Carnagrie	Trial	1:30pm	Shaun Seal	Tel: 485133
14 <sup>th</sup> Mar	March Club Night AGM	AGM	8pm Vagabonds	Gary Corlett	<a href="mailto:secretary@vmcciom.org">secretary@vmcciom.org</a>
17 <sup>th</sup> Mar	Ballagaraghyn	Trial	1:30pm	Shaun Seal	Tel: 485133
3 <sup>rd</sup> Apr	Road Run	Road Run	2pm		ORGANISER NEEDED
29 <sup>th</sup> March??	TBC Test Day	Test	All Day	Gareth Davies	<a href="mailto:gazanddee@manx.net">gazanddee@manx.net</a>
11 <sup>th</sup> April	April Club Night TBA	Social	8pm Vagabonds	Gary Corlett	<a href="mailto:secretary@vmcciom.org">secretary@vmcciom.org</a>
21 <sup>st</sup> Apr	Arassey Plantation	Trial	1:30pm	Shaun Seal	Tel: 485133
20 <sup>th</sup> -22 <sup>nd</sup> April	Stafford Show				
22 <sup>st</sup> Apr	Road Run	Road Run	2pm	TBA	TBA
9 <sup>th</sup> May	May Club Night	Social	8pm	Gary Corlett	<a href="mailto:secretary@vmcciom.org">secretary@vmcciom.org</a>
12 <sup>th</sup> May	Bob Thomas Road Run	Road Run			
18 <sup>th</sup> May SATURDAY	Bim's Field	Trial	1:30pm	Shaun Seal	Tel: 485133
27 <sup>th</sup> May To 8 <sup>th</sup> June	TT Races Period				
16 <sup>th</sup> June	Harold Rowell Memorial Run	Road Run	2pm Start QB Car Park	TBA	
23 <sup>rd</sup> June	Absent Friends Road Run	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	TBC Test Day????	Test	All Day	Gareth Davies	<a href="mailto:gazanddee@manx.net">gazanddee@manx.net</a>
4 <sup>th</sup> July	July Club Night 1 week early	Social	8pm at Vagabonds	Gary Corlett	<a href="mailto:secretary@vmcciom.org">secretary@vmcciom.org</a>
7 <sup>th</sup> July	Charles Craine Run	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> July - 19 <sup>th</sup> July 2023???	<b>Jolly Boys Outing TBA</b>	Tour	Mon-Fri	Lost Leader?	Leonards813@gmail.com
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	secretary@vmcciom.org
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	gazanddee@manx.net
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>				
12 <sup>th</sup> Sept	<b>Sept Club Night TBA</b>	Social	8pm at Vagabonds	Gary Corlett	secretary@vmcciom.org
15 <sup>th</sup> Sept	<b>Handicap Trial Venue TBA</b>	Trial	1:30pm	Shaun Seal	Tel: 485133
22 <sup>nd</sup> Sept	<b>Poker Run</b>	Road Run	2pm	John Holt	johnholt@manx.net
6 <sup>th</sup> Oct	<b>Test Day</b>	Test	All Day	Gareth Davies	gazanddee@manx.net
10 <sup>th</sup> Oct	<b>October Club Night TBA</b>	Social	8pm at Vagabonds	Gary Corlett	secretary@vmcciom.org
12 <sup>th</sup> -13 <sup>th</sup> October	<b>Stafford Show TBA</b>				
20 <sup>th</sup> Oct	<b>South Barrule</b>	Trial	1:30pm	Shaun Seal	Tel: 485133
14 <sup>th</sup> Nov	<b>November Club Night</b>	Social	8pm at Vagabonds	Gary Corlett	secretary@vmcciom.org
17 <sup>th</sup> Nov	<b>Dhoon Quarry</b>	Trial	1:30pm	Shaun Seal	Tel: 485133
12 <sup>th</sup> Dec	<b>December Club Night Bring n' Buy???</b>	Social	8pm at Vagabonds	Gary Corlett	secretary@vmcciom.org
15 <sup>th</sup> Dec	<b>Knock Froy</b>	Trial	1:30pm	Shaun Seal	Tel: 485133
Dec	<b>Hang Over Run</b>	Social	TBA	Rupert Murden	murdy916@gmail.com

The date and timings may be subject to cancellation or change due reasons beyond our control.

	<b>1 Atholl Place</b> <b>Peel IM5 1HE</b> e-mail: peelcopy@mantons.com website: WWW.mantons.com	<b>PHOTOCOPYING</b> Instant Photo Printing <b>Passport &amp; ID Photos*</b> Print from USB Drives Posters/Flyers/Leaflets Laminating/Binding Tickets/Business Cards
	 Peel Copy Centre Tel: 01624 - 843889	<small>*restrictions apply</small>

# 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: 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 37,600 miles

Previously owed by Steve Cox

Colour blue and black

Taxed to July 2024

£6000 - Contact Graham Wilcock

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



**BEST PRICES IN TOWN!**

**10% DISCOUNT**  
for VMCC Members (with membership card)

**PRICE PROMISE**

**BATTERIES IN STOCK FOR ALL MAKES & MODELS**

**HUGE STOCK OF MOTORCYCLE TYRES  
AGRICULTURAL TYRES & MOTOCROSS TYRES**

And if you find the same quality product locally, at a lower fitted price within seven days of purchase, we'll refund you more than the difference.\*

**01624 675774**  
OR FAX US ON: 01624 670517  
OPEN MON TO FRI 8.30-5.30  
SATURDAY 8.30-12.30  
\*Conditions apply - ask for details.

**NATIONAL**  
TYRES AND AUTOCARE  
45-46 DERBY SQUARE, DOUGLAS  
Visit our website at [www.national.co.uk](http://www.national.co.uk)



© 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!

