

But before I get on to sports and social news, I would like on everyone's behalf, to wish Frank Leaver all the luck in the world for a speedy and complete recovery to full health. For those who do not know, Frank has been seriously ill recently and at the time of writing is to undergo an operation. So our best wishes go to Frank and Doreen and let us hope it is not too long before we see them both at the club.

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When the last news-sheet was "published" we were up to our necks in scrambles; one was hardly over when the next was on top of us. But now the dust has settled we have had time to look back and the general impression is quite favourable. While details are not available at the moment, we have the final profit on the two scrambles: it is £56 9s. 1d. Not a lot you may think for all the work that went into them, but it was at least a profit and these days, that is really something. However, the person best qualified to speak on the matter is of course the Sports Secretary.

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So Manchester "17" Scrambles can be made to pay after all! This is the gratifying conclusion to be gained now that this season has ended. This reversal in our fortunes follows a series of dismal financial failures at our New Mills course, which almost put paid to the club and scrambles for good.

After our catastrophic meeting in April 18 months ago, it was decided to abandon meetings until such time as the club could afford the risk of trying once more. However, news of a possible take-over bid at Shedyard brought the matter to a head and it was with some misgiving then, that early this year, arrangements were made once again with the farmer to stage two meetings in 1965.

Those pessimists among us had reckoned without the enthusiasm to be found in some of our newer members. Apart from the usual work in laying out the course, advertising was laid on the hard way - hand-outs, through letter-boxes, given out at other scrambles and speedway meetings - several thousand in all - let a lot of people know what was happening.

The results of all this extra work was plain to see; the people rolled up to see some really exciting racing and due to good organisation at the gate, they paid to see it.

This, then, is perhaps the start to bigger and better meetings. If we can regularly show a profit albeit a modest one, we can then afford to spend more on advertising and offer better prize money to attract the stars and maybe put Manchester "17" into big-time scrambling.

We were fortunate in having dry, not to say dusty conditions for both meetings - a minor miracle this summer - and reversing the direction of the course proved a popular move with competitors and spectators. Although our second meeting gave Peter Ormesher some easy rides, it must be remembered that our date clashed with four other meetings in neighbouring centres and we did well to field 68 riders. The July meeting produced some real thrills as Brian Hatton battled for supremacy.

Meanwhile, our dates for next year are arranged - 17th April, 17th July and 4th September. Plans are afoot for increasing prize money and tackling the car park problem. If you have any ideas on the subject don't sit on them. We will need your support and enthusiasm to make scrambling a money-spinner for the club, not merely a financial extravagance! We surely have the best course in centre - let us make the most of it.

R.L.A.

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I was interested to see the scrambles dates for next season. In particular the first scramble is a little early in the season and some of the big boys will possibly be between the devil and the deep blue sea; the B.B.C. Grandstand series will most likely be finished and the Continental season will not really have got into full swing. If we get a few real stars in our meeting it could be a big step towards the "big-time scrambling" that Pev mentioned. Let's hope so.

Although this summer has been worse than some winters, and a lot of people have had their holidays ruined by the monsoons, one party of enthusiasts seem to have enjoyed themselves. George Long tells all:-

This year's visit to the Island was spent at the Beech Hotel, Ramsey (all mod cons including swimming bath and chef de cue). We appeared to have a waitress who was new to the job, and for breakfast one of the party had kippers, bacon and eggs served on one plate.

The racing was very exciting, although there was one accident in the 350's when Fred Stevens and machine parted company, the machine hitting a group of marshals who were standing on the course talking about fly-fishing. The rest of the day was spent by our party, stretcher-bearing.

'Hairy' noticing the amount of sympathy that Frank was getting with his bad back, decided to perform a "pas de deux" off the top step at the swimming baths. It took Doreen and a couple of nights to cure that. Me, I could find no excuse. Two of our party won prizes in the fancy dress ball one being a half pint glass, but nobody seems to be willing to fill it for me.

DIGBY

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Coming a little more up-to-date, on the 19th September our Autumn Trial was enjoyed by all except Don Myers, who finished up with a rather bent bike. Don said afterwards that it happened when he took one section upside down, but I, for one, have my doubts on the matter. Don is no light weight.

The event attracted an entry of 42 solos and 5 side-cars and the results were as follows:-

PREMIER AWARD

B.K. Rodgers 250 Greeves 37 marks lost

RUNNER UP

B. Dawson 250 BSA 43 " "

1st CLASS AWARDS EXPERTS

H. Lloyd 250 Sprite 44 " "
J.F. Roberts 250 Greeves 47 " "
P. Walker 250 Ariel 53 " "
I.C. Shennan 200 Triumph 55 " "

Best S/C

A.H. Bisby and H. Chambers 500 Ariel 63 marks lost

1st Class Award

P. Wraith and E. Breland 500 Ariel 73 " "

2nd Class Award

R.S. Rutherford and D. Hampson 500 Corsair 104 " "

BEST NOVICE

B. Atkin 250 Sprite 102 marks lost

1st Class Awards Novice -

P. Charlesworth 200 Triumph 103 " "
A. Grindrod 250 Greeves 118 " "
R. Footitt 200 Triumph 121 " "
G. Howe 250 T/B 123 " "

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What we hope will be the "Annual Treasure Hunt" was held on October 10th and it posed me quite a problem as no less than three people wrote articles for me about it. Quite a problem, because when people have taken the time and trouble to write an article for me, the last thing I want to do is to discourage them by not printing it, and in this instance all three are good and I don't really think they overlap much, so I think I will print all three starting with the organiser Moses.

Although ten other clubs were invited to send entries for this event, the total entry was only 17 bikes (2 were sidecars). However, all competitors seemed to enjoy themselves. An hour after the last competitor started, I set off to make sure no one was in trouble. The result was a bent footrest and handlebars, a shattered front mudguard, burnt out electrics (?) and a snapped chain. None of the competitors had any trouble.

MOSES

And from the other side of the fence i.e. the competitors' Ted Stobbs' impressions of a very enjoyable afternoon:-

1.30 p.m. Sunday 10th October

The club treasure hunt is under way. First the congregation of riders at the Bull's Head as transferred to the 'Drag Strip' adjacent to the old Greyhound Stadium on the Macclesfield Road, where a special test is conducted.

This constitutes slow riding ability and reveals that some members at least should enrol for the next R.A.C.-A.C.U. Training Scheme Course. A test of lights and horn follows, and demonstrates the excellence of British tooter manufacture.

After being shown heavily disguised photographs of some of the objects to be identified 'en route' the riders dribbled off to the starting point proper at the canal bridge on the Marple-Hayfield road. The list of clues given to each rider consisted of questions concerning landmarks which were to be passed, seen or unseen, on the route. The area covered by the event was between Marple, Hayfield, Mew Mills and Hazel Grove, a surprising amount of the course being over unmade roads, similar to (and including) the one which passes by the Low Leighton scrambles field.

Rocks, steep hills, and fords aplenty, provided much entertainment. One old chap on a cycle waved me to stop when approaching one ford to try and dissuade me from crossing, so grabbing a handful of throttle, the waters were parted like the biblical Red Sea.

Return to base was accomplished by about 4.30 p.m. after a most enjoyable run in perfect weather. It is believed that more than a footrest received a kick, say no more! Credit must be given for excellent organisation and thanks to the many new faces, some from the local Triumph Owners Club, without whom the event would have had ruinous support. On reflection the route covered, plus a little extra poring over a hot map, would provide a perfect club run. How about it Moses?

ED.

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And finally on the treasure hunt that Pastornak of the "17" club George S.S. Long again:-

The Annual Treasure Hunt, or was it the 'Six Days' was well supported by the 'Riders' of the club. Everybody got off to a good start - Dave Abrahams forgot to collect the money.

After performing on the wobble-wobble and looking at three photographs we made Marple, then after less than a 1/4 mile we had a foretaste of what was to come - a rough road more like the first section of the Six Days. Five or six miles further on many members had different views of what they thought of the clues. One early starter had kindly turned the board giving the direction of Rowarth through 90°. Once on the right route we were soon 'six daying' towards Charlesworth, Hayfield and across the 'cart track' that passes the scramble course to Chinley and up Silk Hill to Whaley Bridge then Disley via Kettlethulme, Marple and to the Bull's Head. The course was 31 miles long but Brian Glynn managed to clock 80 miles, we think it was Susan leading him 'up the wrong path'.

Soon our organiser arrived ammeter burning, no front mudguard, footrest and handlebars bent, after being cast-off on loose stones. Now I think we ought to club-together and buy him a pair of roller skates, then he can't plan any more excellent Treasure Hunts.

DIGBY

One 1st word on the treasure hunt, I heard at the club last week that one competitor broke down while heading South through Nantwich. Don't know what he was after, but it certainly wasn't the treasure.

TREASURE HUNT RESULTS

<u>Position</u>	<u>Driver</u>	<u>Navigator</u>	<u>Marks lost</u>
1	Dave Lawson ("17")	Margaret Chadwick	100
2	George F. Long ("17")	-	130
3	(Edward Stobbs ("17") (P. Brigham	- W. Thompson	150 150
5	Trevor G. Cowdrey ("17")	-	175
6	B. Lamb (T.O.C.)	K. Ewan	180
7	(S. Birchall ("17") (Brian Kennedy ("17")	H. Hall -	190 190
9	L.J. O'Donnell ("17")	J.W. Ogden	206
10	Brian Glynn ("17")	Susan Clayton	220
11	B. Senior	A. Rosenthal	253
12	A. Brown ("17")	H. Chapman	255

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Nice to see Geoff Bibby out and about again after his injury. Almost back to normal in fact. Another member in the same position is Len Norton, although Len has a long way to go yet. Also out of action at the moment is Roger Hartley, who, I believe, bent himself as well as his bike. Let's hope we see him back at the club fairly soon.

It's nice to see so many new members turning up on Thursday nights, but I cannot help feeling it's rather a shame more of them don't enter trials or scrambles etc. We used to have an excellent reputation for sporting members.

The latest member of the club to get a new bike is Ted Stobbs, who after having some terrible luck on three wheels has bought himself a very smart flying banana (Fulmar).

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Just before I sign off for this time there are a few important dates for your diary:-

- Nov. 11th Film Show - Victory of Motor Racing Part 3, 1930-1934 (The Titans) The Roughriders.
- Nov. 18th The Annual General Meeting will be held on Thursday 18th November, 1965 at 8.30 p.m. at the Club Room (Bull's Head, Hazel Grove.)
Please will all full members make a real effort to be there. It is no use missing the A.G.M. and then criticising any of the newly appointed committee. You might say "This burke who writes the News-Sheet has not the first idea what he is talking about". Well, if you go the A.G.M. there will be a better chance of the people you think will make a good committee, getting voted on. Don't forget the time 8.30 p.m.
- Dec. 9th Film show - The History of Motor Racing (Part 4) 1935-1939. "The Titans".
- Dec. 10th Dinner Dance.
- Dec. 12th The Northern Experts Trial.
This gives you just one day to sober up, because as many of you as possible will be required as observers. This is extremely important. This is a fine star event and we must have 100% support.

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The next news-sheet will be published about a week before Christmas (which is quite a frightening thought: I had better rush off and do some Christmas shopping!)

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