

November 1967

MANCHESTER "17" MOTOR CYCLE CLUB
NEWSLETTER

You may remember my request for "Letters to the Editor" Well at last I've received one. All I can say is - thank you.

LETTER TO THE EDITOR

Dear Ed,

Most of you will be aware of the recent letters in the Motorcycle Press regarding the hopeless lot of Trials Observers.

Despite what riders think the fact still remains that observers are still very necessary and without them there would be no trials to ride in.

At the recent Championship Trial, only a handful of riders took the trouble to let on to me and only about 50% even bothered to make sure I hadn't gone to sleep before entering the section. Don't forget if your number is missed it is presumed that you missed the section.

So come on lads, remember, just a word or two to the "poor sod" who's stood in the cold and wet all day to help you enjoy yourselves, makes all the difference.

Signed

"A POOR SOD"

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A few weeks ago Ian Bradshaw gave me a copy of the letter reprinted below. It is addressed to his M.P. Arnold Gregory. As yet he has not had a full reply but perhaps there will be one for the next newsletter.

Dear Sir,

Next year the Minister of Transport is hoping to bring about a law restricting 16 year olds to riding motor-cycles of 50cc. As a policeman and an RAC/ACU Motor-Cycle Training Scheme instructor, I feel that I must protest strongly about this. I believe that this law will ~~not~~ ^{only} delay the road ~~accident figures~~ and not reduce them. I also believe that the only way to reduce motor-cycle accidents is to train the riders on a special course incorporating all aspects of motor-cycling and finishing with a test which is greatly improved on the present M.O.T. test. This is being done at present up and down the country by groups of enthusiastic motor-cyclists who have road safety in mind.

The RAC/ACU Training Scheme which operates in Stockport trains nearly 100 motor-cyclists every year and this is possible because a group of approximately 15 people are willing to give up their Sunday mornings to train them. Surely the M.O.T. can do some positive thinking for a change instead of attacking the problem in a half-hearted manner. I would also like to point out that today's motor-cyclists are tomorrow's car owners, and it is a well known fact that ex motor-cyclists tend to be safer car drivers.

I would appreciate your views on this matter, and would be grateful if you would allow me to publish your reply in the Manchester 17 Motor Cycle Club's Newsletter.

Yours faithfully,
IAN BRADSHAW

A RACING BARGAIN

After reading Paul's article on the Charles Mortimer Motor Cycle Racing School, I got down to seriously thinking about owning a racing bike. Whilst over in the Isle of Man for the Manx Grand Prix my enthusiasm was further fired and I decided to buy one as soon as possible.

On searching round the island I found what I believe to be the ideal bike, although it was completely dismantled I decided it was a bargain at the price asked. Still in pieces, the bike was transported back home.

When I returned from my holiday, my first thoughts were of rebuilding the bike, but on surveying the pieces, which included 4 carburettors and 4 glistening exhaust pipes, it looked a picture with the 4 carburettors fastened to the rear of the cylinder head. The engine was then fastened into the frame and the bike was really starting to take shape. The rest of the bike was soon finished and what a potent machine it looked with the 4 cylinder engine nestling snugly in the frame.

So the 1956 Gilera 4 is finished, but I'm afraid that after all this trouble of rebuilding it, it will never be raced because this particular Gilera was made up from one of Tarquinio Provini's model kits, and it is now sitting on the television at home.

IAN BRADSHAW

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As you can see, Ian has been unusually prolific these last few weeks. At the risk of sounding uncharitable, I hope it is not always necessary for someone to fall off his bike and spend his recovery time writing for the newsletter. I might even knock a few of you off, then I could fill the next issue.

ROCKET TRIAL

On Friday evening, the 20th October, about eight bikes and two cars met at the White Horse, Horwich End, for our first Rocket Trial. After showing the competitors where to start, I went to join Denis and Christine to fire the rockets. About four minutes after the first rocket, a bike went past and then back again before the second rocket. The lads on the bike eventually reached us after the fourth rocket, they had used a map and compass, and if they had waited for the second rocket, they might have been first home. As it happened, Dave Lawson was first (after the second rocket) and wins a free subscription for 1968.

Brian Kennedy stopped to wait for a rocket, by a sharp bend on an unlit lane. He then heard two bikes approaching so quickly he thought he was on the motorway, when all of a sudden there was a terrific screech of brakes and tyres quickly followed by a CRUNCH. I won't embarrass the riders by giving their names but it's the second time that Andy's A10 outfit has lost it's sidecar. Although no-one appeared to be badly hurt at the time, I have since learnt that Reg Wooley, who fell off his 250cc AJS, has broken his wrist. I hope it soon heals and doesn't put him off motor-cycling too much.

Apart from the above catastrophe all went well, except for a certain Goldie rider that is. I've been told that his silencer fell off after a few hundred yards from starting and then his dynamo fell off. When asked what was holding it on, he said only the drive, as he had lost the screws some time ago!

(No comment!) Needless to say, he returned to the White Horse, where most of us met after the run.

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Trevor Cowdrey our Training Scheme organiser, thinks that the scheme may be in danger in the future due to government policy, I think. If the scheme is closed down altogether, it will obviously be a great loss not just to our club but to any youngster who wants to start motor-cycling in the right and safest way. However, there are vague rumours of a more official form of the scheme with "qualified" instructors!

With more emphasis on riding and less on maintenance. Personally I welcome the idea of an officially supported scheme as this will almost certainly mean more up-to-date machinery and more rigid forms of instruction to do away with individual instructors teaching their own pet ideas whether right or wrong. However, I think it is a great mistake to cut down on maintenance instruction. A young rider may not want to do his own maintenance but he won't even get it done professionally if he doesn't know it must be done. For example, it is surprising how many motor-cyclists do not know that their wheels must be aligned. Mis-alignment can easily cause a rider to fall off and surely the whole aim of a training scheme is to make motor-cycling safer for the trainees.

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AUTUMN PARTY

I thought the Autumn Party was a great success, I certainly enjoyed it myself. Much better than the Boxing Day Party! Trevor Cowdrey and his "Cumbrian Folk" made all the difference, and I'd like to say thank you Trev.

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For anyone who hasn't already heard our treasurer is now the proud father of a little girl called Joanne Olivia Knox-Turner. Congratulations Frank and Jean. We can't accuse you of getting this out of club funds!

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Almost a stop-press item this, another version of the Rocket run from Paul(Toots) Tootall.

Weird happenings were seen in the Chinley Valley on Friday, October 20th. At 8.20 p.m. coloured flames and sparks darkened the clear night sky and a few miles away about twenty mysterious figures sprung from a grassy bank and rode off in all directions on their various steeds.

All except two, one pair busy with map, compass, ruler and set-square etc. and Wilf and Martin with a dodgy dynamo. Funnily enough, our academic and learned navigators were the first to take a wrong turn into a farmyard, giving several hens a nervous breakdown.

The pack soon split up, all of different minds on how to reach our goal. The map readers came amazingly close at their first attempt, but were always just too late to see the following rockets properly and thus take bearings.

Rennie claims that he would have won, but was so keen to take the quickest and most direct route that he ran out of road at a junction and came to grief - sending his passengers into a small orbit of Derbyshire.

Wilf's dynamo opted out of the machine and the competition in Chinley, and we found him and Martin on the outside of their beers back at the White Horse.

Riding well by just following his nose, or perhaps spurred on by a dire need for free subs next year, Dave Lawson was first to come across Guy (Moses) Fawkes and Christine, plus the Anglia full of explosives near a crossroads not far from New Smithy. Everyone still mobile eventually found the finish and we all ran before the rain back to the start for a post mortem.

Our thanks go to Denis, Dave & Christine for running things so smoothly and I am sure everyone enjoyed the evening a great deal. With a small entrance fee I hope we can repeat this event more economically in the not too distant future.

PALL

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The Cheshire Centre Championship Trial was held on October 15th. The results were as follows:-

Winner:	D. Rowlands	175	BSA	21 marks	lost
Runner up:	G. Darlington	250	Bultaco	30	" "

1st Class Awards

M. Brayford	360	Moto-X	40 marks	lost
J.H. Roberts	250	Bultaco	41	" "
B.L. Davis	250	"	42	" "
R. Darlington	250	"	43	" "
H. Lloyd	250	"	45	" "

Best Team - Manchester "17" (Rowlands, Roberts, Lloyd)

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Our big event of the year in the trials world is the Northern Experts. This year it will be held on December 10th starting at Cleulow Cross Garage, Wincle, Near Macclesfield. Please help out by observing, give your name to John Roberts or turn up at the start at 10.30 a.m.

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Recently we have had two 21st Parties in quick succession Ann's was the first and of course there was the "orgy" at Brian Kennedy's abode. Both parties were very good, and a good time was had by all.

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A.G.M. TUESDAY NOVEMBER 14th

It is essential that all members of our club turn up at the clubroom on November 14th at 8.30 p.m. prompt. A form will be passed round for nominations of the committee members and let's see plenty of names. But please don't nominate anyone without their consent.