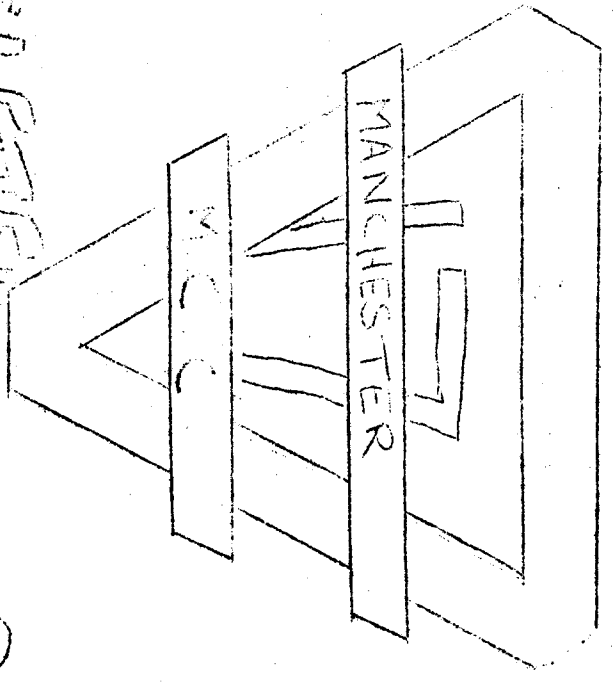
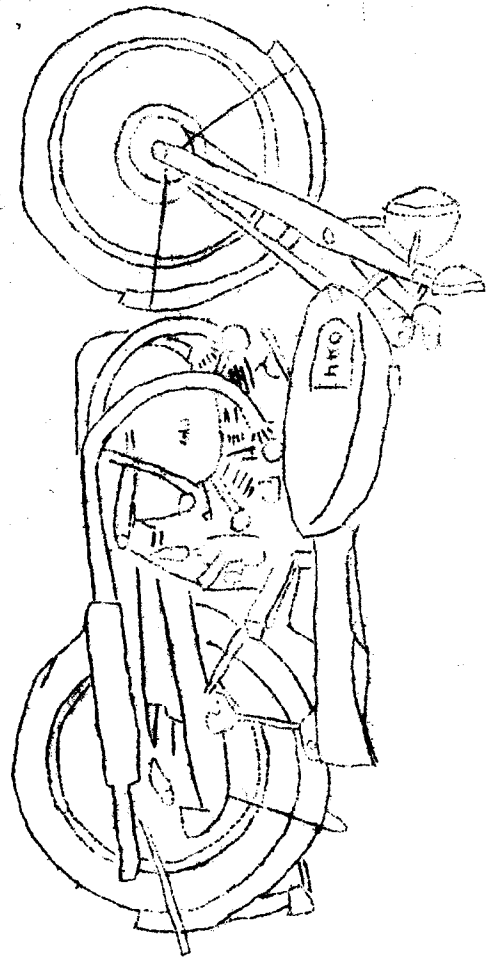
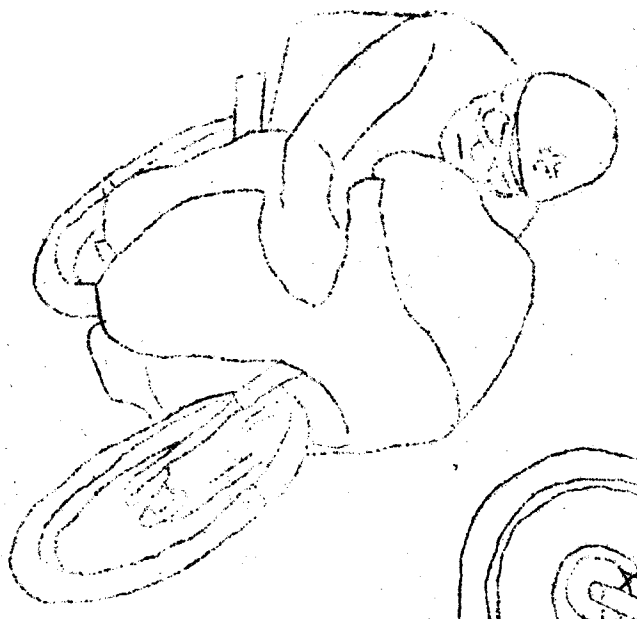
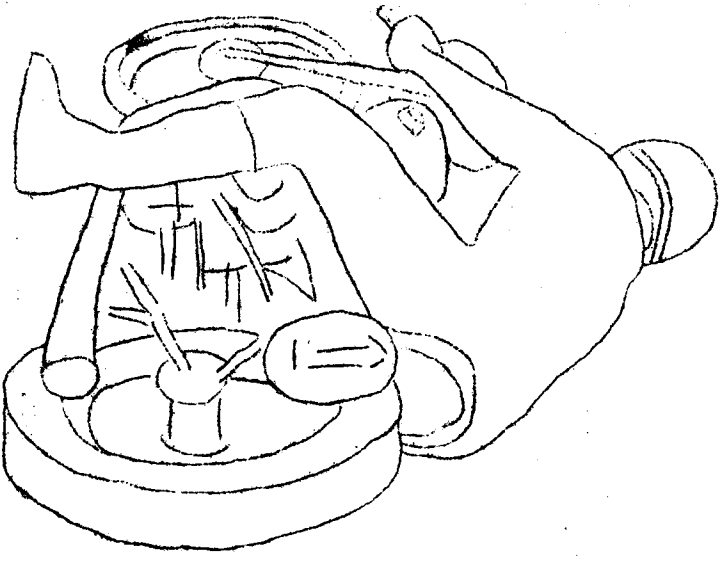
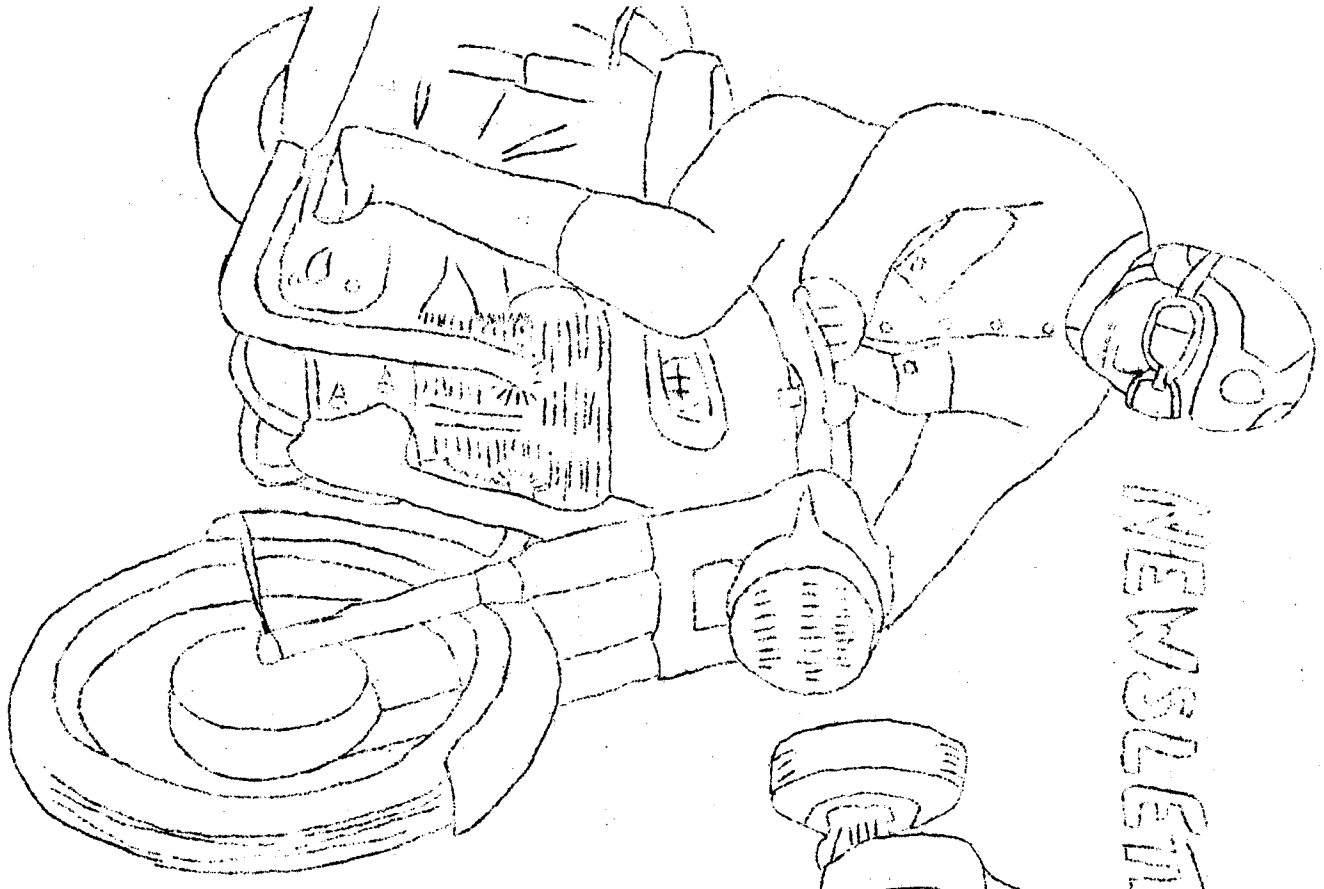
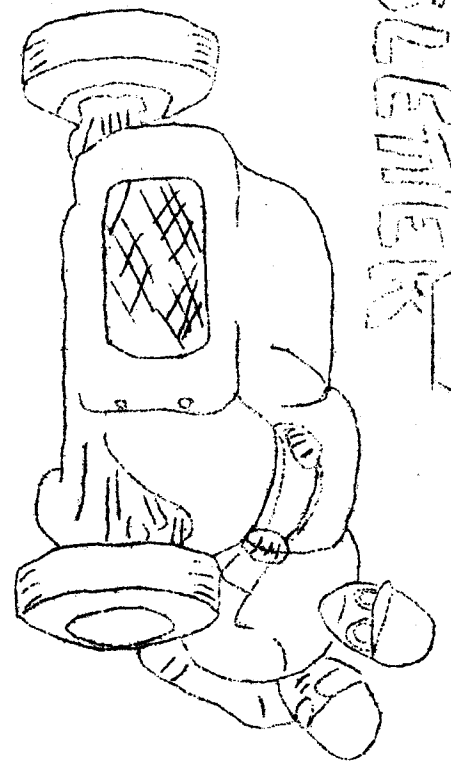


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NEWSLETTER



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NEWSLETTER

I'm afraid my first stint as editor of the newsletter has come at a bad time. With practically all events cancelled through the foot and mouth epidemic, the sport has taken a severe blow. So let us all hope it is soon checked.

In the meantime, please do your bit by keeping away from farmland.

Those of you who were at the A.G.M. will know that the the Club Dinner is definitely fixed for February 2nd at the Jodrell Arms, Whaley Bridge. Tickets 30/-. Transport may be available from some place in Stockport, but no details are available just yet. Listen out for an announcement on Club Nights.

The A.G.M. also voted our Officials for 1968 as follows:-

Bill Parkes	-	President
Denis Rourke	-	Secretary
Mike Chambers	-	Chairman
Frank Turner	-	Treasurer
Pev Atwood	-	Scramble Secretary
John Roberts	-	Trials "
Trevor Cowdrey	-	Training Scheme
Chris Steyert	-	Social Secretary
Ann Harding	-	Press Secretary)
Roy Sandbach	-	Newsletter Editor)
Dave Abrahams	-	Other member
Brian Kennedy	-	" "

Well that's the cast, we will have to wait and see what the programme is going to be like.

Also announced that night were the engagements of - Dave Lawson and Margaret, and Keith Rhodes and Hilary. So congratulations here should not be amiss to those soon to become a Mrs. (sorry).

At a committee meeting on 28th November it was decided to start some kind of scrapbook on club activities, or History of the club before all this kind of material gets finally lost or chucked into the dust-bin. So if anyone has any old Programmes of Club events, Press Cuttings, photos of members in action (on motor-cycles) etc. that they don't want to keep, would you please give them to me, any club night, and I will try to put them into some sort of order.

You will remember that in the last newsletter was a letter by Ian Bradshaw to the local M.P. about the raising of the minimum age of Motor-Cyclists to 17. Here is the reply:-

LETTER FROM ARNOLD GREGORY, M.P.

With further reference to your letter of the 28th September regarding the decision of the Minister of Transport to raise the minimum age for riders of the more powerful motor cycles and scooters.

I enclose herewith the reply sent on her behalf by Mr. Neil G. Carmichael, M.P., Parliamentary Secretary to the

Ministry of Transport, and you will note that he goes into some detail about the reasons for the Minister's decision.

You will note from the final paragraph of Mr. Carmichael's letter that he would be delighted if you would publish this information in the newsletter of the Manchester "17" Motor Cycle Club, as suggested by your good self.

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LETTER FROM MR. NEIL G. CARMICHAEL - PARLIAMENTARY SECRETARY

The Minister has asked me to answer your letter of 16th October with the enclosed one from Mr. Ian Bradshaw about her decision to raise the minimum age for riders of the more powerful motor cycles and scooters.

I would first like to deal with the statement which Mr. Bradshaw makes that the law will only delay the motor cycle accident figures and not reduce them. We do not believe that this is so. Even if all the accidents due to inexperience of 16 year olds are transferred to the 17 ~~year~~ old group when the age limit is introduced, all accidents to 16 year olds due to other causes will be saved. We estimate that this measure will save about 2,000 fatal and serious casualties each year. This figure includes those other road users who would have been involved in accidents with 16 year old riders.

With regard to motor cycle training, the recent White Paper "Road Safety - a Fresh Approach" acknowledges that this training is vital and gives credit to the scheme sponsored by the Royal Automobile Club and the Auto-Cycle Union. The Government considers that an expanded scheme could give very high returns in casualty savings and the Minister proposes to discuss with local authorities how this training can best be provided.

Last year alone some 2,740 riders of motor cycles, scooters, and mopeds aged 16 years were killed or seriously injured and the main reason for raising the minimum age of riders is to save these young lives. I am very pleased to hear of Mr. Bradshaw's interest in this subject and would be delighted if he chooses to publish this information in the way he suggests.

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Now here is some information which many of you may not know:-

THE LAW DEMANDS

1. Position of your Road Fund Licence

On a motorcycle the R.F.L. must be in a conspicuous position on the near side of the vehicle in front of the driving seat.

In the case of a sidecar outfit - on the nearside of the handlebar of the motorcycle, or the nearside of the combination in front of the driving seat.

All R.F.L's must be in a waterproof holder.

2. Brakes

Every motorcycle shall be equipped with an efficient

braking system having two means of operation, or with two efficient braking systems each having separate means of operation.

Tyres

Every wheel on a motorcycle shall be equipped with a pneumatic tyre.

All tyres must be maintained in such condition as to be free from any defect which might in any way cause damage to the surface of the road or danger to persons on the vehicle or to others using the road.

3. Silencer

Silencers and expansion chambers fitted to internal combustion engines which are being used on a road must be maintained in good and efficient working order. They must not be altered in such a way that the noise emitted is greater than before.

Speedometer

The speedometer must at all times be in good working order and kept free from any obstruction which would prevent it from being read.

4. Stopping engines

The rider of a motorcycle must when the vehicle is stationary, other than an enforced stoppage when in traffic "STOP" the engine so far as may be necessary for the prevention of noise.

Sounding the Horn

No person should sound the warning instrument of a motor vehicle when (a) such a vehicle is stationary (b) between the hours of 11.30 pm and 7.00 am on a road where there is street lighting with lamps placed no more than 200 yds. apart, or where the road is in a built up area.

5. Drawing Trailers

A solo motorcycle must not draw a trailer, but may draw another broken down motorcycle.

A combination may draw a trailer as long as the trailer is no more than 5cwt unladen and no more than 5 ft. in width.

Passengers

A passenger must not be carried on a motorcycle unless footrests are available for such a person.

6. Lights

No electric bulb of a power exceeding 7 watts, showing light to the front of the motorcycle shall be kept illuminated whilst the vehicle is stationary, except for an enforced stoppage in traffic.

Rear lights on motorcycles should have an illuminated area of 1 $\frac{1}{2}$ " in diameter or if not circular have an illuminated area the same as a one and a half inch diameter circle and be shaped so that a one inch diameter circle may be inscribed upon it.