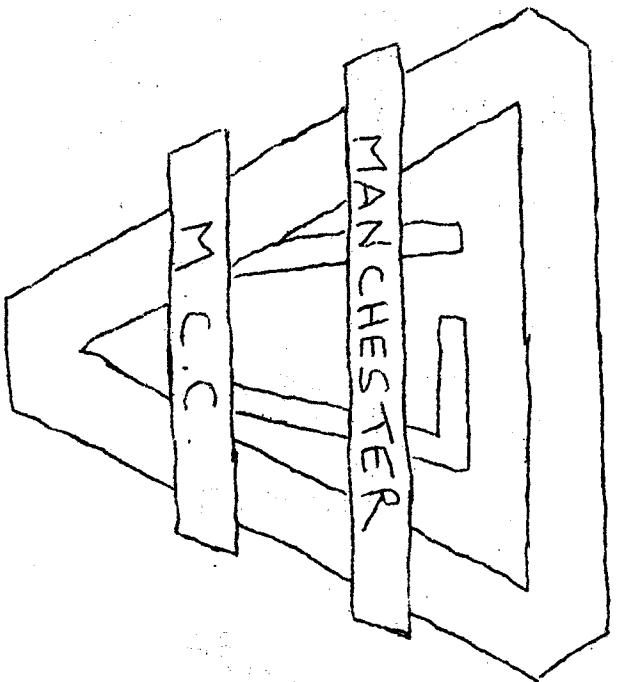
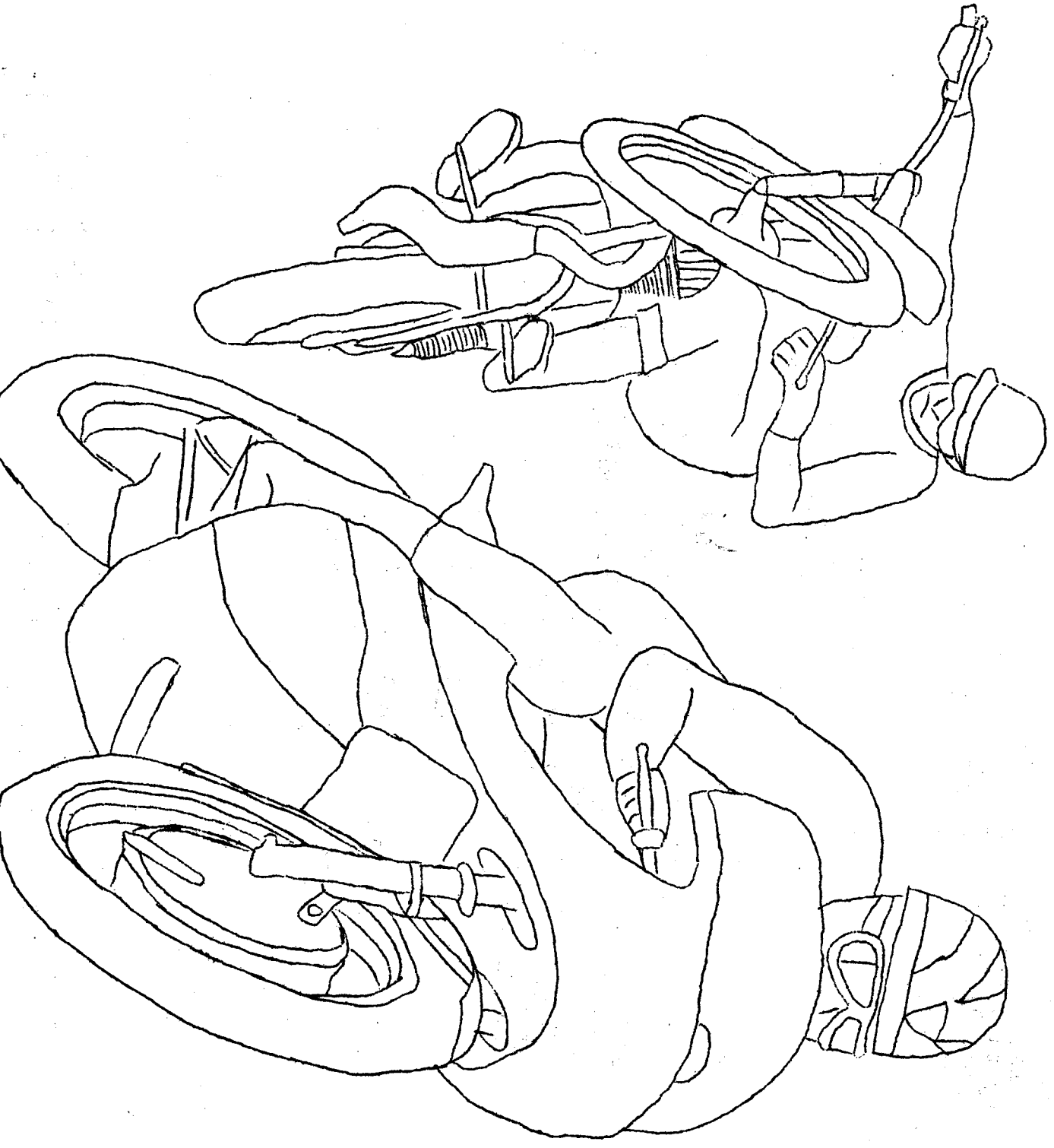


THE



NEWSLETTER



August 1967

THE MANCHESTER "17" MOTORCYCLE CLUB NEWSLETTER

Another late issue for the same reason as always - lack of material from club members. In this issue there are two reports of the National Rally, one from Jerry Hallows and one from George Long. Congratulations to Jerry for winning the Cheshire Centre award and to George for winning the Norton Manufacturers award.

You probably read the article in Motor Cycle on Charles Mortimer's Racing School a few weeks back, and now a big scoop in this issue an article by one of the Racing School's pupils, our own Paul Sandbach.

On the subject of Motor Cycle, what do you think of the new paper? Although I think it is very good, I still prefer the old magazine. Ah well, there's always 'Motor Cycle Sport' to look forward to.

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Next Tuesday, 29th August, there will be an auction at the club room starting at 8.30 prompt. The idea is for members to bring along ANYTHING they want to sell and this will be auctioned by that experienced auctioneer and bog erector - Glynn Wallwork. A small charge will be made for club funds, probably as a small percentage of the selling price. So come along everybody, you never know what you might pick up.

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ROCKET TRIAL

A provisional date for the Rocket Trial has been set for Saturday, 21st October. Just to refresh your memories, this event is intended for road bikes and not bog wheels, so there's no excuse for not riding.

The competitors will be taken to a certain spot after dark on Saturday evening, and told to look in one direction. At a certain time a rocket will be set off from a secret spot and rockets set off at regular intervals from the same spot, thereafter. The competitor who finds this spot first is the winner. It will not be necessary to leave the surfaced roads and I am certain everyone will enjoy it.

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S C R A M B L E

As you all know by now, the club has found a new scramble course. The first scramble will be on Sunday, 10th September. I am sure all our members will help on the two working parties before the scramble and also volunteer as Marshals etc. on the day of the scramble.

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NATIONAL RALLY

Last year's account of our National Rally entry went to press rather late, and so by contrast this year's experiences are a little more timely.

Alan Brown and myself, riding the same machines as last year started off from Cheltenham Spa at 10.00 a.m. on the Saturday morning, having driven down the previous evening and spent the night at a 'B & B' establishment just outside the town. Also starting with us, but riding independently of us was that dynamic duo Frank Turner with Brian Kennedy in the chair, Len

Morton riding behind them to pick up the bits.

We made an appalling start by losing the way out of town and travelling 5 miles out of our way when we missed a turn off to Malvern and went round by way of Worcester, to which we had to return for our third checkpoint. Frank Turner & Co. passed us going in the opposite direction, and it was several more checkpoints before we were able to leave them behind. At Aylesbury we briefly encountered Dave Lawson and John Bell travelling a different route to ourselves.

The treacherous night drive between Boston and Horncastle was much simplified by hitching a high speed 'tow' from a bloke in a car who obviously knew the road. It was also during the night that plodding along at a steady 70 m.p.h. a little Bond mini-car shot by like the clappers doing an estimated 90 m.p.h. (Oops sorry Barbara 70 m.p.h.) We were amongst the first to arrive at the special test point at Buxton at 5.30 a.m. and were third and fourth to take the test. Alan went the wrong way entirely and I thought that I would have been disqualified when spotted turning up a wrong road. However, this could not have been the case as I was much surprised to learn that I had won the Cheshire Centre Award. This was very undeserved because suffering from the effects of many late nights, I consistently missed signposts and directions and frequently required Mr. Brown to point me in the right direction.

The Rally was not so enjoyable this year as the route was much the same as last and imagination was lacking in the choice and place of the special test.

Congratulations to George Long on winning the Norton Manufacturers Award, also to Trevor Cowdrey on finishing despite serious primary transmission trouble.

Troubles on route

Self - Leaking cylinder head joint, badly stretched rear chain, occasional fuel starvation.

Alan Brown - Badly smoking exhaust, loose exhaust nut, loss of 6 pints of oil, loss of neutral indicator equipment, rocker box oil leak, loose fairing stay, broken tacko cable, defunct pilot bulb, and a period on one cylinder, and still finished for a special award.

JERRY HALLOWS

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NATIONAL RALLY

I arrived at the starting control at 9.45 a.m. having stayed Friday night at a hotel in the vicinity. Trev Cowdrey had already arrived having set off from Manchester at 6.30 a.m. covering the 100 miles in torrential rain, strong winds, and flying roof rocks (007 type).

Discussions were taking place amongst competitors as to what the maximum number of controls that could be attained were, and I think it was agreed that 36 was the figure.

As ten o'clock approached riders began to assemble their machines in a "Le Mans" start control cards were distributed, and duly stamped. Ten o'clock strikes, the noise rises (Malvern will never be the same again!) and we're away. First stretch, and we are passed by a couple of machines doing near a 'ton' (I can't remember seeing these machines at the finish - there must be a moral somewhere).

Through Worcester and both Birmingham controls, tea being provided free at Small Heath and we have only been on the road for an hour! Coventry with 70 miles done, Trev C. setting the trend of what was to follow - a pint of oil in the sump at nearly every stop - this, it seems, serves many purposes. It enables left handers to be taken quickly and using less road; also (please note Mrs. Castle) prevents following riders from taking the same line; (touch of the James Bonds!), oils riding boots and trousers, and enables them to remain waterproof; a deterrent to would-be hitch-hikers; extremely lubricates the engine (very attractive to flys); and of course it **makes the ride** more interesting!

Missed Rugby control first time, found we were on the M1 heading for London, turned off at the first road, 30 miles from entering motorway, and headed back. On the way we saw Frank Turner, Brian Kennedy and Len Morton heading in the opposite direction - funny looks from both parties.

Banbury, Oxford, Abingdon, Slough (solo removed the direction signs) and approaching Watford, Ominous rumblings from the Triumph, followed by a loud bang - a large nut was seen to take orbit! Inspection of the primary chain case revealed a large hole, decided to make for Watford control 4 miles away. Two miles covered and second bang, this time the casing showed chain having detached itself. We towed the machine to the control.

Hasty modifications carried out, and a dose of oil into the open clutch having given us a fortaste of what was to happen at each check. This was alright, whilst it only delayed us for a couple of minutes. Trev C. persisted, when moving off from check points, in allowing me to set off first, then overtaking, moving across the front, until I was in a direct line astern of his primary chain case, then disengaging the clutch to change up - result, the Norton and myself had a truly oiled look!

Darkness drew as we made our way to Stowmarket with 310 miles completed and 10 minutes behind schedule. Four check points further, and we met Frank & Co. again. The hour was 2 o'clock, a time when the human body was to be at its lowest ebb, with the result that we were all feeling the cold.

At our 28th control (Lincoln) directions were given to the next point (Gainsborough). We found the road was closed due to repair works being carried out to the level crossing (trust British Railways), the resultant detour adding 10 miles to our journey.

We missed the route in Sheffield, which I believe is nothing unusual. When asking a policeman where the Midland Station was, he asked which station - Fire, Police, Ambulance, Railway, Bus, etc., (don't you feel like ---- sometimes!)

On reaching Buxton control, we started the special test (a course of 8 miles had to be covered at an average speed of 26mph) A little local knowledge was useful, Frank Turner and Trev C. lost their way! Frank blames his passenger and navigator (Brian) I think the chair was too big for him, restricting his view!

On arrival at the final control, Trentham Gardens, Stoke, we found that Trev C., Jerry Hallows, Alan Brown, Len Morton and Frank Turner (plus passenger, although attempts were made to get rid of him!) and myself had completed the 600 miles passing through 36 controls. John Bell and Dave Lawson - 31 controls (should have been 32 but some far thinking gentleman had decided to close Cheltenham early - perhaps they had found out that Dave broke down here on a previous rally!)

Those members who completed 36 controls gained maximum marks and as a result a special plaque. Jerry Hallows obtained the

Cheshire Centre Award - 36 seconds from the allotted time. I won the Norton award which seems to prove that my speedo is the most accurate.

To summise, this is a most enjoyable event, enabling the member who obtains his pleasure from road riding to prove himself. Because we only had 9 members competing, does this prove that the rest of you find your machine or yourselves would not make it. For myself, this event made a big impression, it will take me a couple of weeks before I can sit down again!

DIGBY

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MOTOR CYCLE RACING SCHOOL (Charles Mortimer's)

If you don't like dirtying a trials bike or a scrambler, and getting yourself filthy too, about the only thing left for you is Road Racing. Well, I don't like getting dirty, so I naturally drifted into Road Racing, and after a season's Marshalling at Oulton Park, I was sold.

So off I wrote to the Charles Mortimer Racing School for details, bought a pair of racing boots, and ACU approved Racing helmet, and I was all set to go. (Mr. Mortimer lends the leathers and I almost forgot, that very necessary piece of gear - a bike!)

Just when I had almost forgotten about it, back came a letter out of the blue - "Report to Oulton Park, 8.15 a.m. on Saturday 29th. We set off for Oulton with me feeling a little apprehensive and in what seems no time at all, we are there!

Mr. Mortimer and his men are already arriving. Two vans and a trailer. His son Charles Junior is an instructor, and also helps the mechanic with the bikes. Ten Greeves "Silverstone" of earlier vintage are unloaded in the pit area. While we give our details to the boss, and part with our money. The Greeves are being warmed up on the straight past the pits. Then at last, we are all gathered together, about 20 beginners, in teens and early twenties, and given a lecture by the boss. The main details are "Don't try too hard to begin with; try to follow the instructors line; keep the revs above 6000, pass the man in front if he is slowing you right down, don't go round the outside of anyone at a bend, because if he slides off, he will take you with him; don't whip the throttle open suddenly, or you will drown the engine, open it carefully, don't exceed 8000 revs today" and so on.

Then we go off to the Trailers, put on our borrowed leathers, helmets, gloves and goggles. The bikes are all ready for us, engines running. That's mine - number 45, climb aboard. Don't let it fall below 4000 he said or it will oil the plug, and mustn't forget the gear change - up first, down for second, third and fourth, the opposite to every bike I've ever ridden! The noise and vibration is terrible, bikes revving on all sides, then a wave from the Mortimer, and we're away.

I get away without fluffing it, thank goodness, and into second gear, and then, crikey - here's Old Hall Corner! Take it easy this time, up into third, down the Avenue, get into top, for a few seconds, then down into third again for the logs section, just miss that awful grid and stay in third up the hill, just get top again for a few yards, then down into third again for Druids, then up into top again. Along the straight to Lodge, brake like mad and down into second, stomach and heart come into mouth down Deer Leap, then, third, top again, and we're passing the pits again.

Well, that's one lap over safely, and 19 more to go, and they do, in no time at all, just when I am beginning to enjoy myself. We are flagged in, all too soon, to get back into our own clothes, and receive another lecture from the boss, and hear how we did.

Well, since then I have had another session at Oulton, and got down to 1m 28 sec. so I have now bought my own leathers and ordered a "Silverstone". The cost of the school is high if you're only going for a day out on the track, but if you are seriously interested in Road Racing, I think it is worth it.

In 40 laps - two sessions that is, I think you can decide whether to carry on with the game or take up something else. Each session costs you £8:10:0 for 20 laps plus 25/-d to hire racing leathers. A £3 enrolment fee is charged when you first join the school.

When you have got your machine, however, you can go to a school session and do as many laps as you like for only £3 and get the same advice and assistance, which is very good. Incidentally, this is also an excellent way to run in a new racer and get yourself accustomed to it. So come on you mud pluggers, try a drop of the hard stuff!

PAUL

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The club runs on a Sunday have improved as there is one nearly every week now, but there is only one thing, the same three or four people turn up each week. I don't mind, as you get used to riding with the same people and get to know their riding habits and breaking limits. Still we would like to see some new faces and machines.

We have been some good runs this year. February we went to the Dragon Rally and the same month we returned to Wales for a trip to the Lakes. March we went to Mallory Park, not a good day at all for myself and Jim Hallows as we had some things pinched from our bikes. We have also been to Cadwell Park and returned to Wales - Harlech. The other week we went to a grass track meeting near Wigan to watch Glynn take part in his first race. He did very well too and came home with a 2nd Class Award and won first place in another final.

If anyone has any good ideas as to where we can go for a club run, please step forward and let the Social Secretary know (Christine) We can then get things going again.

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Also for those people who don't know - the film shows are always on the first Tuesday of every month.

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The Training Scheme starts on the 10th September (unfortunately for the Scramble; but it cannot be altered) Recently Trevor Cowdrey has been to teach youngsters to ride bikes, at a school, and so his Tuesday's have been taken up for a good cause.

DON'T FORGET TO TRY TO WRITE SOMETHING FOR
THE NEXT NEWSLETTER. THE MORE WE GET THE QUICKER
THE NEXT EDITION WILL BE OUT.