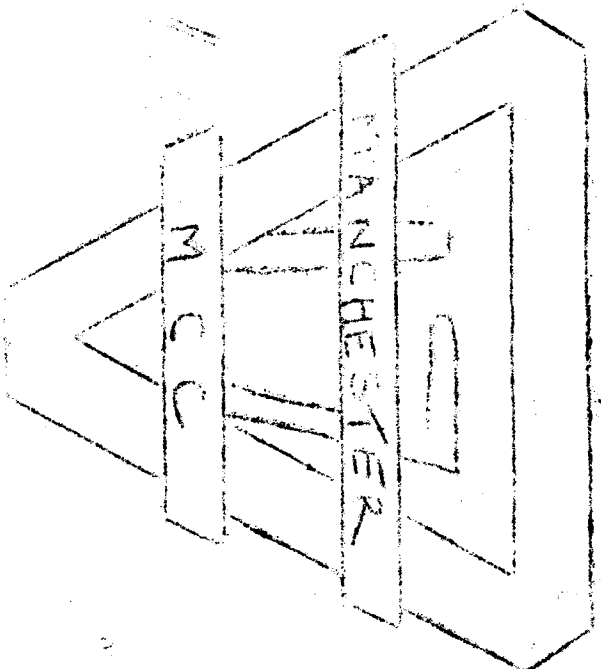
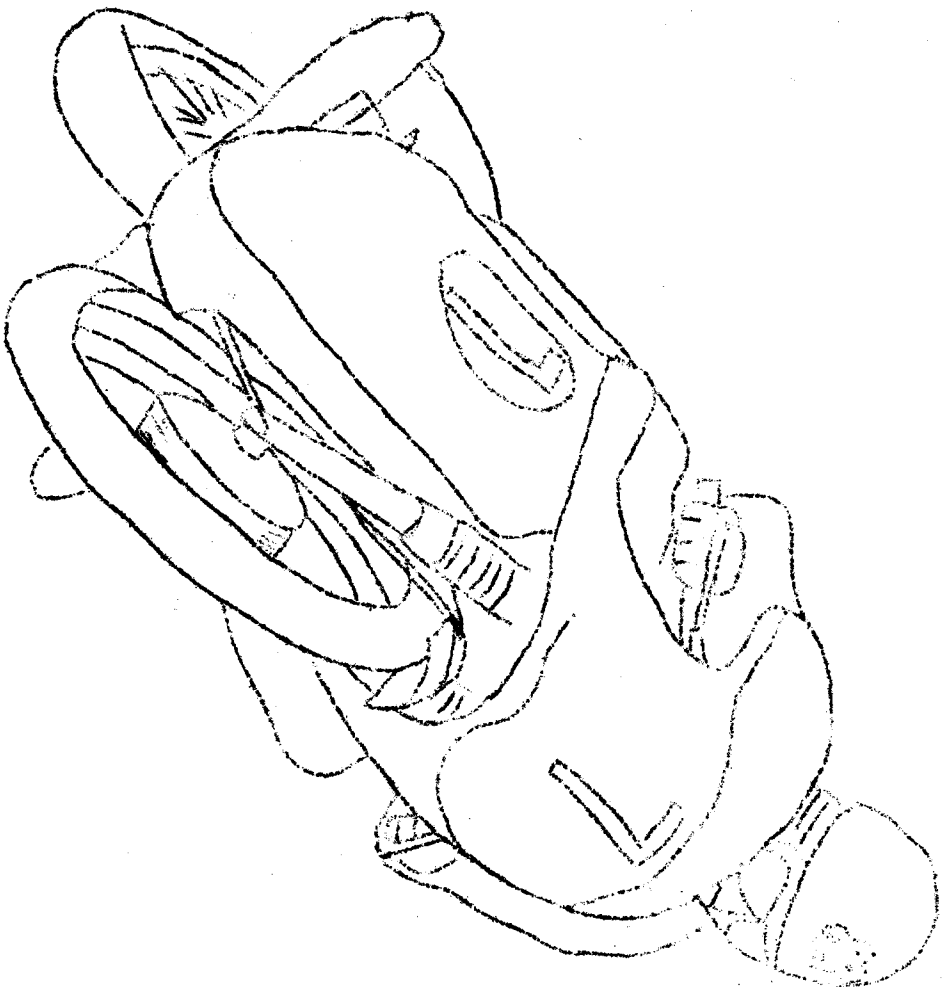


THE



NEWSLETTER



Manchester 17 Motor Cycle Club

March 68 NEWSLETTER

Since the last Newsletter there has really been only one event of any news value. I mean of course the Club's Annual Dinner Dance, held at the Jodrell Arms, Whaley Bridge. In spite of the really horrible weather the event was very well attended, about a hundred people being present, including the Guests. Trophies were presented by the well known road racing man Brian Ball, ably assisted by Pev Attwood. All in all, it was very enjoyable, and Christine and those who assisted in any way must be congratulated on a successful "do".

A big disappointment recently has been the loss of the last two Film Shows. Please do not say unkind things about the people concerned. In both instances the cause was not their fault. We must consider buying our own projector, so if you should hear of a Sixteen Milli sound projector for sale, see Pev.

Contributions to the Newsletter continue to be extremely rare so may I once again appeal to all our readers for any items of interest, however small. Here are two offerings for this edition.

OUR VISIT

The phone rang to let me know that they were finally on their way after a delay of nearly one hour. I met them on Kingsway and having left Ted's Fiat in Altrincham the four of us piled into my van for the long grind down to Meriden. With only two hours to cover the 104 miles **I thought we had done pretty well** when we arrived 5 minutes early and that included a look at this year's new model from Standard/Triumphs. The model in question, a Herald, was only 4 feet long and about 10 feet high all neatly assembled on the front of a 50 foot articulated waggon.

The Triumph works at Meriden are set back from the main trunk road surrounded by fields and a more unusual site for one of the world's leading manufacturers of motorcycles could never be imagined.

We were met at the reception by one of their senior apprentices who took us through each component department before going on to the assembly shop. The frame assembly is a very rough looking business with forges glowing and hammers flying and tons of bent tubing lying around. From here we went to the chroming shop and then on to the wheel-building department. In contrast to the butchery of frame bending here are the real craftsmen of the factory. Every wheel is of course hand built, trued and balanced, a really skilled job indeed.

After all the department had been covered we passed onto the assembly lines themselves which were by far the most interesting. Literally hundreds of engines were being built up on a long conveyor. Right from scratch a complete assembly only takes about one hour.

Hard luck on Dave Degens, had up for receiving when here it would appear that they are free for the taking. Every nook and corner, empty space, table and bench is filled with engines and engine parts. All except for one corner of the shop where the main production line for the new 750cc 3 cylinder was found. Natuarally plenty of interest was shown here by our party despite the discouragement from our guide.

Then having seen the bikes assembled complete with all American high-bars; lights to the front, side and rear; and of course the big spongy seats for their big spongy seats we passed on to the test cells. Every single machine is tested in one of these cells and the procedure seems most alarming to the average motorcyclist who has been taught over the years to nurse his new machine during the first few hundred miles of its life.

The machines are placed on rollers and then having been started the examiner takes the machine to full revs in every gear with a terminal speed of a ton + . After seeing all the meticulously careful work during the construction this final test seems quite unbelievable.

The visit was concluded with quite a good tea and then after offering our thanks it was time to pile back into the van for our journey home. I think I can honestly say that the visit left us all a little open-mouthed.

Keith T. Rhodes

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LETTER TO THE EDITOR

Dear Ed,

Since our Annual General Meeting, when I tried verbally to stir up some action amongst the club members regarding the club's survival, not only on the sporting side, but also on the social side, I have been content to sit back and watch the action. Has any **action** been taken? NO! Low and behold the club sinks deeper and deeper into the mire, with even a drop in attendance on Tuesdays.

Where on earth has all the club spirit disappeared to? This club was running before I was born, but it looks like I shall be attending its funeral, long before mine. Where has your clubmanship gone, and by 'your' I mean YOU peering down now at this manuscript. Are you content with the way things are going? NO? If we don't stir things up, the committee are going to have another soft season.

What happened to the bright idea someone had about having a stand at the Motorcycle Show at Belle Vue? Nothing, or so we are led to believe by the silence that ensued. It is too late for this year but if they have another one why not do something?

Does nobody else feel the same way as I do? Can't any of you do a bit of stirring. Let's face it, that's all that is needed here.

Here's one way that YOU can help the club. How about lending a hand at the scramble course, don't leave it all to Pev, don't let him have to come round trying to press gang you into the working party. VOLUNTEER. A good strong working party of perhaps 15 or 20 lads up at Golden Hill as soon as the foot and mouth epidemic is over, will have the course ship-shape in a weekend. Everyone is ready to moan when the club loses money at a scramble, but nobody is prepared to go along to make the course more amenable to the general public, who are the people that determine whether or not we profit or lose.

So to round off can I just ask, that those who are able, please make a bit more effort by supporting the club and try to make 1968 a successful year.

THAT MAN AGAIN

THE SCRAMBLE COURSE IS NOW FREE OF FOOT AND MOUTH AND PEV URGENTLY REQUIRES WORKING PARTIES, PLEASE HELP.

1	A	C	E	S			
	C	A	N	C			
8	D	U	N	D	R	E	F
		W	E	A			
10	V	A	L	E	R	M	
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16		L	T	O	I	L	
		A	P	R	O	N	E
				B			
24	F	O	R	K	L	B	E
29	R	O	N	S	L	O	W
32	R	M	S			T	S
33	D	F	S	M	O	N	O

NOW HERE IS
A CHANCE TO
PICK YOUR
WITS. JUST
HAVE A GO AT
THIS CROSSWORD

DEvised BY
KEITH RHODES.
First correct
crossword
handed to
either Keith
or Ann will
receive free
membership
for the year.

+ + + +

CLUES ACROSS

1. This machine is in the hands of 5 down. (9)
6. Don Quixote's mount perhaps? (4)
8. Irish race track. (7)
9. To obtain petroleum we ... crude oil. (6)
- 10 & 30. Conversion specialists for 250cc round barrels. (4,6)
11. Hot stuff this, but not as good as methanol. (3)
12. Joe (4)
14. Star of the Aces. (6)
16. Shout. (4)
18. Work. (4)
19. Woman's overall. (5)
20. Electric fish. (3)
22. Scribing implement. (3)
23. See 6 down.
24. Opposing the knife. (4)
27. Our bumbly friend. (3)
29. The leaders of our richest oil. (3)
30. See 10 across.
31. Donkey. (3)
32. Root Mean Square, perhaps? (3)
33. Ducati valve gear. (11)
34. Conjunction. (2)

CLUES DOWN

2. Our governing body. (3)
3. An English track this time somewhat more rural. (7,4)
4. Klaus's son perhaps? (8)
5. A competitive event. (8)
6. & 23. The present owner of AMC. (8,8)
7. Tune. (4)
8. Now, one of Britain's leading road racers. (4,8)
13. A disciple of ancient philosophy. (5)
15. This bike is unsuitable for football, despite its name. (7)
17. The short end of 'Route 66'. (2)
21. Ivy. (4)
25. Llandudno's greatest. (4)
26. Not the biggest name in frozen foods. (4)
27. A blind flier. (3)
28. Petrol. (4)
30. Gives a meal man appeal. (3)