

JAN 69

MANCHESTER "17" MOTOR CYCLE CLUB - NEWS-SHEET, JANUARY, 1969

Hallo Members, and a Happy New Year! Just to differ from the norm, I am going to give you the 'bad' news first:

It is now January again: subs. are due and Frank is on the warpath! Seriously though, if you all pay up quickly this month you are guaranteed a newsletter every month throughout the year and also you will help the Treasurer to see our financial state early on, and so budget accordingly.

One body to escape the Prices and Incomes Board are the Cheshire Centre: the affiliated members levy has been raised by 2/6d. and we regret that our sporting membership subscription has been raised accordingly from 5/- to 7/6d. per annum.

QUICK AD: There are only 28 tickets left for the Dinner Dance - January 31st at the Jodrell Arms, Whaley Bridge - see Doreen on Tuesday, or ring her at WILMSLOW 23412.

At the Committee Meeting on December 30th there was good news from Pev about our search for a new scrambles course. Some details are still to be settled, but we seem set to move in on a very spectacular and fast course at Charleshead Farm just outside Kettlethulme; more details later when I have dragged myself up there to look at it.

Now here are eye witness reports of three recent events run by the club ---

THE NORTHERN EXPERTS TRIAL - CLUELOW CROSS - DECEMBER 8th 1968

With 75 solos and 14 sidecars the entry was an exceptionally good one. With J. R. having made sure we had plenty of willing observers, a bright day and excellent natural sections the N. Ex was a great success. Combining good hazards with little road work is difficult but, as was proved, can be done. Mike despatched competitors away from the start looking, like a lot of people around the course, very cold. After 38 sections all but 3 of which were cleaned by someone, the trial came to an end, for competitors that is. Pat, Pev and their merry gang then set to work totting up marks lost. This they did very quickly with a few anxious competitors waiting to hear the worst, three I.O.M. lads having a side bet amongst themselves. The winner - John Hemingway - was full of praise along with many more on how enjoyable the day had been, it made the organisers think that the weeks of planning and work that goes into the running of such a high class event was well worth the effort. Lastly, many thanks to all club members who helped with the trial, without you we would not be nearly so successful.

D. ROWLAND.

INTER-CLUB SOCIAL - RETURN MATCH
MANCHESTER "17" MCC v SHAW MCC

Some weeks ago a party of about 20 members of the Manchester "17" MCC visited the Shaw and District MCC for a social evening and I think I speak for all participants when I say what a thoroughly enjoyable evening was had by all.

So with that passed it was up to us to invite them for a return match as it were. I might add at this point that whilst at Shaw we were well and truly trounced at darts, dominoes and ludo.

And so it fell that on Tuesday 10th December a contingent from Shaw visited our home ground, the Red Lion, and proceeded to trounce us once again at darts, but not so at dominces or crib.

Again an enjoyable evening resulted for everyone and our thanks must be extended to the girls in the club, who went to so much trouble in preparing a wonderful buffet - a very good equal to the hot-pot supper prepared by SHAW for our visit.

K. T. RHODES. SEC.

BOXING DAY TRIAL 1968

The Club's Annual Boxing Day Trial (now renamed the John Hartle Memorial Trial) was this year held at Booth Farm, Longnor, Nr. Buxton, over a short 2 mile, 10 section course and several sections had to be re-routed owing to the snow. Forty-two solos and seven outfits took part and ten brave souls were found to observe, with the experts doing 5 laps and the novices 4 laps.

Manchester "17" riders had a field day taking most of the awards. Dave (Eskimo) Rowland making the whole thing look too easy by losing only 11 marks to take the new John Hartle Trophy. Walt Bulloch and Mike Chambers won the side-car class with a loss of 25 marks (all on one section.) Good performances were made by Brian Hatton who won a first class award the first time out on his new Montesa and by Geoff. Leigh who won the Novice award and also Walt Bulloch who only had his leg out of plaster last week after breaking it in a Sheffield Trial in October (who said trials are not dangerous!)

J. H. ROBERTS.

And now a big scoop indeed, read on and then go for your "piggy-bank", these boys have really got something ---

The greatest thing since swinging arms?

Manchester '17' members may be interested to know that two of their number, namely Andrew Renshaw and Henry Rosenthal, have started a business manufacturing Aluminium Alloy handlebars for competition machines.

To be sold under the name of "Renthal" the bars are of $\frac{1}{8}$ " diameter, 9 gauge HE 15 WP High strength aluminium alloy tubing, as used in aircraft construction.

This tubing is equally as strong as steel but one third of the weight, the gauge having been chosen to give far superior strength, while remaining considerably lighter than a steel component.

A standard high wide trials pattern, and a scrambles handlebar, will retail at £2 5s. and £2 7s. 6d. respectively, while non-standard patterns will be made to customers specifications for £2 15s. 0d.

Production is expected to start in mid-January and the bars can then be obtained from :-

"Renthal Enterprises"
192 Compstall Road,
ROMILEY,
Stockport, Cheshire SK6 4JA

HENRY ROSENTHAL
ANDREW RENSHAW

And what about this :!

TAPPET CLATTER

Are you a 'dedicated follower of fashion' as the song goes? Most Motor cyclists are, even the comp. riders. Hardly a month passes between the introduction of a new trials or scrambles model before all the wealthy bods (more money than sense?) rush off and buy one. 'Mud stirrers' have moved from Greeves, to Bultaco and now the Sach's Sprite, I suspect Suzukis will be next. It seems unlikely that improvements justify the expense of changing machines every few months. The only significant difference, from one model to the next, being a reduction in weight (twisted frames and bent forks?)

The same thing applies to scrambling, possibly to a lesser extent, as the most fashionable machines are usually the most expensive.

Comp. riders seem to regard public road using motor cyclists with amusement anyway, but a large proportion of the ton-up and touring fraternity really do have strange habits. The dedicated fashion followers bedeck their overtuned, overgeared bikes with fibre glass tanks, racing seats, clip-ons and other expensive 'goodies' ensuring that their bike is now completely unsuitable for the road and often dangerous.

TAPPET CLATTER - CONTINUED -

Youngsters are not the only ones who follow fashion rather than common sense. How many older riders do you know who prefer their cloth-caps to a crash helmet, or their long rubber coats to a modern two piece suit?

Ever since I became interested in motor cycles I have been amazed at the number of times a stranger or even someone I have known for years turns out to be a motor cyclist or ex-motor cyclist. Not long ago our insurance collector noticed a copy of one of the weeklies lying about and inquired if I had a bike. He later went away saying that he had 'some spare parts' at home which I might find useful and would call round some evening with them. "They" turned out to be one worn out chain, but even so he has always been friendlier since.

I once worked with a man who should have long since retired. He hardly ever spoke and seemed to doze all day. One morning he saw me donning over-suit, helmet etc., and his eyes lit up. In his youth apparently he had been a motor cycle fanatic and from then on he needed only the slightest prod to start reminiscing of 'fore and aft' Scott twins and the like. Then he really surprised me by revealing he was once a very famous speedway rider. So next time a pensioner stares at your bike remember it might be with envy rather than disgust.

To close on a rather sad note, where have all the roadsters gone? At the club I mean. On a Tuesday night we may see the Honourable Eds. B.S.A. one of Dave A's venerable oil spreaders, Wilf Oates Norton (sometimes) and if it's summer time we may see the Triumphs of Len and Paul and that's about it. I know I'm guilty myself of the four wheeled illness but I thought more of the younger ones might still be real motor-cyclists.

CON-ROD.

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In keeping with the policy of the press, I cannot reveal who CON-ROD is; but you can argue with him in this newsletter if you send your articles to me along with a five pound note before the next issue in early February!

In about a month's time when all your subs. are in, an up-to-date membership record is to be compiled, and I would like you all to confirm your address with the one on record with Frank when you see him with your subs.

SALES

The only thing for sale this month is a hugh space in my sales column. Come on now; you must surely have something to sell or exchange - handlebars, levers, light bulbs, wheels, forks, the mother-in-law, sprockets endless things spring to mind.

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On Sunday December 8th our branch of the RAC/ACU Training Scheme entered 10 pupils for the test, and all of them passed. The Club recognises the hard work put into the Sunday morning sessions by Trevor Cowdrey and Ian Bradshaw along with the other keener members who go down to Cheadle in all weather for this very good cause. The results of the test show that their effort is appreciated and not in vain.

There is no truth in the rumour that I will only print your articles if your surname begins with the letter 'R' but my thanks go to the six 'R's concerned in making up the bulk of this issue.

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COMMENT FOR COMMENT?

Heard by the Editor;
"We didn't want to join the Manchester '17' because we thought it was just a club for trials riders!"

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Now pit your wits against Pev in another appropriate and ingeniously-compiled crossword - and I hope to see you all at the Dinner Dance where Yorkshire T.V. Commentator Dennis Parkinson, it is hoped, will be our Guest Speaker.

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P A U L

MANCHESTER '17' COMPETITION CROSSWORD

Name..... address

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D			N							N
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ACROSS

DOWN

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|--|---|
| 1. Presumably he wins by clinging to his opponents. (4,3). | 2. If the answer is of some consequence - tramp on it ! (9.) |
| 7. Upset the plate on the flower. (5) | 3. Swedish bike made by toil. (4.) |
| 8. Owl's mating call ? (3.) | 4. Famous name in the racing game. (9.) |
| 10. Other people's insurance, initially. (3.) | 5. Winner of the 1968 Boxing Day Trial (7.) |
| 12. Learner in short on Noah's vessel gets the bird. (4.) | 6. Nothing goes with this gear box component, in our view. (7.) |
| 13. Look for bent cans. (4.) | 9. Early form of propellant. (3.) |
| 14. The saint leaves the start. (3.) | 11. A friend to prolong active life. (3.) |
| 16. Biblical character remained when the Roman Catholic left the relic. (3.) | 15. Engine form favoured by Italians. (4.) |
| 17. Round this on the road. (5.) | |
| 18. Obviously the one to get things moving. (7.) | |

A Handsome Award to the first correct solution handed to me at the Clubroom or posted to R.L.Attwood, Quince Cottage, Coombs Lane, Charlesworth, Via Hyde, Cheshire. Eyes down --- and the best of British luck !

PEV.