

....Seriously though, on behalf of the club, I would like to wish Ann and Brian all the very best for the future and may all their offsprings be blessed with a Honda 4.

CANDY

To close just a quickie for Mr. Red Rocket Herring Oates - Re-arrange the following into a well-known phrase or saying -

"S T U D G E F F E T!"

See you all early at the A.G.M. Seats go quickly so please be prompt at 8.30 p.m. on Tuesday 18th.

KEITH T. RHODES.
S E C R E T A R Y

DEAR CON-ROD,

..... or should I say gearbox breaker?

Your statement regarding Norton owners is misquoted in that what actually was stated was that the air slide was partially closed when "pottering" for it was found that this prevented burning out the plugs, and not that the air slide was closed when cornering!

Your confusion appears to arise from moody Toots' reference to the cornering habits of a certain Norton rider, but his statement can only be compared with that of a hitch-hiker criticising about the way he was being driven.

The Training Scheme, along with others throughout the country, appears to be having a rough time. The machines are giving trouble and as usual the job of repairing is falling to the few. When we have a membership of 160 we should have adequate resources. Don't the members appreciate that this scheme over the long term, is both a source of revenue financially and a source of new members? Look around and notice how many members joined us through the scheme: Jim, John Bell, Frank Turner, Paul Sandbach, etc. Maybe the bed pulls a little harder than the will to get up on a Sunday morning, but let us see some more faces at 10 o'clock.

On Tuesday 2nd December, the Stockport and District Taxi Drivers Crippled Children's Outing Committee are holding their Annual Dinner Dance at the Co-op, Chestergate. Tombola, spot prizes and an auction, together with an excellent meal, and dancing until the early hours make this an excellent evening.

Should any of our members like to donate a gift or are willing to have a collecting box at their shop, pub or club, please contact - Reg. Mayo, Eric Castle, and myself, or any driver on the rank would be able to put you in contact with a committee member.

Like every organisation, the Stockport taxi drivers endeavour to raise as much money as possible in order that we can give more children a trip to the seaside.

"DIGBY"

(Shot Blast)

SUNDAY NOVEMBER 2ND

Winner of today's trial at Tideslow Lake was Dave Thorpe on a 250 cc. OSSA with 6 marks lost.

The event was a combined Centre and Team Challenge trial with most of the sections being in old mine workings - not suiting Sprites particularly (and unfortunately!)

Dave and Norman won first class awards with 9 and 24 marks lost. The rest of our team:- J.H.R. - 33; Dave Murray - 39; Andy Renshaw - 68 and Graham Acton - 70 gave us a total of 243. Sheffield and Hallamshire could only muster 595, their best man being Alan Morewood with 48, the second time out on a new Bultaco.

HARVEY rode for Hillsborough!!!**??!!! and dropped 31 marks, with his team winning overall.

P A U L

ROAD TRIAL - 19TH OCTOBER, 1969 - 12 STARTERS

<u>POSITION</u>	<u>NAME</u>	<u>VEHICLE</u>	<u>MARKS LOST</u>	<u>POINTS</u>
1	Neville Hankinson	Car	4	20
2=	Alan Kempster	Honda	7	29
2=	Paul Sandbach	Triumph	7	29
4	Peter Pownall	Honda	8	27
5	Dennis Rourke	Triumph	16	26
6	Dave Abrahams	Vincent	26	25
7	Dave Lawson	B.S.A.	29	24
8	Margaret Lawson	Car	32	13
9	Len Morton	Triumph	53	22
NF	Malcolm Saunders	Triumph	-	10
NF	Chris. Bowden	Triumph	-	10
NF	Wilf Oates	Car	-	5
Organiser	Dave Nurse	Suzuki	-	20

PRESIDENT'S SOCIAL CUP

LEAGUE TABLE AT 31ST OCTOBER, 1969

<u>POSITION</u>	<u>NAME</u>	<u>VEHICLE</u>	<u>POINTS</u>	<u>EVENTS</u>
1	Dave Abrahams	Vincent	102	4
2	Dave Lawson	B.S.A.	100	4
3	Alan Kempster	Honda	97	4
4	Paul Sandbach	Triumph	86	4
5	Dave Nurse	Suzuki	73	3
6=	Paul Tootall	B.S.A.	55	2
6=	Dave Rowland	Triumph	55	2
8	Pete Pownall	Honda	48	2
9	Len Morton	Triumph	37	3
10	Dennis Rourke	Triumph	36	3
11	Chris Bowden	Triumph	35	2
12	John Roberts	Car	30	2
13	George Long	Norton	27	1
14	Neville Hankinson	Car	25	2
15	Brian Moores	Norton	24	1
16=	John Yates	B.S.A.	20	2
16=	Keith Rhodes	Car	20	2
18	Pev Attwood	Car	19	1
19	Margaret Lawson	Car	13	1
20=	Martin Goodstadt	B.S.A.	10	1
20=	Brian Hatton	Car	10	1
20=	Eric Castle	B.S.A.	10	1
20=	Malcolm Saunders	Triumph	10	1
20=	Wilf Oates	Car	10	2
25=	Brian Kennedy	Car	5	1
25=	Pat Brassington	Car	5	1
25=	Robert Hankinson	Car	5	1

Now Keith has a few words to say, just as Keith always has a few words to say! --

Good old "Con-Rod" - back in action again! Such a pity that readers sit back and let you pull them to pieces without so much as a "soldiers farewell" or a "rake your piston up your big-end with a bent push rod."

Surely all this "new blood" coming into the club is not as complacent as are some of our veteran members - no offence meant J.H.R. - so perhaps we can expect some incomprehensible jottings from them.

....So there we were, in the car park, waiting for the rest of the party to arrive. One quick magic word was uttered - "strippers" - and next news - we were all sat as close to the stage at the "Oceans 11" as our beer mugs would allow. The occasion, of course, was Brian Kennedy's stag night, and if he wasn't sure before he must be sure now for never before had so many bonny bouncing bosoms been seen at such close quarters.

IMPORTANT CHANGE OF DATE

The Road Trial to be organised by Moses and scheduled for Sunday 2nd November has been postponed to
SUNDAY NOVEMBER 9TH

Details of the starting time and place will be announced at the club on Tuesday 4th.

ROAD TRIAL 19TH OCTOBER

A bright dawn seemed to be a promising sign for my first attempt at organising a club road-trial, but a cool haze persisted the whole day and a slight drizzle came on at the end of the run.

This did not dampen the spirit of the club though, and nine bikes and three cars rolled up at the start for 11.30 a.m. First to set off from the Royal Thorn Hotel at Sharston was Len Morton with Christine on the pillion yelling the directions. Funny thing is that this pair were 53 minutes late at the end of the day and also last to finish. It's anybody's guess what they got up to!

By 12.30 they were all away and I set off to the lunch check. Waiting for me at Hatchmere in the Delamere Forest was Neville Hankinson in a car and "newcomer" Nev was almost bang on time. Twenty minutes later, they were all threatening to lynch me in the Forest and I knew why the majority were late. The morning run contained my "deliberate" mistake: a blatant T.R. that should have been T.L. After a pleasant run into Northwich and back and most of them were able to pick up the route, but the lunch check - originally half an hour - was reduced by up to 20 minutes for some competitors.

The three non-finishers were already missing here and I had to leave on time in order to be at the afternoon checkpoint for the first man through. None of the three had been on a road trial before, and were all seen during the day heading in all sorts of funny directions: Chester and Wales being most popular.

The finish was at Gawsorth near Macclesfield and the entry were all there by 5.30 p.m. after about 120 miles. Moses was in difficulty with loose gear clusters(!) and Dennis went back to assist after first making sure he finished well up! Apparently a farmer had already done the trick after Moses' doubts and much to his embarrassment.

Paul Sandbach rolled it off the "megga" when passing a mounted horseman, but when Moses appeared the rider had dismounted and locked pale and upset about something!

I introduced questions to be answered at points indicated on the route and all were correct at the finish. Even to those who went missing and "checked" in the following Tuesday. Malcolm Saunders has been having nightmares since about wet, greasy country lanes - poor Malc. a newcomer to road trials had never been on highways like that before and was one of the non-finishers.

I must confess to another direction error in the route during the afternoon, but anyone with their wits about them wouldn't have been misled.

Averages (for the cars 23 m.p.h. bikes 25½ m.p.h.) were set beforehand and the minutes adrift on calculated time counted as marks lost. Neville Hankinson won on his first time out and Moses grabbed more of a lead over Dave Lawson. However, Moses has to organise the next run - November 9th - and could fall behind. Dennis is also moving up, and Paul, Alan and myself are all there waiting.

It's tough at the top!

DAVE NURSE.

.... The club will not die. Neither will any of our sports disappear completely. BUT LET US NOT STAGNATE.

Things are quite good as they are, yet if the members as a whole do nothing then we will continue merrily and successfully AS WE ARE.

The committee are not supermen and are working hard to run the club as it is. Very good. NOW WE WANT YOU TO HELP US MAKE IT BETTER!

P A U L

Now on with the newsletter! Here is an important announcement:

JEREMIAH IS STILL SEA-DOG ?!!*?!!*

Doreen will be glad to accept weekly instalments of, say, five or ten shillings to pay for anyone's Dinner Dance tickets.

Once again:

ANNUAL DINNER DANCE 30/-
JANUARY 30TH 1970
STOCKPORT CO-OPERATIVE SOCIETY HALL,
CHESTERGATE, STOCKPORT 7.30 p.m. - 1 a.m.

See or ring Doreen Rowland 95-23412

I have recently been toying with the idea of taking up some sort of competitive motor-cycling. One of the ideas to cross my mind was sidecar-trials passengering. I wonder if any of you barrow drivers would like to try me out in some unimportant trial when your regular ballast is not available? Perhaps you will all feel that you would be better off with a 2 cwt sack of coal as recommended by one comedian last week? I've got to start somewhere, and we can't all be as great as Mr. R. (?) We shall see, Meanwhile;

IS DOG-JEREMIAH STILL SEA?*!!!*?

Wasn't Ivan Mauger unlucky not to win the League Riders' Title at Belle Vue last month? A broken cylinder head bolt cost him the title. However it was good to see such a fantastic crowd at Hyde Road, and lots of '17' members there to watch the meeting. Kenny was there as well, collecting his League Championship Winners' Medal.

The season finished on Saturday 25th October with a wet Best Pairs meeting and after seeing the laps of honour with Kenny getting showered with flour, water and cheques we beetled off to Len Morton's for a party to celebrate his engagement to Christine Olivant.

Congratulations to Len and Chris! One more member in the bag! Soon I'll be the only eligible (?) bachelor left. Great! By the way, Ivan Mauger has bought a house just round the corner from Len's so he won't have so far to come for his Tuesday pint!

I don't think that because a member rides around on his own in club trials, and goes off to other trials when we have a challenge meeting it means he doesn't want to know us; it must be something else. It is a pity that there is this lack of understanding somewhere though. Perhaps there is some fault of the club which doesn't inspire team spirit. I'm sure that if I was the owner of a bog-wheeler my aim would be to ride for a Manchester '17' team. Half the pleasure is gained from the company of such expert riders and humourists as Dave, John, Norman and Harvey.

DON'T FORGET THESE DATES:

- ROAD TRIAL - NOVEMBER 9TH
- ROCKET TRIAL - NOVEMBER 21ST
- CHRISTMAS PARTY - DECEMBER 23RD.
- JOHN HARTLE MEMORIAL TRIAL - BOXING DAY - (SPARROWPIT)
- DINNER DANCE ----- JANUARY 30TH 1970
- A.G.M.....NOVEMBER 18TH 8.30 p.m.
- NORTHERN EX. -DECEMBER 14TH-CLUELOW.

With regular events, a total of 25 names in our "league-table," and 500 hand-outs available shortly I don't think we need worry here and I can pass on.

Did you know that there is a permit allocated to the '17' for an annual grass-track meeting? Recent Cheshire programmes show five or six "17" members in the entries and the whole of the North is having a slight boom in grass-tracking.

There is a demand for more grass meetings which is getting greater, slowly but surely. We could be helping the sport, and ourselves, by running grass-tracks IF WE HAD A CIRCUIT! This is one task that we haven't yet tackled. You can all help by looking for a course. Nothing difficult is involved; find a flat field which is apparently in fallow and go and have a chat with the farmer, or tell ace diplomats - Keith, Dave and Pev.

On the social side we have had a very good year. Thanks to Doreen's and Keith's hard work we have had a good variety of Tuesday entertainment. The monthly films have been supplemented by quizzes, private films and slides, auctions, tyre changing contests, talks by trade representatives and the keenly fought battles with Shaw M.C.C. Only last week (Wednesday 22nd October) several of you went along to a "Trials Evening" at Congleton where Dave Rowland was one of the speakers.

Here again however, the trade films are just about 'done for' as regards their novelty. Goodness knows how many times we've seen "Three Wheels at Mallory"! The new social secretary will have to move on to the general interest films and we will see how this goes. You can help her/him by suggesting anything at all (like quizzes and games matches) to vary the programme.

Now back to the famine of trials riders. This is our most difficult problem as I see it. It seems that we will be losing the services of John Roberts as Trials Secretary this coming year. John's increasing business commitments with his booming Motor-Cycle Centre preclude his availability for course marking etc.

Whatever happens to this post, the present committee have been forming ideas on how to create more interest in trials. The success of the scheme, if carried through, will depend almost solely on YOU: the twenty trials riders. The Cheshire Centre Handbook gives the clue on page 64 paragraph 6. Read it up and then consider your own ideas to help. The outline is to run an "Open Day Trial", where anyone can come along and be shown the basic principles before having a go himself. The sections will be very simple but you will have seen the snag: CLUB MEMBERS WILL HAVE TO ALLOW THE TEMPORARY USE OF THEIR OWN MACHINES - - - - - SACRILEGE!

Careful course plotting and, as I see it, one rider with one or two novices working as a group, could make a very interesting day well spent and no harm would come to anyone's bike.

More on this in a while however; it's just an idea. You see, what we have to do is persuade a non-riding 20-30 year old to pay £250 for a bike, join a club and buy a trailer to carry out his new hobby. Put like that it seems a mite difficult doesn't it?

Well that's it then. One year on the committee and the power and position have gone to my head! It's all wrong you know; me being here solely because nobody else will do it! However I don't think I've been moaning. It's not a bad picture I've painted, it is just the plain truthful facts. There is a great difference between facing the facts then dealing with the problems systematically and merely pouring out the faults and bemoaning a sad state of affairs.

You have perhaps just said "Oh Dear! Paul's doing his nut good and proper this time!" You've read what I've said, but now go back and see again what I want doing, AND DO IT! I'm not pleading nor ordering; these are simply suggestions.

Nov 69

MANCHESTER '17' MOTOR CYCLE CLUB - NEWSLETTER NOVEMBER 1969

HELLO, HELLO, HELLO,

..... said the policeman with three heads; or something like that. (Did you spot my deliberate mistake last month (week)? I managed to alter most copies, but 32 of you received notification of an A.G.M. on November 17th. WRONG! This should have been

NOVEMBER 18th at 8.30 p.m.

Please all come along and find out who is running this club for you and see what a merry crew the club-night regulars are!

This is my last newsletter as editor before the committee is dissolved, and I would like to make a few personal comments in an editorial, as is my right, I hope.

You will see from your last twelve newsletters that I have only once made my own comments known on any particular point - insurance problems. In editions prior to my taking up the Club quill, I noticed an air of apathy in everything that was written, and I strongly disagree with this practice. There were moans about lack of attendances, dwindling road-bikes at the club, late arrivals, no club runs, no willing working parties and the usual "why should we do all the work."

These failings do exist; I do not deny that, though there has been a great all-round improvement. However, my policy has been to fill the newsletter with reports of how strong we are in all fields at all times. The impression given is one of a large and thriving club, which, besides encouraging new members reading their first newsletter, it makes for a contented, happier, and therefore more useful regular member. I am proud to boast that I have had several letters from distant members who have enjoyed reading about those of us in the centre of club life: the road-trial competitors and regular trials riders, the competition winners and Con-Rod's thoughts on the Tuesday night regulars. These members must surely feel that they are part of a happy and secure club. WE ARE A HAPPY AND SECURE CLUB, but there is still room, and the need, for improvement.

Having now established my popularity (?) I want to point out the weaknesses we must remedy. I would like to think that there is some competition for all the committee positions, including mine. This situation could only lead to the BEST and most popular committee; not just "the only people willing and available" as at present. Alas, knowing how safe my position is, I can carry on.

It may surprise many people to learn that the once super-strong '17' now have just six top-class trials riders and a small but keen assembly of others; BUT NOT MORE THAN TWENTY IN ALL!

We have the best riders in the Cheshire and North Western Centre scrambles - Peter, Frank, Norman, Bernie and the Cocker brothers, plus a huge number of other forceful riders - many are young and very promising - AND NO COURSE FOR NEXT SEASON! You would be amazed at the number of hours and gallons that the committee have put behind them in their search for a good course and similarly at the lack of suggestions from the remaining 150 of you!

Twelve months ago I could have had a go at the road-bike types as well, for their lack of the will to go out and get new members. However, numbers breed more numbers and we are now very strong in this quarter. In fact this could perhaps, one day, be our only claim to calling ourselves a motor cycle club. Thanks to Moses, Jim Phillips and Paul Sandbach we now have an abundance of new roadster members. Welcome! Alan Kempster, Chris Bowden, Alan Watkinson, Pete Pownall, Dennis Taylor, Eric Crossley, Bill Taylor, Brian Moores, Derek Richardson, Malcolm Saunders, Martin Goodstadt, and, of course, low flying Phillips himself! See what I mean?