

Popular opinion has led to the postponement of road trials until the spring. It is hoped to run a couple more rocket trials before the Dinner Dance, when the cup and prizes will be presented.

PRESIDENT'S SOCIAL CUP

TABLE AT NOVEMBER 21ST 1969

<u>POSITION</u>	<u>NAME</u>	<u>VEHICLE</u>	<u>POINTS</u>	<u>EVENTS</u>
1	Dave Abrahams	Vincent	140	6
2	Alan Kempster	Honda	136	6
3	Dave Nurse	Suzuki	131	5
4	Dave Lawson	B.S.A.	125	5
5	Paul Sandbach	Triumph	112	5
6	Dave Rowland	Triumph	76	3
7	Pete Pownall	Honda	75	3
8	Len Morton	Triumph	59	4
9=	Nev Hankinson	Car	55	4
9=	Paul Tootall	B.S.A.	55	2
11	Brian Moores	Norton	48	2
12	John Roberts	Car	40	3
13	Dennis Rourke	Triumph	36	3
14	Chris Bowden	Triumph	35	2
15	Keith Rhodes	Car	33	3
16	George Long	Norton	27	1
17=	John Yates	B.S.A.	20	2
17=	Martin Goodstadt	B.S.A.	20	2
19	Pev Attwood	Car	19	1
20	Margaret Lawson	Car	13	1
21=	Brian Hatton	Car	10	1
21=	Eric Castle	B.S.A.	10	1
21=	Malc Saunders	Triumph	10	1
21=	Ken Swinneton	Velocette	10	1
21=	Wilf Oates	Car	10	2
21=	Trevor Cowdrey	Car	10	1
27=	Brian Kennedy	Car	5	1
27=	Pat Brassington	Car	5	1
27=	Robert Hankinson	Car	5	1

DOREEN has a number of tickets for the following dances:-

Shaw and District M.C.C. DINNER DANCE
(in Hollinwood) Saturday, January 10th 27/6d.

Congleton and District M.C.C. DINNER DANCE
(in Crewe) Friday, February 6th 30/-

Our own DINNER DANCE tickets are selling quite fast, so don't be disappointed for want of ringing Doreen TODAY!

STOP PRESS

Don't get too excited (when we come to talking about scrambles courses this is always a possibility) but it seems very likely that we have at last found a new course. On land very near to where I live, the course would be very popular with riders and there is no reason why its' position should not attract in excess of four thousand spectators. I can't say any more, because Keith is still negotiating the moving of a footpath at present crossing the main straight!!!

CHRISTMAS PARTY --- DECEMBER 23RD
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Sorry - No room for private ads. this month.,.....

See you at the clubP A U L

SPEEDWAY HOLIDAY (Continued)

So, after many letters had flashed to and fro between Hazel Grove and Piri sous Siche, we knew we were supposed to be riding somewhere in France but we did not know where or when, apart from being sometime during our week's holiday.

TO BE CONTINUED.....

ROCKET TRIAL NOVEMBER 21ST

Twelve vehicles and the usual wealth of navigators and astronomers turned out for the latest attempt to land club rockets on the moon. Brian Hatton was a non-starter so everyone was in with a chance!

Organisers John and Pat Roberts were entrenched at Mission Control near the canal behind Middlewood Station. I'm afraid that most of this report is all waffle because, although I was at the start (in my official capacity) and I knew where the finish was, I got quite lost in Higher Poynton and missed a lot of the fun.

Being in position on Marple Ridge in good time, I was able to watch a spectacular headlamp parade come over Jackson's Edge as noisy Paul led the intrepid entry from the club. Surprise arrival was Trevor Cowdrey in his big blue fug-box: we now have 29 different names in the points table.

Trevor soon found what it is all about as he discovered he was the only one pointing the wrong way when the first rocket went up. I've never seen such a frantic thirteen-point turn! Neville was last away; very casual; perhaps he didn't see the rocket.

Yours truly took his time so nobody could follow him, but who should I find merrily polishing his car after being arrested by a low flying level-crossing gate you know where,?... Trevor! This man's enthusiasm is fantastic! Two set-backs already, but frustrated curses are soon forgotten and with a quick "I'm certain I know where it is!" he's off into the dark.

Some time later I pulled in at the canal bridge to find bikes and cars everywhere but precious few people. I didn't realise immediately that the actual spot was not yet known, but when a rocket came up out of the nearby woods figures appeared from all around and ran off towards John's hiding place.

Dead silence for a while then Len, Keith, D.K. and Trevor arrived. I let them walk miles up and down the lanes and towpaths, all in vain of course! The next rocket saw another mad rush into the woods, but still Trevor - with more apparent zest than the rest put together - managed to come in last behind Neville in a non-scoring position.

No complaints from residents this time, and no accidents either would you believe? Everyone finished the event as well, though a friend of Pete Pownall's - A.N. Other - was a non arrival. The usual post-mortem was held at the Red Lion and it was voted a good do. Thank-you John; results below --

<u>POSITION</u>	<u>12 STARTERS</u>	<u>VEHICLE</u>	<u>POINTS.</u>
1	Dave Nurse	Suzuki	30
2	Alan Kempster	Honda	29
3	Dave Abrahams	Vincent	28
4	Pete Pownall	Honda	27
5	Paul Sandbach	Triumph	26
6	Dave Lawson	B.S.A.	25
7	Brian Moores	Norton	24
8	Keith Rhodes	Car	13
9	Len Merton	Triumph	22
10	Dave Rowland	Triumph	21
11	Nev Hankinson	Car	10
12	Trevor Cowdrey	Car	10
	ORGANISER-John Roberts	Car	10

.....What about this all - MZ mounted British I.S.D.T. team? How about sending our editor your views on this subject? Mine are unprintable! I would also like to suggest that we have a correspondence page of short letters, to the editor, where people disagree with each other - as on page two of M.C.N. Send abuse, kisses, money, threats or anything of general interest which can make our newsletter the best one printed by any club, anywhere.

P.S., The editor has not written this article. Just call me PUSH-ROD ----- no relation to my brother CON-ROD, but it's got you guessing again hasn't it? -----

In response to our appeal at the A.G.M. I would like to thank the brothers Leigh for donating the duplicating paper which next months' issue will be printed on. Every little bit helps. You will see from the enclosed balance sheet that no little amount of your subs. comes back to you in newsletters. ED.

I have managed to persuade one of the club's most interesting and prolific scribes to pick up his rusty pen and write a true life serial about his experiences abroad in 1969. When it arrived last week, I thought we were getting his whole life story! I will have to adopt his suggestion that we print the tale in four parts, otherwise we would be looking for a new typist (Sit down Mum!)

Dave Linney is the author; original manuscripts can be obtained at 12, Chatsworth Road, Hazel Grove, and a few pints will probably buy you a hilarious, uncensored verbal version.

SPEEDWAY HOLIDAY

or

ALMOST AN INTERNATIONAL INCIDENT.

PART I

If you are wondering why it is taking Harold Wilson so long to get us into the Common Market, read on and you will be enlightened somewhat.

The very fact that there is speedway in France may surprise many people; the truth is that there isn't any as we know it.

Having been to France twice before, I had a fairly clear idea of what to expect; i.e. bumpy tracks and utter chaos. When I went across in '67 the meeting was cancelled and the promoter somehow managed to put the blame on the breaking up of the Torr e Canyon, and he is cheeky enough to try to claim compensation! The following year, six or seven of us went over, and the meeting was a big success, we even appeared on French television. There were six conventional speedway bikes and my much battered Dot. The track was so bumpy that there were quite a few falls, but I managed to stick on and just about keep up with the others. The promoter, however, was not very pleased with my taking a scrambler, and this year, insisted that we take only speedway bikes. We argued that his tracks were so rough that the best results would be from grassers, but he would not listen.

All arrangements were made by post, which is where the chaos began. M. Boston (the promoter) is well into his 70s and his writing looks as if an extremely merry spider had been skipping across the paper. Even if you are clever enough to make out the words, they do not normally form an intelligent sentence; he just rambles on and on, but tells you nothing. His most famous remark this year was:- 'If not understand, telephone-. On the face of it, this may sound quite a good idea, but there are a few snags:-

1. He is not on the 'phone. The number he gave us was the local post office, and I shudder to think how many 6d. bits I would have to put in while the post mistress put on her coat, got out her bike and went to fetch 'Pop' from his caravan about a mile away.
2. My French leaves a lot to be desired, to put it mildly.
3. Pop's English is even worse.

As you will see in Paul's opening waffle this month, yours truly has succeeded John Roberts as Trials Secretary for the coming year. The remaining reshuffle takes John to the Chairman's saddle. You will remember that nobody (well; - Keith) has been steering us since Mike Chambers moved south earlier this year. We welcome Dave Nurse as an "additional" committee member to the fold of the wise men. My wife and Hilary also sit in on committee nights!!

John Roberts' excellent work over the last few years has been carried out with the minimum of fuss and the maximum of efficiency, ably backed throughout by his wife, Pat. I would like to thank you personally John, for all the excellent trials you have organised.

With the help of all you fellow clubmen, be you competitor or observer, or anyone interested in assisting, I hope to carry on with '17' trials in their present excellent mould.

Little did I realize, some time ago, just how involved with club activities I would become. This is, of course, mainly due to my own (and your) Social Secretary. Making so many friends, and meeting as many people as I have, makes me wonder how I spent my spare time previously! If only more young people realised what a happy bunch the '17' are, we just might get over subscribed!

If you have any suggestions, critical or otherwise, about my future venture, please tell me. We can all only do our best for the club.

DAVE ROWLAND.

Almost before you've read this, the 1969 Northern Experts' will be upon us. We were complimented on last years' presentation, so let's help John finish off on a good note and have a smooth and successful trial. The start is at Cluelow Cross Garage and cafe near Wincle. The time will be 11.30 a.m. and FORTY observers are required. It is hoped to raffle three substantial prizes among the observers, the sponsors being the grateful riders in the event. A thirty minute colour film is also being made by three members of the club, for our own records and pleasure, and we hope, as a dummy run, for a 16 mm sound job next year.

BE A FILM STAR! WIN A PRIZE!

Give your names to Dave and John if you can observe or help on DECEMBER 14th.

More dates to note are:-

- TUESDAY 23rd DECEMBER CHRISTMAS PARTY
- BOXING DAY 26TH DECEMBER .. JOHN HARTLE MEMORIAL TRIAL
- SUNDAY 18th JANUARY CLOSED TO CLUB TRIAL
- FRIDAY 30th JANUARY DINNER DANCE

Games, music, entertainment and a buffet are being laid on for the Club Party on the 23rd.

We are awaiting a reply from IVAN MAUGER about his availability for the Dinner Dance. He would certainly like to oblige us, but may be returning to New Zealand the week before. Mr. and Mrs. Dent Oliver have already confirmed that they will attend, so:

RING DOREEN TODAY FOR TICKETS ---- 30/- each
(Handforth 23412)

???!?!**+?!*?!

I am an ardent four-stroke fan, and although my views on two-wheel transport may be of no importance or interest to anybody, somebody has to fill the gap between piston and big-end where there might otherwise be a blank space!

Having ridden quite a number of modern bikes, I still feel that there's nothing quite like the good old four-stroke. This sounds very R.G.V. but it's also very true. The two-stroke is, of course, a necessary evil - the extent to which it has been developed makes any comparison with similar models of a decade ago impossible. The differences have to be seen to be believed. It makes my day to see the occasional Cub or C.15 even in a trial.

MOSES' ROAD TRIAL - THE EVENT THAT NEARLY WASN'T

10.30 a.m. Sunday, 9th November. Chapman Street, West Gorton. Five would-be competitors and two would-be road trial organisers are standing shivering in a huddle. The rain is persisting down. 'If no one else turns up we go home' they unanimously decide. Who should arrive but Jerry Hallows with brand spanking new Missus both encased in a Viva 'fug box' "Who's he?" say the newer members. "A part time Honda sewing machine owner!" reply the unkind knowing ones.

In view of this unexpected turn out, the event is on and away we go, Jerry first then Nev Hankinson and navigator in a Ford Angular. Then the stalwarts, Dave Nurse (Suzuki), new member Martin Goodstadt (B.S.A.), Alan (cracked piston) Kempster (borrowed Velo) and Ken Swinneton (Velo) make a courageous start.

The route leads through Ashton, Hollinwood, Middleton, Todmorden and thence over the Yorkshire Moors to a lunch check at Downham. Near Rochdale Dave Nurse has to retrace his steps along a very secondhand road in order to pick up a missed clue. On! the joys of trials riding. A further two clues and a craftily arranged time check and then into the lunch check. Jerry is three minutes late having spent considerable time looking for a village called Imm, which turned out to be an abbreviation for immediately! Nev arrives sickeningly on time and a shivering Dave Nurse turns in late and crawls into the organisers' van with Moses and Christine for the purpose of munching butties. The remaining motor cyclists are non-arrivals.

The afternoon session gets under way and the weather is getting worse. Snow is experienced. More moorland travel and fords are ahead as the route passes through the Slaidburn area, Whalley, Clitheroe, Belmont and on to the finish at Horwich. Another crafty time check is in store near Whalley.

At the finish Jerry is three minutes early. Nev is again ridiculously accurate and Dave Nurse finishes late with loose steering head bearings.

After the event, Paul Toot, Paul Sandbach, Keith Rhodes and his Missus arrived as a reception committee and all retired to a nearby cafe to thaw out the girating Dave Nurse, after which the party dispersed. This was a very well organised and enjoyable event but rather marred by the weather. Alan Kempster and Martin Goodstadt retired early on (the latter for the second time in only his second event.) These two had to give best to the conditions. Ken Swinneton abandoned his attempt after getting lost and arriving at the lunch check 2½ hours late.

Nev was first, I was second and the gallant Dave Nurse a fine third. This results in Moses, the organiser, taking a tighter grasp on the Social Cup. Alan Kempster goes up to second spot and Dave Nurse to third. Dave Lawson, who did not start since Margaret was 'pupping' is now relegated to fourth. Still, no doubt it was worth it. -----

See below for full results.

JERRY (No relation to seadog)

ROAD TRIAL NOVEMBER 9TH

6 STARTERS - RAIN AND SNOW

<u>POSITION</u>		<u>VEHICLE</u>	<u>MARKS LOST</u>	<u>POINTS</u>
1	Neville Hankinson	Car	6	20
2	Jerry Hallows	Car	12	19
3	Dave Nurse	Suzuki	25	28
NF	Ken Swinneton	Velo	-	10
NF	Martin Goodstadt	B.S.A.	-	10
NF	Alan Kempster	Velo	-	10
ORGANISER	Dave Abrahams	Car	-	10

MANCHESTER '17' MOTORCYCLE CLUB NEWSLETTER DECEMBER 1969

May I begin by wishing everybody a Merry Christmas and a Happy New Year. You'll be lucky if you get another Newsletter until mid-January, so drive carefully and yet have a good time! i.e. come to the Christmas Party at the club - December 23rd - and to the Dinner Dance - January 30th, 1970.

Recognize the style? Yes, its me again, Paul Tootall, reinstated as your Newsletter editor for another twelve months thank you.

The A.G.M. on the 18th November went very well, and was over surprisingly quickly. Dare I suggest that the club is quite content at the moment? Fair enough; as Brian and Keith said, this has been a good year. I said we can do better.

Here is the Council of Elders you have elected for this coming year:-

President	Brian Hatton
Chairman	John Eoberts
Secretary	Keith Rhodes
Trials Secretary ..	Dave Rowland
Scrambles Secretary	Fev Attwood
Social Secretary ..	Doreen Rowland
Treasurer	Frank Turner
Newsletter Editor	Paul Tootall
Press Secretary ..	Hilary Rhodes
Ordinary Members of Committee	Dave Abrahams Dave Nurse
Training School Organisers	Trevor Cowdrey Ian Eradshaw

I'm pleased to welcome Dave Nurse to the committee. Being interested in all forms of motorcycling - I've seen him at road-races, trials, scrambles and rallies - Dave is an excellent man for the "gash" member position on the committee. Dave is full of ideas and very keen. He is your delegate and all suggestions and complaints must come through such committee members. This year I want no suggestions that the committee is fixed; a clique; biased toward trials etc. We are strong enough now to tell these people where to get off. A club like the '17' has no time for pessimists and kill-joys.

I'm very pleased to announce (albeit late) the arrival of a fighting weight Janet Lawson - Congratulations! Dave and Margaret, - the Happy day, November 9th.

For those of you who couldn't make the A.G.M. this year, the subscription secretary, Moses, will be giving you a yellow membership card with your receipt. We would like you to fill in your name and address, and hope you will carry it around in your driving licence holder or wallet. Letting very little out of the bag; this card may be your passport to certain privileges and facilities during the coming year. The cards have also cost quite a bit, and as you will see there is space for five years. We envisage that when renewing membership, the card will be signed by Moses and returned with your receipt.

MOSES IS NOW ACCEPTING SUBSCRIPTIONS FOR 1970. We must have them all in by January 31st. May I remind you that false declarations about A.C.U. affiliation can lead to suspension.

First trial date for next year is January 18th. Date approved. Permit applied for. Closed to Club. Venue undecided!