

MANCHESTER '17' MOTOR CYCLE CLUB .. NEWSLETTER FEBRUARY, 1969

Hallo everyone, I hope you have now all recovered from Christmas and are enjoying this very mild winter we are having - (he wrote - as it started to snow). I have plenty of news and features for you in this issue so we'll kick off straight away with the event most fresh in our minds; the Dinner Dance.

This was my first Dinner Dance and I cannot guess how it compares with previous ones but I am sure this one must come very high in the list of successes. To see everyone enjoying themselves so much convinces me that motor cyclists are the liveliest and most interesting sociable set of people one could hope to be a member of. The whole evening went smoothly thanks to our guests, the band and the staff of the hotel; we can only hope that the club can continue to exist in its present strength and run more of these nights to remember.

DINNER DANCE quote:- Overheard in the bar by your Editor;

"Who are all these people in here tonight Ted?"

"It's the Manchester '17' Motor Cycle Club, and there must be something in this bike lark you should see some of the lovely girls they've got with them!"

Ed: May I echo this fully deserved compliment ladies.

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Now here are some dates for your diary:-

TRIALS

February 23rd - Closed to Club Trial at Charleshead Farm, Kettleshulme.

March 23rd - is the new date for our first Cheshire Centre Trial. (Venue not yet decided)

October 12th - Championship Trial.

December 14th - is the new date for this year's Northern Experts Trial

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On the scrambles front; the club and Mr. Lomas, the farmer at Charleshead Farm have agreed to disagree on the value of his land for a scramble and for this year, we shall be running again at Wincle with the following three dates and possibly a fourth later on:-

- April 4th
- June 29th
- August 3rd.

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On the good news front, our balance of cash in hand was £217 on January 29th, 1969.

On the bad news side, only 23 members had joined for this year (to that date) and this included five sporting members. Members are hereby reminded in a friendly manner that subscriptions must be paid by March 31st, otherwise you will cease to receive these marvellous manuscripts of mine, and will be deemed no longer a member of the best club in Cheshire!

QUICKIE - Black ties will be worn for a month; Brian Kennedy has sold his road-bike.

ANOTHER ONE - Working party required at Glynn Wallworks-
to take a link out of his chain.

All this nastiness is an effort to provoke you out onto
the roads this summer on two wheels.

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It is proposed that about six main road trials and several
rocket trials be run during the coming dry months - the first of
which to be run by Brian Hatton shortly. A system of points will
be used and the winner overall will receive the President's
Social Cup for the year 1969.

The points system is as follows, and are hereby to be taken
as the official regulations -

Members who turn out at an event on a bike	--10	points
Members who turn out in a car	-----	5 "
For finishing on a bike	-	-----10 "
For finishing in a car	5 "

The points for the events will be .. 10 to the winner
 9 to the runner up
 8 to the third man
 ... and so on

The organisers of the events will get the flat start and
finish "money" of 20 points or 10 points according to their type
of transport. Each competition will, of course, have its own
regulations as to what determines the winner, i.e. time taken,
clues found en route, questionnaires answered correctly, etc.

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In connection with the above events and also with our
scrambles and trials this year a photographic competition is to be
held. The regulations are as follows:-

The entries are all to be taken at events run by the
'17' Club during the 12 months from Saturday February 8th to
February 8th 1970. There will be two classes --

- (a) Those taken on main road events.
- (b) Those taken at trials or scrambles.

Each class will be divided into (i) Black and white prints,
(ii) Colour prints or transparencies.

It is hoped to get photographers of the motor cycle press to
judge the competition, and handsome awards will be given to the
winners.

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More by luck than anything else, the above article leads me
nicely into the following Film Review for 1969:

<u>FEBRUARY 4TH</u>	The Dutch T.T. 1954 Tough Going The Golden Jubilee of the I.O.M. T.T.
<u>MARCH 4TH</u>	1963 T.T. races I.O.M.
<u>MARCH 25TH</u>	Three Wheels at Mallory Brands Hatch Beat.
<u>APRIL 1st</u>	Hell Drivers Watney Scrapbook 1953.

FILM SHOWS (continued)

- MAY 6TH The Flying Finns
 Quartet for Two Wheels
- JUNE 3RD Motorcycle Scrapbook 55
 Victory Trial
 Belgian Grand Prix
 Kickham Trial
 Sunbeam Point to Point
 TT Races IOM
- JULY 1ST Motorcycle Scrapbook 56
 Experts Grand National
 Ulster Grand Prix
 TT Races IOM

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Would the club be interested in the club badge now that we have a chance of making a cheaper plastic one? It will be black printed onto white, flat and about 4"x3" with a strong adhesive method of fastening. We can have these at 7/6d. each if we can order 100 off. The badge will be suitable to build a lug onto for fastening by bolts to bikes, etc. Please state your views or alternative suggestions to a committee member during the next month.

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Well done! Bob McMinn for winning last month's crossword puzzle, I can promise you several more of these in the next few issues.

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The Cheshire Centre Dinner is to be held this year on Friday March 21st at the Lancashire Cricket Club - Old Trafford. For tickets, contact Peter Green of 'Manchester Eagles' at 7, Edale Avenue, Reddish, STOCKPORT. Tel. Heaton Moor 1264.

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Now read what your favourite authors are waffling about and instead of just saying you can do better....let us see your efforts in next month's issue - March 4th.

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THE DAY OF THE RAINS - JANUARY 12TH

And Moses said unto Paul - "Shall we venture forth to the Land of the Lakes, even in this deluge?"

And Paul said "Yes" and tightened his Mae West.

And the mother of Moses said "Don't go!"

Yet they set out up the A6 to Chorley having accidentally joined a big transporter and its police escort on the Mancuhian Way by coming in between them from an access road!

And still it rained as they stopped to drip dry over two large coffees at Fortes on the M6!

At Carnforth, many black clouds later, these gallant representatives of the Manchester '17' sub-aqua club decided to sail for Ingleton and then via the 'switchback' to Hawes in Wensleydale rather than face the unknown dangers of Windermere.

They ate their soggy 'butties' at Hawes and were much amused by a type of 'Dragon Rally for Local Clapped out Minis' - (don't read anything into that!) in the village square. After two more coffees and a further half hours 'steam out', they left via Layburn and Masham for Ripon where they bought..... two more coffees, and sat watching the torrents in the gutters.

"How far have we to go?"

"Too far!"

THE DAY OF THE RAINS - continued.

Later: "I wish it would stop" (the rain)
"Oh God, it has stopped!" (Moses' bike)

"Water on the points! Last time this happened I had to leave it!"

"Where have you been?"

"I ran off the road back there"

"Why don't you use your headlight and come off the grass verge?"

"Where does the road go?"

"I wish it would stop" (the rain or was it the nightmare)

Somewhere around here Moses tried "deep-sea motor cycling" with the help of a speeding mini and about six inches of water in a dip in the road. He completely disappeared in a wall of spray and steam.

And there came a dense fog to give colour to the rain (and their language)

"We must be getting near Bradford." At Bradford Exchange Station they had another "steam off" in the waiting room and thought about shipping the expedition back by train from there.

Without goggles - for the fog and rain made them useless - they splashed on over the Pennines and parted ways in Hyde (for their respective anchorages)

And they were both very wet, and Dave's Mum was right!

PAUL AND DAVE

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DEAR CON-ROD,

I think the answer to your complaint about "no bikes outside the club" is the simple fact that motor cycling is becoming more of a sporting interest and less of a means of transport.

I know at least half-a-dozen road racers in the Stockport Area who never venture out in anything but tatty looking vans, but you could'nt say they were not keen motor-cyclists could you?

You would'nt expect to meet Henry Cooper walking down the street in shorts and boxing gloves, or George Best in studded boots! So why should'nt motor-cyclists have a car. In any case, as the great Geoff Duke said "What? Me ride on the public road?, not likely, its too dangerous!"

ROY (real name)

TAPPET CLATTER

Only one letter? Dear me, it makes you wonder whether all this mud-stirring is worth while. Well, Mr. Roy Realname, I do not wish to imply any disrespect to the purely sporting motor cyclists, but I never think of them as real motor cyclists. However, this is only a question of definition and I accept that such men are as enthusiastic and dedicated, in their own way, as anyone.

Of course I do not expect them to use bikes instead of tatty old vans, or whatever they choose, for personal transport. There are dozens of good reasons for not using a motor cycle on the roads and precious few practical reasons in favour, however, I refuse to believe that fear for personal safety deters such men as Geoff Duke, or any other road racer, from motor cycling the original way. I suspect his words were meant to be taken as a joke (how else can you take them from a man prepared to lap the I.O.M. at 100 m.p.h.) Unfortunately so many people seem to think it necessary to justify the use of a four wheeler that they pounce on such quotes. Travel any way you like, I say, but if you never use a bike you are missing something.

The question I was asking last month was - Where have all the roadsters gone? I meant of course the ones, belonging to members, that never seem to be used more than half a dozen times a year. On the same theme, I hear that Paul T. and Dave A. have been on a couple of Sunday runs recently, I hesitate to call them CLUB runs. Why don't you two publicize these outings more, perhaps you like to be alone! Surely the lack of numbers is not due to a lack of willing riders. or is it?

TAPPET CLATTER continued

A year or two back, I remember one of our number buying a new 500 cc Triumph. The handling was very bad. At least everyone but the proud owner thought so. It was only necessary to ride pillion or watch from behind through a few bends, to see that the tail-end had a mind of its own. Now, I hear, the owner wishes to replace the swinging arm bushes. I suspect a return to the bike after some time in a car has finally made him realise the trouble. I shall be very interested to see whether new bushes cure the bother or whether it only makes the bike as 'good' as new.

It is amazing how many faults we are prepared to ignore or do not notice on our own machines which immediately come to the notice of a strange rider.

I was recently asked to try a friend's old AJS in order to diagnose a curious engine noise. 'Perfect otherwise' said the owner. The machine was fitted with a full fairing in such a way that the turning circle was about the same as that of a Boeing 707. The clutch cable had an excess of slack and a shortage of oil and it was necessary to ride down a narrow cobbled entry to reach the road. It was raining, of course, and dark, but I got that far, just. A fantastic noise emanated from the engine greatly magnified by the fairing of course. Half way down the road there was a clunk and the bike seemed to leap several inches into the air. I thought I had run over a Great Dane or something, but there was nothing in the road. After telling the owner about it he said 'Oh, it often does that'. My reply has escaped me for the moment!

Anyway, off to the dinner-dance, now.

CON-ROD

THE JANUARY 26TH MIX-UP

Dave A, Len M and Paul T decided to go the Nottingham via Sherwood Forest for a day's run. But Len was a doubtful starter and when Dave and I arrived at the start ten minutes later than arranged, we were not surprised to find Len missing. 'He's probably not coming' we said, and then rang him to find out why. But Len had gone, and who could blame him? He thought we would be in front somewhere and hoped to catch us up. We believe he had an enjoyable day, seeing Nottingham Castle in the process and did not feel too badly about the mix-up. I apologise for Dave and myself and add that we also enjoyed an excellent day out, seeing Tideswell, Stony Middleton, Baslow, Chesterfield, Bolsover and Cuckney. We had lunch after visiting the famous 'Major Oak' tree in the Forest at Edwinstowe. Through Nottingham and back up the A6 through Matlock we completed the 150 miles in 7½ hours of clear but later cold weather. As I say; a good day out but completely uneventful and we would have much preferred the company of lively Len and others. Perhaps we have only ourselves to blame, as CON-ROD says; so.....

Sunday February 9th - Dave A and I are going down to meet the Dragon Rally in Wales. Several members are thinking of going on the Saturday, but those wishing to join us meet at Gatley, near the Tatton Cinema at the Monument at 9.30 am. I promise we will be there promptly, Len!

PAUL

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NEXT MONTH ---- look forward to:

An introduction to John Roberts' new motor cycle shop at 100, Higher Hillgate, STOCKPORT

Results of the Closed to Club Trial

Crossword

CON-ROD, and reports on the Dragon Rally

FOR SALE

Avon Handlebar fairing adaptable to most makes
with 7 inch Headlamp

1 Set metal panniers with fittings

1 Pair slightly raised handlebars

1 Pair James Captain teles. - unused since
factory reconditioned.

D7 B.S.A. Bantam engine less piston and stator plate.

Pair bantam handlebars and telefork parts.
C200 Rocker box, Villiers 8E carb. 2 mirrors,
Norton 'Domi' gear lever, Honda gear lever,
Velocette clutch chain wheel. Tools for Bantam clutch
and flywheel, Honda 50 flywheel, Villiers flywheel.

See JERRY HALLOWS, Trugs I'th' Hole Farm, Wood Lanes, Adlington,
or 'phone POY 2966 most evenings.

N.S.U. Super Max Spares (250 c.c. -o.h.v.):-

2 frames, front and rear wheels
cylinder head, barrel,
2 sets of cams
2 new contact point assy.
2 Carbs, 1 new
Various other bits

1952 -350 c.c. A.J.S. (converted for trials) including
Trials box
Alloy Tank
All alloy motor
Alloy front wheel with small brake
minus exhaust system.

1961 -T120R Triumph Bonneville -good condition, standard.

Various 350 A.J.S. parts including complete rear
sub-frame and wheel, and front forks and wheel.

See MOSES on Tuesdays.

P A U L

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