

JUNE 1969

MANCHESTER '17' MOTOR CYCLE CLUB - NEWSLETTER JUNE 1969

June is here, We have begun to see a glimpse of summer. The Isle of Man T.T. races are just round the corner and I have been in office six months! Have you finished reading my last issue yet? Looking at my contents, this issue is mainly news and previews so without further ado Keith licks his quill and kicks off:-

On behalf of my wife Hilary and myself I would like to thank the Manchester 17 M.C.C. for the blankets which were presented to us on our wedding day. I must apologise for the delay in writing, but following the last newsletter, I had to return to Jersey to enforce the new silencing regulations on the Bell Boy at our "Honeymoon Hotel".

KEITH T. RHODES, Secretary.

Have you been tripping over lots of empty milk bottles lately? If so you must have been around Glossop Centre and if you'd followed the trail you would have come to Glynn and Diana's flat in Norfolk Street. If any of Glynn's friends roll up with an empty milk float and some expert gen on B.S.A. clutches and generators, they will be very welcome. Diana will give you a marvellous meal - Glynn will go on bread and water for a week - and then they will both 'clean you out' at Monopoly until the small hours.

Renthal Enterprises are doing very well thank you. Andy and Henry are selling more than ever, and I don't think they will be sued if I tell you that World Speedway Champion Ivan Mauger is using a pair of their alloy bars now.

The funny point is that our own speedster - Ken Eyre - seems to have stopped falling off now that he has tested the bars to his satisfaction and is now piling up the points to take Belle Vue Colts to the top of Division II. Ken's latest Wednesday scores at Belle Vue are 12, 12 and 11, and He's certainly worthy of his place in the first team as you can see any Saturday night. Join the speedway set in 'L Block' at Belle Vue.

PAUL.

May I simply express the thanks of myself, and I am sure, the whole club to Mr. Ken "Cinder Face" Eyre for going to so much trouble in bringing his machine to the clubroom on Tuesday 27th May in order that club members could learn a little about the hazards facing the speedway riders today.

I certainly found it most interesting, and so, I am sure, did many of the onlookers. Amongst the many comments heard there seemed to be some connection between the age of the bike and that of Jack Mathews, although some people will believe anything.

Very pleasing to note was the Manchester 17 club badge proudly displayed on the tank..... or was it just covering those dents Kenny?

Finally thanks to Mr. Len Eyre for coming up with all the technical 'gen'. It made a change to hear about real con-rods instead of this 'crapalloy' rubbish made in Japan.

KEITH T. RHODES, Secretary.

This year's National Rally is on July 12/13th and the six hundred mile event ends up at Trentham Gardens, Stoke. See me for entry forms and please return them before June 7th so I can send off the whole lot as a block entry. June 14th is the last date for direct entry but we already look like having over a dozen representatives this year.

INTER-CLUB SOCIAL

Once again the visit of SHAW M.C.C. on Tuesday 20th May brought a full house and much fun was had by all. I modestly print the following vote of thanks:

PAUL.

I am sure I speak for the whole of the club in offering thanks to Messrs. P. Tootall and D. Abrahams for organising such a successful competition against Shaw Club, which was held at the Red Lion on a recent Tuesday. Obviously a lot of hard work had gone into the preparation of the game and it was just reward in receiving the compliments of the visiting club.

It would appear that these socials between Shaw Club and the Manchester '17' are becoming increasingly popular, and if anyone has any bright ideas for inter-club sports or socials please forward them either to myself or any committee member.

KEITH T. RHODES Secretary

MANCHESTER '17' TOP THIRTY HIT-PARADE

("HIT-PARADE" MIGHT BE APPROPRIATE IF YOU CATCH ME!) (D)

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|-----------------------|---|
| 1. Dave Abrahams | - Shake, Rattle 'n Roll |
| 2. Renthal 'bars | - Bend me, shape me |
| 3. Andy Renshaw | - If I had a hammer |
| 4. Malcolm Saunders | - Cowboy blues |
| 5. Trevor Cowdrey | - Alabama Wild Man. |
| 6. Ian Bradshaw | - My boy lollipop |
| 7. Glynn Wallwork | - I wanna be your man |
| 8. Brian Hatton | - I'm a tiger |
| 9. John Yates | - Where' do you go to? |
| 10. Brian Kennedy | - Big spender |
| 11. Dave Rowland | - I could have danced all night. |
| 12. Keith and Hilary | - We can work it out |
| 13. John Percy | - They're coming to take me away, Ha! Ha! |
| 14. Jack Mathews | - Happy Jack |
| 15. Alan Kempster | - I'm all shook up |
| 16. Diana | - Rag Doll |
| 17. Frank Turner | - Goldfinger |
| 18. Len and Christine | - I want to hold your hand |
| 19. Con - rod | - Devil in Disguise |
| 20. Paul Sandbach | - Boom bang-a-bang! |
| 21. George Long | - Bimbo |
| 22. Kenny Eyre | - Dizzy |
| 23. John Roberts | - Yes, we have no bananas |
| 24. Dennis Rourke | - King of the road |
| 25. Henry Rosenthal | - What kind of fool am I? |
| 26. Pev Attwood | - We've gotta get out of this place. |
| 27. Jim Phillips | - Rave on |
| 28. Dave and Margaret | - It might as well rain until September |
| 29. Doreen | - As long as he needs me |
| 30. Me | - Paperback writer |

TIP FOR THE TOP: Eric Roberts - I'm the urban spaceman

SOMETHING STUPID

Ian Bradshaw has taken delivery of a new Trident and will write his own road test for when he has run it in - in the Isle of Man!

On Sunday May 18th, Paul S. Alan, Wilf, Malcolm and myself bumbled down to Chester to commence the running in of Malcolm's 24 hr. old Bonneville. Shame to report that his was the only bike to run trouble free all the afternoon! First to stop with an ominous clatter was myself. Imagine my relief when I discovered it was only the tank-centre bolt and assembly after the top tube lug had fractured. I quickly removed all the rattling items but five miles on we stopped again. Alan's ammeter had slowly disintegrated into little pieces over his shoulders and been crushed by the following traffic! Just outside Chester, Wilf's much-patched-up tank began to leak. Sixpenn'orth of Wrigley's held it until after tea - about 50 yards inside Wales. We made repairs with a fibre-glass kit and retired to a pub while it set. It still leaked when we came out seventy minutes later! Alan rode home quickly with Paul S, whose ailing plugs nearly gave out and the left hand pot retired completely with points trouble halfway back! Wilf and I dribbled along with the Bonny for a while then we all split up when rain threatened.

A right disastrous afternoon, and one which should be scrubbed from the records and forgotten as from now.

PAUL.

CONTINENTAL TOUR

I would very much like to organise a holiday abroad for two and three-wheeled club members next year. However, if I play my cards right, it seems likely that I can shelve all the ground-work onto our Hon. Sec. Keith. He has kicked off right by volunteering the following screed which needs no further details at this stage. I think I can say that costs will be very reasonable and the standard speed will be set by Dave Rowland's Triumph outfit and Scott's ability to keep the chair wheel on the ground on those hairy Austrian passes!

LES VACANCES 1970

I would like to second the proposal of our editor that the club holds a "continental road run" next year, and I call upon you - the club members - to support this exciting venture.

For those of you who have not travelled abroad on two wheels before, a new challenging experience is in store for you, and for those of you who have, it will not be old hat. Just think, you now know all the "ins and outs" of foreign travel, and you will be able to enjoy your holiday to the full.

Personally, I have enjoyed every minute of past trips and I look forward in great anticipation to next year. We do not envisage competing against Alan Kimber's trans-Europe rally which, let's face it, has turned out to be a glorified works' sponsored scratch race, but certainly a mileage of two to three thousand miles is anticipated - so come on Jim, tidy that Bantam up a little!

If anyone would like to forward a suggested route - working within the following limits - we could perhaps collate all the proposals and come up with a compromise to suit everyone.

We imagine a two week duration on this holiday which may include one of the International meetings on the Continent. The idea would be to aim for two main centres, one for each week. For example - Innsbruck for week one and Marseilles for week two. A trip such as this would involve a mileage of approximately 2,250. The problem of accommodation has not been resolved as yet but the two most obvious alternatives seem to be Bed and Breakfast or Camping. When forwarding your route to Paul or myself, or even notification of interest, please indicate the most convenient dates for yourself.

KEITH T. RHODES, Secretary.

THE T.T. RACES

More than the usual number of 'road-bike' members are going to the island this year, and some interesting machinery will be seen sporting '17' transfers. The "Moses Vincent" should be there, although Dave has had several annoying teething troubles with the rebuilt 500, and there won't be time to run it in fully so he should only be lapping at about 90! With Ian, Malcolm and John all seizing up new bores on every straight, that leaves Len and myself with John Y. and Jerry to challenge Dave's outfit for the lap record. Also on the Island are Jeff Bibbey and Ann, with Wilf, Alan and Diana coming over on Senior day. Good job the Kempster-Velocette will not be seen; the oil it would leave on the course would no doubt postpone all racing until sometime in August!

F O R S A L E

1960, 3TA, 350cc twin. Rebuilt to T.90 specifications. Taxed and MOT. Just run in, will stand any trial.
£35 o.n.o. - contact Jim Phillips at the club.

1968 - 360 Sprite scrambler.. Four meetings only. £150 o.n.o.
see John Percy, 54 Bankfield Avenue,
Heaton Norris.

1965 - Bultaco Sherpa. Taxed - MOT and Ins. £95 o.n.o. see John Percy.

FOR SALE - continued -

1952 V.B. Ariel 600 with Busmar double-adult sidecar. £10 o.n.o.
Weekends only - Mike Brandley- at 2, Broomfield Drive, South Reddish,
Stockport.

1960 350 cc AJS running condition. Has new front tyre and valve springs.
£20 o.n.o. Terry Hayward (barman at Red Lion)
25 Deanside Crescent. Hazel Grove.

1962/3 Greeves scrambler fitted with reconditioned Villiers 325 cc
twin motor. Complete with sprung trailer - £45.
John Roberts - 061 427 4586

1969 SCOTTISH SIX DAYS' TRIAL

This being my seventh Six Day Trial in a row, I knew what to expect: lots of rough sections and possibly rough weather. The sections were tougher than usual, and more plentiful, but the weather mercifully was more than kind - in fact, ideal trials weather, warm and dry. Unfortunately, the usual atmosphere of this great event wanes a little more each year with the "trade" taking less interest and with everyone paying for items which used to be given away unsparingly. Nevertheless, I rated this year's trial as the best and most enjoyable one I have ridden in, although the wild local whisky drinking parties could have accounted partly for this. Certainly amongst riders and officials, Bill Wilky's win was tremendously popular. Finally it is my opinion that all trials riders have not ridden in a real trial until they have competed and finished in the "Scottish" and the "Scott".

D.R.

SCRAMBLES AND TRIALS

Our next scramble is on Sunday June 29th, and will again take place at Wincle. We have inspected a possible future venue near Sparrowpit (Chapel) and are still in contact if things improve at Charleshead Farm. Both sites, however, present difficulties which can not be overcome this year.

A few hundred yards on the Chapel side of the Sparrowpit field is the farm where our next trial will start. The meeting will be open to Centre and the date - Sunday July 27th.

T.T. WEEK MEETING.

All members in the Isle of Man for the races are called to a Manchester '17' meeting for a possible day's run-out together. We have agreed to be in the square in front of the Sefton and the Rendezvous Cafe, Douglas at about 10.30 a.m. on Sunday 8th. See you there!

LIFE STORY OF A PROPHET (cont.)

The first 280 miles on my rebuilt Vincent Comet took in the Vincent Owners' Club Pennine Rally at Edale and about a dozen seizures!

The piston has since been removed and found to be cracked. Hillgate Motors are replacing it free of charge, and honing out the barrel. Although it is doubtful that the bike will be fully recovered for T.T. week, it will undoubtedly be C.K. eventually.

It is unlikely that I will ever recover from the Rally. Alan Kempster supplied a "five man tent" that turned out to be for two men. Alan, Wilf Oates, Paul Sandbach and myself spent a very uncomfortable and wet night in it. If it had not been for the 2½ gallons of local brew consumed between us, I'm sure we would have packed up and gone home (or at least kicked Alan out.) Someone left the washing up bowl and mugs under Alan's Velo to protect them from the rain. Not much rain was found in the bowl in the morning but there was plenty of oil.

The weather did not deter a large number of Vincents from attending the Rally, most of them from several hundred miles away, and most were in a better condition than many so-called modern bikes. It was hard to believe they were all at least 14 years old. Alan asked how it was possible to tell when the engines were worn out as they made so much clatter anyway. Luckily not many people heard him and he lived to ride away.

LIFE STORY OF A PROPHET contd.

Finally, Malcolm, who visited the rally on Sunday, was puzzled why people actually preferred such old bikes. There are many reasons and I remembered one of the best in those few miles. What other bike can tick-tock along past a stream of cars whilst you count the firing strokes? I must try a twin one day, they are even higher geared!

MOSES

VINCENT OWNERS' CLUB PENNINE RALLY

Whit week-end was the date fixed for the Vincent Owners' Club annual rally at Edale, and Moses, eager to show off his newly restored machine suggested a club outing. So on Whit Sunday three intrepid Man.17 club members, Moses, Wilf Oates, and Alan Kempster set off for Edale piled high with camping gear, to be followed later in the day by Malcolm Saunders and Diana, and yours truly. Frequent stops were made en route as Moses' Vincent kept seizing, fellow Vincent owners helpfully suggested that he was using the wrong oil, but then they must have shares in a certain oil company as they were rather biased towards one brand.

Malcolm, Diana and myself arrived half way through the afternoon to find the tent pitched and all the hard work already done.

After a rather miserable attempt to cook tea, it was decided that one and all should retire to the Nag's Head, which was just as well because the sun disappeared and a torrential cloudburst followed.

Malcolm announced that he was going home, but expressed doubts as to his ability to climb the road over Mam Tor, which, by this time, had disappeared in dense clouds and mist. About nine o'clock, the rain stopped and Malcolm took his chance and went home with Diana. As it turned out this was just as well, because Alan's "five" man tent only slept two in comfort and four in great discomfort.

We spent the rest of the evening in the Nag's Head, listening to hikers singing bawdy songs, and returned to the tent at about eleven o'clock. The night had dried up somewhat by this time and all went well until about half-past four when torrential rain began to fall again. Moses complained that he was getting wet and the same experience soon happened to myself. Much moving about and changing of positions did little to ease the situation and at about a quarter to six we decided to get up and make breakfast. This was more of a success than the previous day's efforts at cooking, and was enjoyed by all.

As it was still raining it was decided to abandon the tent in favour of a large barn down in the village. Originally, Wilf, Alan and myself had intended going straight to the road races at Darley Moor, but as time wore on and the rain fell harder and harder this project was abandoned. The cloud was so low that it was impossible to see into the next field, let alone to the top of the hills.

Around nine o'clock the rain abated somewhat and a strong wind sprang up. This was the signal to pack up as quickly as possible and go home. It was found that the sewn-in, waterproof groundsheet in the tent had been very effective - the tent was full of water!

Setting off for home I took the lead up the 1 in 6 hill over Mam Tor. About half way up I badly misjudged a sharp left hand bend; Alan, who was close behind, made his debut at grass-tracking by going completely off the road, and Wilf also followed suit. Moses, who was still worried about seizures, was going too slowly to suffer such exciting moments. A headlamp parade followed through the thick cloud all along Rushup Edge, and we only ran out of this on the descent into Chapel. We finally arrived home - cold and miserable - at about ten o'clock.

Since this event I hold a greater admiration for people who go to such rallies as the Dragon and the Elephant - or are they just plain mad?

PAUL S.

T A P P E T C L A T T E R

Imagine you are the M.O.T. with power to make any laws and regulations you like. What would you do about motor cycling? Although I dislike laws and restrictions of freedom where unnecessary, I think something should be done to improve the image of motor cycling by improving our safety record and also our actual appearance in the eyes of non-motor cyclists.

I should like to see sensible specification limits laid down for bikes. For instance, there should be a minimum width across the handlebars. Efforts should be made to eliminate the use of "clip-on" and "ape hanger" bars. A minimum steering lock should be necessary which should approach the lock of a trials bike. It is not possible to steer delicately at low speeds with body weight on the handlebars, and for this reason footrests should support most of the weight when normally seated, thus eliminating rear-sets. I am sure you can think of many more ways to make motor cycling safer.

Coincidentally, the above changes would also improve "the image" by giving a safer and so, more acceptable appearance to motor cycles. Other features of modern motor cycling which spoil the "image" without actually affecting safety are also important in my view. This is for the purely selfish reason that I don't want to see the end of motor cycling in my lifetime and the dislike of our sport engendered by the appearance of the lunatic fringe gives the "antis" the perfect excuse for banning the lot of us. Why must some people fit very inefficient silencers? Why must they ride about in bestudded jackets with skulls and crossbones? etc. Other motor-cyclists think of these "one per-centers" as idiots on noisy, badly maintained and unsafe machines. Non-motor cyclists think of them as anti social juveniles with no respect for their own or other peoples safety.

Perhaps I have got it all wrong and if so I'm sure one of the Skyways crowd will correct me.

CON - ROD.