

AUGUST 1969

MANCHESTER '17' MOTORCYCLE CLUB

NEWSLETTER - AUGUST 1969

HELLO MEMBERS,

With 126 shopping days left to Christmas, I am back on schedule with the newsletter (well, I've got to start off somehow haven't I?)!

July was quite a busy month for us, and surely the best item of news is that Kenny Eyre has been selected to visit Russia with Belle Vue first team in September. This is just reward for Ken's great efforts for both the Belle Vue teams this season, and we all congratulate the Buxton flyer and wish him all the best of luck.

CLUB NIGHT - TUESDAY JULY 22nd

This recent Tuesday was the date of the Extraordinary General Meeting when the alterations to the club constitution were submitted to the club and approved without objection. Keith proposed the amendments - the increase in subs to cover the ACU affiliation levy, and the nominal re-titling of officers on the committee - and Frank seconded the motion.

We are now designing and costing the proposed new club membership card which will incorporate the constitution. An attractive black and yellow card something like an MOT driving licence is envisaged.

Also pleasing on this night was the very large attendance and the eleven road machines parked outside - is this your silent answer to Con-Rod's grumblings?

BITS AND PIECES

Congratulations to Mr. & Mrs. Geoff Brassington on the recent birth of their daughter.

-o-o-o-o-o-

Keith and I are a little disappointed about the response to the continental holiday next year. Those of you who have mentioned a slight interest please decide soon and propose your route and preferred dates. Definite starters are Dave, Doreen and Scott, Moses, myself, Keith and Hilary; Keith's route by the way, includes the Dutch G.P. at Zandvoort, Germany and France.

..o-o-o-o-o-

Paul S's Road Trial was postponed from July 6th because he was moving house. I have not found the time to check my routes over yet and now my motor needs new mains, but don't forget the President's Social Cup and its qualifying points. We must fit in about five more runs before the Dinner Dance, so feel free to organise a run and let the committee have a date which is convenient for you.

-o-o-o-o-o-

Congratulations to Christine and Ian Bradshaw for practically cleaning up the TT week Ilford photographic/ competition, winning a TT holiday and pounds worth of photographic equipment.

On this subject, don't forget the photographic/ competition - to be judged after entries close next February 8th.

-o-o-o-o-o-

I think you will all agree that the slide show last Tuesday was a good effort on the part of Frank Turner. Contributors were: Digby, Len, Doreen, Dave Nurse, George Snowball and Frank - the faint ones were mine!

-o-o-o-o-o-

I would like to thank Neville Watts and Jim Lomas for bringing their respective machines - 125 Honda and Padgett Yamaha - to the club on July 8th. Everyone was pleased to be able to see racing machines close up, and to ask Nev and Jim questions on their sport.

When you think about it, there have been very few club nights this year when there has been 'nothing on' to add to the evening's social chat - thanks to Doreen and other keen members.

-o-o-o-o-o-

The RAC-ACU Training Scheme starts again on September 7th. This is our best source of new members and we need to remove the scheme's limitations of only having a few bikes (and instructors). I regret to report that is more urgent than before as one of our ancient Bantams has been stolen. Green, and eleven years old, we could do with MVR 763 back, so keep your eyes open and let the police know if you hear or see anything. Also please keep your ears to the ground for cheap or give-away machines up to 250 cc which we might manage to persuade the RAC to renovate for us.

I am hoping to place posters about the scheme in all the secondary schools in the area, and if the headmasters will announce the details, I think we can expect a very good turnout at Cheadle Heath next month.

-o-o-o-o-o-

I have no details yet, but I am willing to arrange a mini-coach to the World Speedway Final at Wembley on September 13th if there are enough people interested. We shall need at least twelve to make the costs reasonable. Please let me know as soon as poss, at the club or at home 061-427-2040.

P.S. URGENT..... National press say only a few tickets left. See me as soon as possible. Likely transport is Belle Vue Supporters Club coach - approx. cost + match 40/-.

TRIAL AT SPARROWPIT - JULY 27th

Thirty riders contested 'Dave R's Trial' based on Gawtries Side Farm, and a lap between Chapel and Castleton, on Sunday.

I heard many riders agreeing that this was the best '17' trial for some time. The weather was lovely, and after two laps of eight miles and 42 sections, Dave Rowland juggled home with 7 marks lost. Runner up was John Roberts with 14 and first class awards went to Rob Edwards (Cotton Minarelli): 18, Henry Rosenthal: 25, and Harvey Lloyd: 26. Best novice was M.Larkin on a 250 Bultaco: 89 marks lost.

Eight riders retired, but the feeling was still of a very pleasant trial and the apparent horrifying steps at Bettsfield were not as difficult as many made out.

Thanks go to D.R. for his efforts in promoting the event in this almost forgotten area; '17' riders took the first nine places, and if we count Ted Breffit's Ossa and B.K. Rodger's Cheetah, six different makes filled the first seven slots.

NATIONAL RALLY 1969 - TRENTHAM GARDENS, STOKE

This year's rally was over 600 miles and the maximum number of controls was 34, finishing at Trentham Gardens, Stoke.

Although our hopes of big honours this year did not materialise, everyone had a good time and four of us gained the maximum 668 marks for special gilt awards; Dave Nurse on his Suzuki 80 completed a superlative performance in record time for his silver award on a short route. Dave feels that he could easily have completed the full course and qualified for the special test.

Non-starters in our ten-strong entry were Trevor Cowdrey - lacking parts to get the Rocket mobile; and George Long who was 'under the weather' no doubt after over indulgence in something or other!

Dave Nurse started on the Saturday at 10.00 am at Northampton and was outside the finish waiting for the gardens to open at about 5.45pm! Everywhere we went, people told us that he had been through in fine form about four hours before us!

Len, John, Dave, Moses, Alan, Jerry and myself began from Wolverhampton. Moses was already covered in oil and John's Norton was making horrible noises. You may remember my broken sump stud; well, my efforts to tap the thing out brought a vital piece of sump filter casting with it, and a self-tapping screw was letting out a pint every twelve hours; I should have worried!

A few miles outside Malvern came the start of the Moses/Alan pairing's troubles. Alan's rear tyre blew out in a big way, and 1½ hours were lost after only 80 miles.

Don't mention Malvern to John Bell either, he lost compression on one cylinder completely, and the ventilated piston was at the club last week to prove it! The Norton was left with the local M.C.C. and Dave Lawson gained a passenger.

Jerry and I veered off for Hereford, and met Len and Dave again near Cheltenham, just in time to see Len disappear behind clouds of blue smoke from his right hand cylinder. Fortunately a few imperial gallons put the matter right.

Jerry and I took our first hour's rest at Cheltenham after only 115 miles. I was convinced that my clattering heap would never manage each following mile but the distance seemed to fly after our next hour at Colchester which we reached uneventfully; 295 miles. Dave, Len and John must have been ahead by the time we left our stop and darkness had fallen. Even with the Honda's poor lighting, Jerry was much faster than me in the dark, and I'm afraid I slowed us down somewhat. We became separated in Cambridge and came near to splitting up there and then!

All this time, Moses and Alan were having a terrible time. The Vincent was having generator trouble and then refused to start when it was hot. Alan had to tow Moses for twenty yards on each occasion. Just after filling up at Oxford, Alan's tank split near the bottom. Time, chewing gum and fibreglass were called for; they reckoned they were $7\frac{1}{2}$ hours behind schedule and when Alan's lights went from dim to non-existent during the dash from Chelmsford to Colchester before the control closed, our gallant pair gave best to their problems and retired till dawn.

Jerry and I met Len, Dave and John again in the morning mist at Horncastle and more or less rode in company to the test at Moorlands Cafe on the Leek Road. Just before Horncastle we were in time to see two lads climbing out of a hedge and heaving the bike out of a ditch. The same spot exactly where Digby and Jerry saw it happen last year!

~~ONE~~ incident which was annoying at the time led about 250 riders up a temporarily closed road to a gang of railway men tearing up a level crossing. They must have been tired of sending us back.

The sad news of Bill Ivy's death was given to us as Jerry and I took our final hours rest at Doncaster. Len, Dave and John had to call up Barnsley to make up their mileage before they came through here.

The cloud over Castleton and Buxton was really low and thick, but after half an hour at the special test, it became a glorious morning. As always, the test was a bit of a farce, being mainly a pot luck affair. Digby was there to see us through, and after chatting, I went behind the others and was almost last of all. I passed the time by trying to light a

cigarette without veering off into a ditch (bent frame or something!).

Breakfast at Trentham saw us meet up with Moses and Alan who had cruised up after the light had returned. Dave Nurse had already gone home! Cold and tired we ate like zombies and headed home. I had to dismount every five miles because of the vibrations and saddle-soreness; I slept for 18 hours that night!

My mechanical faults : lost chainguard bolt
: lost $1\frac{1}{2}$ pints engine oil
: badly damaged 'mains' and 'ends'
: speedo 'erratic' over 50mph

Jerry's troubles : the little plastic head to a press-stud on his map-pack fell off!

Aftermath

Thanks to Jerry for dragging me round. Alan has bought a Honda 405. I will certainly go again if the ACU run the event next year. Their main problem is an MOT rally tax of £250!

FOR SALE

Henry's 1968 Greeves Anglian

Alloy tank, scrambles barrel, low 3rd gear, new tyres, alloy bars; NEW: big end, mains, gear pinions, selectors and clutch.

Very good for £120

See Henry Rosenthal at the club or - 192 Compstall Road, Romiley.

Avon Dolphin Fairing

No details - £6 - Diana Wallwork at the Speedway or - 6 Norfolk Street, Glossop.

WANTED

Battery holder and tool box for pre-unit 1956 Tiger 100. See Jim Phillips at the club.

COMMITTEE NOTES - WEDNESDAY JULY 30th

The Annual Dinner Dance - already arranged for January 30th will be at the Co-op Hall in Stockport and the band will be by Sid Chadwick. Cost will be about 30/- and this year we can accommodate 150, so there will be no repeat of previous years' disappointments.

Paul Sandbach's Road Trial will now be on Sunday, August 17th. Mass response will ensure that we topple Dave Lawson from the top of the Social Cup table. Details will appear in the clubroom. Dave Nurse is also planning a road run for the near future.

-o-o-o-o-

Doreen has a Supper Dance in the offing at the Mermaid in Hanforth. Tickets will be on sale shortly. September 19th is the date.

-o-o-o-o-

The next club trial is the Cheshire Centre Championship Trial at Cluelow Cross near Macclesfield on October ?.

↖ ? 12th

AUCTION

Another organised throw-out will take place on August 19th at the club. Bring everything you want to get rid of; and a thick wallet - Keith will be the auctioneer.

T.T.F.N.

Editor: Paul Tootall; 151 Compstall Road, Romiley, Cheshire.

P.S. Happy Birthday to Toots! (August 23rd) Keep up the good work.