



ACROSS

1. Special Police get a reprimand resulting in rear-wheel drive (8)
5. No lout gets mixed up at this racing circuit (6)
9. Such a nut is usually difficult to get at (8)
10. Descriptive of 1, 3, 5 or 7 years old (3,3)
11. Confused lad in the forest shows one form of foot-power (8)
12. A backward leper does, no doubt (5)
14. What every organiser hopes to attract (4,6)
17. Rural version of speedway (5,5)
21. Route changed- certainly not the inner tube ! (5)
22. Royal Artillery shortly after confused strife at the beginning of time (5,3)
24. Vintage name for a three-wheeler (6)
25. Last revolution that should produce a winner (5,3)
26. Essential for preventing dropped valves (6)
27. Hardly suitable equipment for measuring lap speeds (3,5)

DOWN

1. Is this a suitable bike for sporting fairies ? (6)
2. No mod, this, in the valve gear (6)
3. Most primary chains are (5)
4. Is this simply an explanation of electric fires ? (10)
6. An untruth committed below, maybe (8)
7. How a great many grapes finish up! (8)
8. Is this a description of a fuel injection carburettor? (8)
13. Strangely, trials do not allow this (10)
15. The unbeliever resulting from mixed gas tonic (8)
16. Court case for four-wheelers? (3,5)
18. To make small grooves (8)
19. Blamed confusion ends in utter confusion (6)
20. A striking railway employee (6)
23. Second lieutenant initially precedes a busy worker - ends up on a slope (5).

THE FACTS - continued.

Alas! the Vin would not start without its tow. We set off on the Velo with my arm stretched inside Alan's leg with a finger on the leak! An hour or so at the garage was spent repairing the tank and trying to politely get rid of the owner's mother who was full of 'helpful' ideas. The tank fixed, we returned to the control to eat some sandwiches - our first food for twelve hours.

We set off at dusk and I plugged in my dynamo. It had been unplugged to prevent overcharging the battery. But no matter what I did with the plug, I got no lights. At the next check I tried to sort it out, but without luck, so we decided to swop batteries and I would proceed on pilot lights. After a few miles we found that my electrics were working and Alan's were now on the blink, so he tucked in behind and we kept going at maximum speed. I have never driven so fast down strange country lanes in the dark. Keeping my eye on the mirror, I noticed my shadow had disappeared. I went back to find a very annoyed Alan. Apparently my flask had fallen off right in front of him.

After a few more controls we found we had an hour to cover 40 miles before the next controls closed. We set off into the night as fast as possible with Alan on my rear light. Until now he had pilot lights only, but as we approached a bend these packed up as well and he had to slow down. Unfortunately I did not notice immediately and by the time we were sorted out there was no point in continuing.

At dawn we headed straight back for Trentham Gardens and had an uneventful run except for the Vin jumping out of top gear on overrun. Opening up out of bends there was suddenly no power and Alan came shooting past with a screech of brakes.

In Leicester I needed some oil, but the garages were still not open. We spent half an hour or so rifling the waste bins and emptying the dregs of oil tins into my bike.

A sequel to this story is that I cured my problems with a new dynamo and a bit of work on the clutch. Alan had to buy a Honda.

MOSES

Henry and Andrew of Renthal fame are now setting their skills to work on a frame made of their aluminium alloy using Araldite and flat lugs inserted into the tubing at the joints.

This is purely a "see what comes of it" experiment and they make no promises. John Roberts has offered some old crankcase halves once in his Sprite and they hope to sling the engine; Honda T-bone fashion.

Nice to see Dennis Rourke at the club lately. Dennis has now changed his job and we'll be seeing a lot more of him from now on - I hope!

Nothing for sale this month, but if you hear of some good second-hand Craven panniers, I would like to know, see you,

P A U L

STOP-PRESS

On September 23rd at the Clubroom, a film-show and talk is to be given by Mr. Vic Doyle, the subject - Chains. This will take place at 8.30 p.m. so please come early.

OVERLEAF... see our latest brain-teaser with which to while away a frustrating hour or so. Please post completed puzzles to:

R.L.Attwood, quince Cottage, Coombs Lane, Charlesworth, Via Hyde, Ches.

Prize awarded to first correct solution (or best effort) opened Tuesday, Sept. 23rd.

Eric Roberts has bought a speedway machine and all the clothing. He's not saying much, but watch out for cheers, or the ambulance, when you're passing Hyde Road! More details next month, I hope.

The Cheshire Centre Championship Trial will be at Cluelow Cross on October 12th.

This year's John Hartle Memorial Trial will be on Boxing Day at the "new" Chapel en le Frith venue from Gawtries Side Farm, Sparrowpit.

On Tuesday December 23rd, our last club night before Christmas, there will be a party with games and a buffet "on the club" at the Red Lion. Perhaps Brian Glynn will be with us and then the evening should really swing.

The Committee have decided to donate £5 from the funds to the A.C.U. Benevolent Fund. No comments are necessary.

At the club dinner dance on January 30th at the Stockport Co-op Hall, we hope to have Dent Oliver of Belle Vue, Ray Riggs, and Mr. Bullock of Golden Hill Farm as guests of the club.

T H E F A C T S

My first attempt at the National Rally this year was a complete failure. Perhaps it was too much to expect for two bikes of "character" to mix without problems.

I spent several weeks working out my route for the 600 miles in great detail. On Saturday morning I called for Alan Kempster and found that his route consisted of a thick red line drawn on a 10 mile to the inch map on the tank of his 350 Velo. Off we set for Wolverhampton at a slow pace, as the Vincent was not then quite run-in. In fact, my trusty steed suffered two slight seizures on the way, but was apparently fully run in by the end of the motorway.

I had a little clutch trouble in Birmingham town centre, but nothing to delay us. At the second Birmingham control we met Dave Lawson, John Bell and Len Morton, and the five of us left for Worcester. Just before the control we were rounding a bend quite smartly with Alan in front of me and the other three in front of him when all of a sudden he started doing full lock slides up the road. "Show off" I thought until I realised his back tyre was flat. He eventually stopped safely and we surveyed the damage. Incidentally, no one came back to see what had happened. Thanks pals.

Leaving Alan to remove his old tube, I returned to the last shopping centre for a tube. Whilst trying to start the Vin, I managed to break the kick-start crank and had to buy a new one as well as a tube. The blow out was caused by a patch lifting off, not just a puncture, but a 2 inch slash. I said to Alan "That was an unwise thing to do," or something like that anyway. After ripping the new tube at least once, we pumped up the tyre with the aid of a pump lent by a local motor cyclist and proceeded to the next garage. Here Alan checked the pressure and we had a clean up. Off again but the Velo was handling badly as the tyre was askew. A stop at the next garage cured this.

By now several hours late, we pushed on as fast as possible and all went well until Cirencester. Here, the Vin refused to start until towed for several minutes by the Velo. This procedure was necessary for every start until nightfall.

Whilst looking for one check, Alan was in front and I dropped behind in the traffic. As soon as possible I pulled out to pass and was doing about 70 on the wrong side when I noticed a lot of bikes in the garage I was passing. My antics in getting into the far end of the forecourt caused some real amusement.

Just before Oxford we filled up with petrol and as we pulled into the Oxford control a smell of five star was evident. The Velo tank had split. About half a dozen rallyists spent half an hour chewing Wrigleys before we realized it was hopeless and decided to buy some fibreglass or something.

ROAD TRIAL - continued

Here is how the table for this rally looks:-

<u>TRIAL POSITION</u>	<u>DRIVER</u>	<u>TRIAL MARKS LOST</u>	<u>VEHICLE</u>	<u>POINTS AWARDED</u>
1	Alan Kempster	6	Honda	30
2	Pev Attwood	9	Car	19
3	Paul Tootall	24	E.S.A.	28
4	George Long	32	Norton	27
5=	Dave Abrahams	43	Vincent	26
5=	Dave Lawson	43	E.S.A.	26
7	Dave Nurse	47	Suzuki	24
8	Keith Rhodes	?	Car	8
ORGANISER	Paul Sandbach	-	Triumph	20

And when these are incorporated into the table we have:-

PRESIDENT'S SOCIAL CUP - SEPTEMBER 1969

<u>POSITION</u>	<u>DRIVER</u>	<u>VEHICLE</u>	<u>EVENTS</u>	<u>POINTS</u>
1	Dave Lawson	E.S.A.	2	56
2	Paul Tootall	E.S.A.	2	55
3	Dave Abrahams	ESA and VIN	2	54
4	Alan Kempster	VELO and HON	2	40
5	Paul Sandbach	TRIUMPH	2	30
6	Dave Rowland	TRIUMPH	1	29
7	George Long	NORTON	1	27
8	Dave Nurse	SUZUKI	1	24
9	Pev Attwood	CAR	1	19
10=	John Yates	E.S.A.	1	10
10=	Eric Castle	E.S.A.	1	10
10=	John Roberts	CAR	1	10
10=	Brian Hatton	CAR	1	10
14	Keith Rhodes	CAR	1	8
15	Len Morton	CAR	1	5
15	Brian Kennedy	CAR	1	5
15	Dennis Rourke	CAR	1	5

The two-shilling levy on competitors in main road events will be accumulated and the first three members in the table at the end of January will receive prizes.

When Moses went along to Sports Motorcycles in Manchester to collect a Training School Bantam which has been there for nine months after repairs, it turned out to be MVR 763, the one reported stolen. Somehow the records have been mixed up, and the missing machine is in fact MNF 552, an unfortunate mistake I'm afraid.

Need I add that we can always use small capacity machines at the school, free or very cheap, and please send along any learners you know or have "encountered" on the roads, to the school -10 a.m. on Sundays, Cheadle Heath.

Unfortunately a bit late by the time you read this, but the best of luck to Peter Ormesher who defends his Cheshire Centre Championship at Winsford on Sunday 7th, and to club members in the national Red Rose and Bemrose trials the same week end.

The club badges, embroidered black and yellow on a white background are now available from Frank at 8/6d. each. About two dozen of the very smart emblems are already being sported by members and many variations on shapes and positions to wear them are to be seen.

The club transfers are shortly to disappear and a smaller self-adhesive badge which will cost slightly more but last for years will be available.

Following press reports on the possible closure of many surfaced Derbyshire lanes, the committee are watching developments and it seems we may be able to help by participating in a mass "green lane" type run which other affected clubs have mentioned.

Ralph Venables and the Morewoods have matters in hand and the Cheshire Centre Board are also aware. Every member who has a licensed machine must rally to this cause if necessary, and we mean E V E R Y M E M B E R!

"Members" who have not paid their subs. by the prescribed date are not recognised by the A.C.U., this club, or Oulton Park marshal in chief - Peter Green. The committee is therefore not responsible for any disappointments which may result.

ROAD TRIAL - AUGUST 17TH

The above date has just reminded me of Kenny Eyre's wonderful 16 points for Young England against Young Czechoslovakia at Doncaster Speedway that Sunday afternoon.

Only once was this score by an England rider equalled in the test series. Well done Kenny (now back on the track on a new Jawa motor after a painful throat infection).

To continue with the road trial, Paul Sandbach's well organised run led six bikes, Pev's Singer and Keith's green thing along the narrow lanes of Cheshire and Derbyshire for about 140 miles on a pleasant Sunday. Lunch was at Sandbach (typical egotistical) and here Keith joined us for the run back to the Red Lion, where Roy Sandbach (who's he? say the newer members) and Eric (what's going on here?) Roberts met us.

As usual, one instruction led everyone to confusion and it wasn't always on the same instruction. The referred to "black road" at a complicated junction had been resurfaced and all exits were "gravel pink". Digby and I went green-laning up to a dead-end farmyard here. Just before lunch, Alan was seen flashing past the route at right angles to everyone else, and as usual, the unfortunate Dave Nurse lost most of his marks for being early. His total of 42 plus 5 for missing a checkpoint made him last in the results.

Positions in the rally were according to a minute a mark lost system, each half of the run being calculated separately. We were to average 25 m.p.h. though I told Keith 20 m.p.h.! Remembering the start and finish points are halved for a car, Pev was second for 19 and not 29, and as Keith did half the event at the wrong speed in a "car" we gave him 5 plus 3 points for his eighth place.

SEPT-1969

MANCHESTER '17' M.C.C. NEWSLETTER - SEPTEMBER 1969 -

HELLO MEMBERS,

I am again fortunate in being able to report good news, having just returned from "the Island" with Digby and Moses after seeing clubman Brian Warburton finish third in Thursday's Senior Manx Grand Prix. This is Brian's twelfth replica winning ride in thirteen consecutive M.G.P.'s. - fantastic, you must agree. Hearty congratulations! Brian.

The above parties along with Dave Nurse, Wilf Oates, Alan Kempster, Paul Sandbach and Glynn Wallwork saw Brian calmly arrive at Wednesday's weigh-in five minutes late and casually unload the Norton! He must have been more confident than we were and we must confess surprise that the machine went so well despite a definite low-down misfire. Not so on Tuesday in the Junior.

Despite Manx Radio commentator's remarks, the Daytona-Yamaha was going very well past our spot at Cronk-ny-Mona, and yet Brian's third place was lost when a broken ring prevented him restarting after his pit stop.

The races were the most interesting and exciting for years and the weather was remarkably good for Manx week. The '17' contingent had a very good time, - never thought we'd see George doing a one-man rumba in a borrowed gaudy frilly shirt in the Jamaica Inn. Moses can now be addressed as "spring" for reasons best known to himself.

Also on the Island were the Roberts and Acton families who, along with Jack Mathews stayed over from the "Two Days". Jack kept the club name in the results with his third place in the sidecar class after finishing with equal marks to the second man and being separated only by virtue of less "cleans".

No comment; but the charming Mrs. Wallwork now knows how to rebuild a 'mag' change a head gasket and repair punctures, and another nameless member knows not to rush his last pint of tankard and run out into the cold noisy night of Strand Street - Douglas.

Enough of Manx Week

Our commiserations go to Jerry (the limp) Hallows, who unfortunately was consussed when the Honda was skittled at 30 a.p.n. by a van coming out from a left-hand side street. Have we heard of similar motor-cycle accidents? Over £100 of damage puts Jerry off the road for a while, but he assures me there's no likelihood of a two-wheel retirement.

Best wishes to Jerry and Jean, by the way, at their wedding in Reddish on the 20th of this month.

Our sympathies go to Mr. Endorsement himself, Spring Abrahams. He recently ran into a certain Stockport motor cycle bobby who openly swore to somehow get Dave's licence off him. The threat followed no offence whatsoever, and the bobby's abusive language was unrepeatable.

At the club auction (sponsored by Roger Kyffin?) a merry night of Scrooge type bids saw seventeen items sold from twenty-three articles offered. Well done Keith for banging the hammer, and my apologies to would-be buyers and sellers for not publishing or announcing the function with more forcefulness.

Since his T.T. replica winning ride, Neville has really been banging at the throttle stop on his Hondas. You can see his name regularly in Cadwell and Darley Moor results and on a wet Sunday at the latter in mid August, he won the 125 event and scored British Championship points in the 50 c.c. race.