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POLICE ROAD SAFETY RALLY

Sunday, May 31st is the date for the next Police Rally. This time there is to be a section for motorcycles and Ian envisages 20 bikes with teams from several "local" clubs. However, the Police need observers with motorcycle knowledge - How about it, you trials hoys? Do US a favour; you won't have to stand in a gale or under a waterfall as we do!

See Ian Bradshaw to enter or to help.

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To close this month we take up Part III of Dave Linney's story. You remember that ~~they~~ are just outside Cherbourg and are having a meal with the eccentric French speedway promoter and his huge family!

" I was a little concerned about the journey to the track, in case we got split up, so I eventually got him to write brief directions on a sheet of paper and borrowed a map just to be on the safe side. It is just as well that I did.

We travelled uneventfully for about an hour, Dave following our progress on the map, until Bert turned right at a road junction where I thought we should have turned left. I paid no attention to the fact, as I thought Pop had remembered a short cut. The road we were on then disappeared off the edge of our map, so I was completely lost!! I just made sure I did not get separated from the yellow peril in front. After about another hour or so we went through a village with a very funny name which we joked about; ten minutes later I noticed that the moon which had been behind us was now dead ahead, and to crown it all we then passed through the village with the funny name again. I stopped Bert and told Pop that we had done a round trip and asked was he quite sure of the way. He admitted that he was completely lost, and after studying his map for a few minutes we found where we were - about 40 miles off course!

By about one o'clock in the morning, we were 'nearly there'. There was now a choice of routes. Either we could keep on the main road to Belleme and turn right, or we could take a short cut down some country lanes. We were all for keeping to the main road even if it was a few miles further, but as Pop said he knew the way very well, he decided to take the short cut. His country lanes were little more than rabbit runs, but I just followed him blindly. Eventually, we came to a cross-roads that was not on the map so we had to look for a sign-post. There was one there all right, but we could not read it, so Joe Muggins had to climb up it and scrape the moss off it. I lost count of the number of times this happened, all I knew was that my eyes would not stop open and tempers were getting a little frayed to say the least.

The next crisis occurred when he found he was almost out of petrol; luckily, I had filled the van up earlier so I was O.K. It was decided that Pop should come in with me and when we found the village we were looking for we should bring some petrol back. I was not too keen on the idea, as he reeks of garbage (or is it garlick), but was in no stage to argue and was just obeying orders like a robot.

Once again we set off and soon found a village that was on the map; from here it only took a few minutes to find the right village. As we drove into the square, I was amazed to see a row of people waiting to greet us. We got out of the van and walked down the line, shaking hands with everyone and muttering a few appropriate words in French such as 'Enchante'. Well I thought it sounded rather appropriate, although I was past caring at the time! It quite startled me when at the end of the line a cockney voice said, "It's all right mate, I'm English." Two grass-trackers had stayed over from the previous week.

We were told that the mayor would have been there to meet us, but he was indisposed, and so was I at three in the morning, with only two hours sleep the previous night!

The mayor's son got out his big Citroen, and I directed him back to the rest of the party, who were asleep on the road-side. When we all got back to the village, we were ushered into one of the houses where a 27 course meal was waiting for us. As some of you will know, I like my food, but I am afraid on this occasion, I was really struggling. Finally we were all led away to our respective 'lodgings'.

THE PRESIDENT'S SOCIAL CUP -1969

During the year we had three road trials and four rocket trials. Only two members rode in them all, and Dave Nurse was able to miss an event altogether and still win! Cheques of £3, £2, and £1 went to Dave, Alan and Moses.

All three organised one event each and their positions are broken down as follows:-

Dave WON TWICE and scored a 2nd, a 3rd and a 7th place.

Alan had ONE WIN, two 2nd places, a 3rd and TWICE FAILED TO FINISH

Moses scored two 3rd places, and had a 5th, a 6th, an 8th and FAILED TO FINISH ONCE.

Here is the final points table :-

<u>POSITION</u>	<u>NAME</u>	<u>VEHICLE</u>	<u>EVENTS (7)</u>	<u>POINTS</u>
1	Dave Nurse	Suzuki	6	161
2	Alan Kempster	Honda	7	156
3	Dave Abrahams	Vincent	7	150
4	Dave Lawson	B.S.A.	5	125
5	Paul Sandbach	Triumph	6	122
6	Pete Pownall	Honda	4	104
7	Len Morton	Triumph	5	85
8	Dave Rowland	Triumph	3	77
9	Nev. Hankinson	Car	5	73
10	Paul Tootall	B.S.A.	2	55
11	Brian Moores	Norton	2	48
12	John Roberts	Car	3	40
13	Dennis Rourke	Triumph	3	36
14	Chris Bowden	Triumph	2	35
15	Keith Rhodes	Car	3	33
16	George Long	Norton	1	27
17=	John Yates	B.S.A.	2	20
17=	Martin Goodstadt	B.S.A.	2	20
19=	Pev Attwood	Car	1	19
19=	Jerry Hallows	Honda	1	19
21	Margaret Lawson	Car	1	13
22=	Brian Hatton	Car	1	10
22=	Eric Castle	B.S.A.	1	10
22=	Malcolm Saunders	Triumph	1	10
22=	Keith Swinneton	Velocette	1	10
22=	Wilf Oates	Car	2	10
22=	Trevor Cowdry	Car	1	10
28=	Brian Kennedy	Car	1	5
28=	John Roscoe	Car	1	5
28=	Pat Brassington	Car	1	5
28=	Robert Hankinson	Car	1	5

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Here is another table to keep you interested; our new trials championship - open to FULL MEMBERS ONLY.

The first round was at the Hayfield Trial on January 18th.

CLUB TRIALS CHAMPIONSHIP

FIRST ROUND - JANUARY 1970

<u>RIDER</u>	<u>MARKS LOST</u>	<u>CHAMPIONSHIP POINTS</u>
H. DONCASTER	23	10
H. Lloyd	26	9
J. H. Roberts	28	8
D. K. Murray	35	7
N. S. Eyre	37	6
H. Rosenthal	43	5
R. Reynolds	66	4
G. Acton	67	3
R. Watters	67	2
Gdn. Snowball	67	1

Eighth, ninth and tenth decided by farthest travelled with least loss of marks.

Tonight, February 10th, Ian and Trevor will meet the Stockport Road Safety Committee with our case. One of their "aces" is the fact that we have received ten or so enquiries about the next course, indicating that there is a demand. If we get the required (£) help we will either accept the RAC engines or donate the rigid frame circus bikes to Lord Montague and ask for the equivalent cash to buy two good second-hand Bantams.

That's it then; another of Paul's rambling sob stories. Please respond Messrs. Bricklayer and Glazier, and anyone who can assist or advise us should contact Ian, myself or Frank at the club.

FOR SALE

- 19" WM 2 Chrome Wheel rim (Good condition) £1 10s. 0d.
- 18" WM 2 Chrome Wheel rim (Slightly pitted) ..... £1 0s. 0d.
- 3.25 x 19 Avon Mk II Front tyre and tube ..... £2 0s. 0d.
- 4.10 x 18 Dunlop K81 Rear tyre and tube ..... £3 0s. 0d.
- (Both tyres - low mileage)
- 7" Chrome headlamp complete with ammeter, switch and bulbs ... £1 10s. 0d.
- Rearlight/stoplight minus bulbs ..... 7s. 6d.
- Stoplight switch ..... 2s. 6d.
- 12 volt Slim-type battery ..... £1 0s. 0d.

All the above can be sold as one lot for £9 0s. 0d.

1962 Singer Vogue - 32,000 miles - Good condition £180 0s. 0d.

OR exchange for van suitable for race-bike transporter ... Thames etc.

Contact - Paul Sandbach, 2 Keith Drive, Cheadle Heath, Stockport.  
or any Tuesday at the Club.

A W A R D S - 1 9 6 9

WINTER TRIAL

- Premier Award (Hepworth Trophy) J. H. Roberts
- Runner-up D. Rowland
- 1st Class Award H. Rosenthal
- 1st Class Novice Award A. Renshaw

JOHN SIMISTER TRIAL

- Premier Award (John Simister Memorial Trophy) J. H. Roberts
- Runner-up D. Rowland
- 1st Class Award H. Rosenthal

SUMMER TRIAL

- Premier Award (Warburton Trials Trophy) D. Rowland
- Runner-up J. H. Roberts
- 1st Class Awards H. Rosenthal)
- H. Lloyd )

NORTHERN EXPERTS TRIAL

- Premier Award B. Hutchinson
- Best Manchester '17' member (Castrol Trophy) J. Mathews and )
- M. Greenhalgh )
- 1st Class Award D. Rowland

JOHN HARTLE MEMORIAL TROPHY TRIAL

- Premier Award (John Hartle Memorial Trophy) D. Rowland
- Best Sidecar (Fisher Trophy) J. Mathews and )
- M. Greenhalgh )
- 1st Class Award J. H. Roberts
- Best Novice R. Holt

- SIMISTER MEMORIAL TROPHY..R. N. Watts FRANK LEAVER TROPHY .. K. S. Eyre
- STANBURY TROPHY .....D. Rowland ERIC BOWERS SCRAMBLES. T. Tyson
- WARBURTON SCRAMBLES T. ....N. Barrow A.C.U. ROAD SAFETY AWARD - D. Nurse
- PRESIDENT'S SOCIAL CUP ...D. Nurse.

This might avoid the break up of the party who used to all rush off in different directions and not meet again 'til Tuesday. The fifty or so miles home would again be done in groups following their preferred routes in their own time.

Comments please .....

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Today, February 8th is the last day on which you may take competition photographs. Please give your prints and slides to Pev over the next few weeks in time to be judged and displayed by Tuesday 24th February.

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DATE TO REMEMBER

March 10th at the club will be a most interesting evening for we are having a visit from Inspector W. Ardern who is an expert on vintage machines with a strong knowledge of the boom days of speedway.

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THE RAC - ACU TRAINING SCHOOL

On Wednesday February 4th there was a Training Scheme sub-committee meeting at the club. We met to look at the problems confronting the running of our next Spring course, especially as we are moving to the new venue - Wharf Meadow.

As things stand we have three 18 year old Bantams in pretty sorry condition, and two usable scooters. There is no proper building at the new site for a lecture room, and the running-track will very soon become unusable and soggy after rainfall. Trevor will not be available this year and Ian is subject to duty hours as well as hoping to race at Darley Moor. The number of instructors fell to one at times last year and the shortage of signposts and marking hoses made things pretty grim.

I know it has been embarrassing to some of us to offer these poor facilities to the trainees, and enthusiasm and interest can easily fail.

However, the good points in favour were also discussed and it was decided to run a "trial" course at Wharf Meadow. We have a record of 20 years in running motorcycle training schemes, and the pass average has always been well over 90% with commendations from the examiners. We are therefore undoubtedly giving a good service to the community. The RAC have offered what amounts to £70 worth of new engines (albeit without carburettors) and the usual free 'service' at the factory is open to us.

We are going to point out that the Stockport and District MCC, who run the ACU Scheme at Hyde, have received endless help and support from the local council and thus try and shame Stockport into action.

On a visit to Wharf Meadow on Sunday February 8th, the sub-committee inspected a suitable lock-up for the bikes while Ian expressed confidence in the track surface despite the fact we were stood out in a monsoon at the time! Have we any bricklayers and glaziers in the club? The remains of a building near the track needs a bit of renovation and might make a suitable lecture room.

Last year alone, we acquired four members directly from the training scheme but apart from producing safe drivers we must keep the school going to perpetuate the record we have. A successful Scheme is a good medium of publicity and, nationally, it should help postpone the threats of further legislation and restrictions always hanging over the future of motorcycling in its original form - ON THE ROADS.

- (3) Nine events will be run and all will count towards the Trophy. The Championship will start in April with a road-trial and there will be one a month until September. In October, November and December we will hold three rocket trials. This should give us a winner well in time for the Dinner Dance presentation, and a "close season" of three months; January to March.
- (4) A calendar of events will appear on the club notice board. The committee will stipulate the exact dates to avoid (where possible) clashes with big race meetings, club scrambles and popular trials.
- (5) I hope to get nine volunteers to organise the events and this must all be settled before April with the names put against the dates on the calendar. Otherwise we shall draw names from last years' top fifteen - if this is agreeable.
- (6) Points will be scored as follows:

	Starting an event .....	10 points.
	Finishing in required time ....	5 points.
PLUS	(Winner of event .....	10 points.
	Runner up .....	9 points.
	Third man .....	8 points.
	----- .....	etc. ....

ORGANISERS will be awarded  
20 points whatever the event

- (7) Entry fees will be one shilling per person but there will be no awards for each individual event. Cheques of £3; £2 and £1 will be awarded to the first three place men as last year.

This new system should prove satisfactory, but is just as easy to criticise as last years'. I myself have written down three other completely different schemes and found faults in all of them. The idea is to enjoy the runs, attract large turn-outs and add an element of competition for the non-sporting members. We could get too involved and the fairness of scoring in respect of organisers - the main grudge last year - will always be difficult to solve.

I think we'll have a good series and whatever happens, it will be an improvement on the slump in main road activities of 1967 and '68.

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With a nice tidy schedule of championship events, there are plenty of free dates for informal club runs. I hope we shall see many more of these this year. All it needs is for about five of us to agree to go to a certain place on a coming Sunday; agree to meet at 9 o'clock on the day, sort out a route and you're away.

Moses and I had a couple of good runs last year and five riders is a good size party but there is no reason why a large group should not enjoy a 300 mile day out. To cater for all speed tastes and machine capabilities I envisage a run which would suit all our twenty-eight or so road bike owners. We would arrange to meet for lunch at a place of interest about 80 miles or more from home. We can make our own ways there in groups, all arriving at the same time.

Imagine twenty bikes all wheeling into an old village square from different directions in the space of a few minutes. (You've got to imagine hard!) If the Lake District was chosen, we would then have lunch, and then ride - all together - for two or three hours on a tour of the area. Tea would be at a different spot, but on the way home.....

tricycle round the balloons.

Digby won a bottle of Scotch in the raffle. Henry spent all night promoting handlebar sales. Dave Nurse never danced all night but won a spot-prize! Diana didn't have the shortest skirt this year. I tried to murder Dave Nurse with a darning needle but the blood had stopped by the time we got home. Jack Wellbourne had his car stolen but we are pleased to know that it has been recovered in Hyde, intact.

Next year's Dinner Dance will be better still.

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THOUGHT:-

Following the mass response to the call for opinions on the ISDT controversy by D.R. last month - NIL - I am interested in your ideas on the sapping of our talent by American (dollar) promoters.

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ROCKET TRIAL - FRIDAY JANUARY 16th

Alan Kempster organised this, the last event counting towards the President's Social Cup for this year. Everything went very well, and all we could have wished for was a warmer night and a larger entry. As it was, seven entries including five bikes assembled on Alderley Edge at 9 p.m.

The first rocket arched out over Wilmslow and was the clearest and brightest we've ever seen.

After everyone had run back down the path and got away I slowly ambled down to the finish to join Alan, Wilf and Diana. We were on the bank of the river Bollin near a bridge on a private road leading towards Wilmslow station. The night was very clear and quiet and every time Paul Sandbach came within half a mile we could hear him! Several people wandered past during the next hour, one holding a smouldering burnt out rocket and looking very puzzled! First to arrive on the scene was Dave Nurse on the diminutive Suzuki. He glided down the lane fully shut off and nearly surprised us all. We all hid in the bushes, breathing quietly, but Alan had to emerge to light the rocket ..... Dave saw him and added 30 points to his total.

Dave then had to sit and sweat for twenty minutes, for if Moses finished at all, the trophy would go to the Vincent man. Next to arrive was Pete Pownall and passenger on the Honda. He drove past once but was soon back and standing on the bridge. Soon after Pete spotted us, Neville arrived and then Len with one minute to spare. "Old hands" Paul and Moses failed to appear at all and we met them and first timer John Roscoe back at the pub in Woodford.

<u>POSITION</u>	<u>NAME</u>	<u>VEHICLE</u>	<u>POINTS</u>
1	Dave Nurse	Suzuki	30
2	Pete Pownall	Honda	29
3	Nev. Hankinson	Car	18
4	Len Morton	Triumph	27
NF	Paul Sandbach	Triumph	10
NF	Dave Abrahams	Vincent	10
NF	John Roscoe	Car	5
ORGANISER	Alan Kempster	Honda	20

I have received a couple of suggestions for the regulations of next years' Social Cup competition. Thank you Keith and Alan for your interest. I am going to revise things:- using some of these ideas and some of the existing ones.

- (1) The competition will be called the President's Trophy Championship and the overall winner will again receive the President's Social Cup.
- (2) Entries will be accepted from cars and motorcycles and all events will be open to members of other clubs. These "non-members" will not be included in the results of our competition.

MANCHESTER '17' MOTORCYCLE CLUB NEWSLETTER FEBRUARY 1970

HELLO MEMBERS,

Christmas, New Year, the Boxing Day Trial and the Dinner Dance are now all behind us. Sporting and socially I'm sure we all had a good time but now I'm looking forward to what is really the motorcycling season. There are plenty of trials to come including, of course, the big Nationals. Road-racing starts at Oulton Park on March 9th and Speedway at Belle Vue on March 21st. The Dragon Rally this week-end (February 7th) will no doubt attract the hardened (nutty) enthusiasts, well ..... Jim! The big Easter meetings will see many road-going machines out for the first time and, with a bit of luck, our Good Friday Scramble - March 27th.

However, I regret to report that we have been refused permission, by Hyde Town Council, to alter the footpath at Windy Harbour Farm, and the Werneth Low, Cheshire course is definitely out --- for scrambles. There is the possibility that we may run a grass track meeting on an adjacent field sometime during the summer. Meanwhile there is another scrambles venue being looked into at the moment.

Paul Sandbach is going back into racing (as can be seen by the advertisements this month) in particular the unlimited C.C. class at Darley Moor. This is good news to boost our rapidly expanding hard-stuff scratchers. With Brian Warburton, Neville Watts, Dave Thomas and Paul are Ian Bradshaw (Production class) and new members Mel. Cranmer and John Wilson bringing the strongest contingent of road racers we've had for some time to seven.

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The trials side of the club has certainly kicked off the New Year in fine style. The club trial on January 18th organized by Broken Toe produced 55 full and sporting members. Winner (soon to be a full member) was ISDT nomination Dave Thorpe. Without Dave and Howard Doncaster we swept the board at Congleton last Sunday (February 1st) to win the Cheshire Clubs' Team Trial. Dr, Jik, Henry and Norman in the 'A' team were 15 marks clear of runners-up Wrexham. Third in the championship were our 'B' team with Harvey, Dave Murray and (another convert) Steve Thomas the best three scorers.

With Andy Renshaw coming on in leaps and bounds and the long-awaited Lydiatt comeback, the name Manchester '17' will strike fear into the hearts of all bog-wheelers north of the Wash this year.

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The Dinner Dance was an unqualified success. Before the next committee meeting I will say no more. The new-look dance was held at Stockport Co-op last Friday (January 30th) and about 140 people attended. The room was ideal and the more spacious facet was a boon for the dinner but seemed to inhibit the dancing. The dinner itself was quite satisfactory, but not as good as last year's, I feel.

It was the year of the mouse; the little (?) fellow being the highlight of the evening and after giving the staff a good run for their money he was ceremonially carried off on a tray (the tool of his execution) - flattened!!!

Dent Cliver gave rise to thoughts (to my mind doubtful) that we are stemmed from the North Manchester M.C.C. who founded Belle Vue in 1927. He also expressed his faith in Kenny and stirred us all with his wishes to find a new English World Champion. (Peter Ormesher and Frank Yarwood arranged to visit Hyde Road for trials!)

The awards were formally presented and all the local press should have pictures of the winners and the two machines on display in this week's editions.

Dancing went on until one o'clock, interrupted only by the band having long rests and my somewhat unsuccessful obstacle race on the