

I eventually convinced him that there was nothing broken and watched the rest of the meeting from the comparative safety of the centre green. After one more ride, Bert finally decided that riding an unsprung bike in these conditions was not just difficult but dangerous to man and machine. And this is where Pop put his oar in in a big way. We did not know this at the time, but he told the crowd that we refused to ride, and the French being as they are, all seemed to take this as a personal insult, as was later made very clear to us. We had a swim as soon as the meeting was over and went for our evening meal, which we ate in a rather cool atmosphere. This is when Bert realised he had left his underpants in Madame's back room, when he had changed into his leathers. Being a rather modest soul he was not very keen on the idea of asking for them back, especially as Monsieur had by this time come home from work. After giving the matter a lot of thought, he finally decided to say nothing, for as he said at the time, at least she had a souvenir of us.

That evening there was a ball in our honour in the local ballroom/village hall/shed, but this also turned out to be a bit of a fiasco, as everyone there was either under 14 or over 40. (Apparently, as soon as they leave school, they go to work in the towns and only come back when they are married). This certainly did not put Dave Lee off, for every few minutes he was heard to enquire in a broad cockney accent:- 'Voulez vous danser, Luv!!! I don't think he had a dance all night. After a few beers (for want of a better word) we decided to turn in.

Straight after breakfast next morning, we went down for a swim, but as soon as we dived in, the two boys who were already there, climbed out and went home without saying a word; they had been chatting to us quite happily the day before. Similarly, on sitting down in the cafe, we were left alone. Getting a little fed up with Coventry, we returned to our Hotel/lodging house/shack and packed our things into the van and were about to set off, when I saw one of the mayors sons and thought I would try to explain our position to him. We went to great lengths to point out the differences between a grasser and a speedway bike. We even showed him photographs out of Speedway Star and eventually he seemed to understand, for his whole attitude changed in a matter of seconds. He went into the house and reappeared a moment later asking us to have dinner with his family which we readily agreed to do. This was one of the biggest meals I have ever had in my life; I lost count of the number of courses. Madame kept topping up our glasses of beer as soon as we had got half way down. Towards half way through the meal, the beer disappeared and out came four bottles of champagne, which were duly polished off. By this time we were well and truly merry, but we had not finished yet by a long way. A small bottle was then brought on, and we were told that the contents were alcohol, with which we did not argue, for it was the strongest drink I had ever tasted.

The next big problem, was to get up from the table; we thanked everyone profusely and lurched towards the van. The whole village was there to see us off and we happily zig-zagged out of the village and down the road, singing at the top of our voices with a much better opinion of the French than we had had a few hours previously.

LE FIN

HEINZ.

FOR SALE

Two complete Belstaff riding suits and a crash helmet -  
Offers to:-

Mr. H. Hughes,  
of 8 Fence Street, Great Moor,  
Stockport.

where the suits can be viewed.

P A U L

SPEEDWAY HOLIDAY (OR ALMOST AN INTERNATIONAL INCIDENT.)

(by Dave Linney)

PART IV

We were all wakened at the crack of dawn (about 11.30!) and were escorted up to the house where we had had supper the night before, and had coffee and a roll, after which we had a look round the village, as we had not seen much of it the night before. Not that there was much of it to see; about 8 houses a cafe and a farm clustered round a square, and that was it. Foolishly, we went to the cafe to sample the local vin rouge. I say foolishly for it is more potent than one at first realises. I found this out the year before, and should have known better.

In the meantime, Claude had arrived from Cherbourg, and informed us that there had been no one on the late ferry. At this, Pop began to flap, as on all the posters, and there were hundreds, he had boldly advertised 'ten riders from all over the world! The total present was five with four bikes.

As it was just about the hottest day I have ever experienced, we did not change until the last minute. We were told we could change in Madame's back room. This we did, and as it was so hot, we decided to put our bathing trunks under our leathers and after the meeting, go straight to the local swimming baths (duck pond). We found that the track was some distance from the village, so I drove the van and the others rode the bikes along the road to the track. This was quite an exciting exercise, as there were crowds of people milling about, but the local gendarme did not seem to mind, in fact he held up the traffic to let us through. I wonder if he knew that Bert had no brakes.

When we reached the track, Bert turned a whiter shade of pale, and I am not surprised, for to start with, it was on a sloping field. The surface was just grass, and rough grass at that. It was marked out by straw bales. It was the right shape for a speedway track, but I'm afraid the similarity ends there. It would make Nelson look like Wembley.

The meeting started in front of a large crowd, about an hour late, but nobody seemed to mind. I still have not worked out the reason, but I appeared in the programme as O. Wong; it's not as if I look like a Chinese, but I could have been Ivan Mauger for the difference it made.

Bert was in the first race, and the first thing that struck me, was the start. There was a stick in the ground with a piece of elastic stretched across the track. I do not know where he had got his elastic from but I think it was well worn, for by the time the poor chap on the outside had started, the bloke off trap one was half way round the first bend. It was obvious straight away, that we had no chance of even keeping the others in sight. Bert finished half a lap behind the grass track lads.

I was in the next race. The start was on the top of the slope and even though I plonked into the first bend, I came out of it doing a million miles an hour. My next problem was to do a respectable speed up the straight; even this I found difficult, as when I screwed the throttle on it seemed to jump into the air at every mole hill, and thrash from side to side at the same time. On the third lap, I must have been getting tired, for I went into the downhill bend far too fast and realising I was not going to get round, I tried desparately to turn; I opened up a little and laid it over as far as I dare, but instead of sliding round, it simply shot straight on into the straw bales, which were the fence. I do not think I hit them at 95 miles an hour, it just seemed that way. The next thing I knew was I was skidding along the field on my ear and shoulder, with the bike rapidly catching me up. It did, and quite painful it was too.

First on the scene was the mayor, who picked me up and was just leading me to his car when I realised his intentions; he was taking me to the local hospital. This was the last thing I wanted, as I had visions of them keeping me in plus a large hospital bill.

JOHN SIMISTER TRIAL

Well; after my little moans about your jovial Newsletter Editor messing around with my best Queen's English literature (?) here we go again .....

The John Simister Memorial Trial this year was held near Macclesfield; but first, who was John Simister? Well; just look through an old "17" minutes book. He did a lot of work for our club and was a brilliant road race artist. Anyone who promotes the club image as ably as he did deserves recognition - hence the award given annually to our most prominent road racer and also the recently renovated, and now splendid, Trials Trophy.

Thinking that people associated with him would appreciate the Trial starting from his home town of Macclesfield, that is where it was held. The John Hartle Trial was held at Chapel-en-le-Frith for the same reasons.

After getting the hang of things that have to be done months before the event, the Trial went very smoothly - blessed with beautiful weather - on Sunday, 22nd March. Saturday was spent marking out the course in very cold driving rain; Dave Murray, Bob Lyddiat and myself getting very very wet in the process. Sunday morning at 8.30 a.m. three, now almost dry, bods' were starting out around the course with dye and cards etc., replacing signs and section markers that someone had destroyed overnight. John marked out sections in the quarries, while we did our bit up in the hills - (that 'bit' sounds wrong!). After my covering Dave Murray with yellow dye (inadvertantly?) we arrived back at the start at 10.40 a.m. in time to hand out observers cards etc. No one was heard to complain about the hazards etc., and a few even came up to me and said that they had enjoyed the event, with the "blast" down the green lanes very good. Mr. Rosenthal Snr. seemed pleased that he was given a hard, but possible (just), hazard to observe - marred only by having to argue with a claimed "clean" by a very nervous serious Henry!

I would like to thank most sincerely, Dave, Bob, John, "Mr. Numbers" and everyone who assisted me in the running of a most successful trial.

Thank you .....

D.R.

JOHN SIMISTER TRIAL RESULTS

|                          |                    |     |
|--------------------------|--------------------|-----|
| PREMIER .. .. .          | D. Thorpe .....    | 10  |
| 1st Class .. .. .        | D. Rowland .....   | 13  |
| 1st Class .. .. .        | J. Statham .....   | 17  |
| 1st Class .. .. .        | H. Doncaster ..... | 19  |
| 1st Class .. .. .        | S. Thomas .....    | 22  |
| 1st Class .. .. .        | H. Lloyd .....     | 25  |
| Best Novice .. .. .      | P. Andrew .....    | 79  |
| 1st Class Novice .. .. . | S. Hill .....      | 91  |
| 1st Class Novice .. .. . | F. Lalonde .....   | 100 |

CLUB TRIALS CHAMPIONSHIP - 2 ROUNDS COMPLETED

|     |                       |    |
|-----|-----------------------|----|
| 1   | H. DONCASTER .. .. .  | 19 |
| 2   | H. Lloyd .. .. .      | 16 |
| 3   | J. Roberts .. .. .    | 13 |
| 4   | N. Eyre .. .. .       | 12 |
| 5=  | D. Rowland .. .. .    | 10 |
| 5=  | D. Murray .. .. .     | 10 |
| 7   | H. Rosenthal .. .. .  | 9  |
| 8   | S. Thomas .. .. .     | 8  |
| 9=  | G. Acton .. .. .      | 4  |
| 9=  | R. Reynolds .. .. .   | 4  |
| 11= | A. Renshaw .. .. .    | 2  |
| 11= | R. Watters .. .. .    | 2  |
| 13  | Gdn. Snowball .. .. . | 1  |

... Alan Kempster, Wilf Oates, Len Morton ... the chair ... then Brasso in the racing roller skate. Bringing up the rear was the farmer himself, with our ex Sec. reading his map by torchlight and looking for the pole star.

Then all was quiet except for the chuffing of Moses in the distance with ever dimming lights - later found to be oil in the dynamo.

Time passed on, and the next rocket set sail, bringing with it another outburst of tortured machinery as bikes and cars rushed hither and thither, on the road, and sometimes off the road, as a very pale faced Paul Sandbach hastened to add as he dismounted from Alan's Honda. There goes Sue like a Giles cartoon with kids hanging off the bumpers and sticking up through the roof hotly pursued by Bob trying to knock the kids off with his new rear end cow catcher.

When all was quiet again, save for that chuffing in the distance, I really thought we had fooled them with our little hide-out just under the railway embankment. Within minutes, however, I was to be proved wrong. First of all Wilf and Diane walked right past us along the track and then, from his hike across a dung covered field, emerged a very dung footed Dave Rowland followed by Nev. "I'm not walking in any dung," Hankinson, complete with torch. Of course, he does it for a living! Then it was just as if the jungle drums had been at it all night as one after another emerged from this field.

However, it wasn't until after the next rocket that Sue and the kids arrived followed by the two Pat's - but that wasn't until Pat Roberts had shown the whole of Cheshire her next week's washing after getting stuck under a fence. Then, having managed just a couple of quick pints in Ashbourne, the dynamic duo arrived, John and Geoff.

The finish was near, and in very quick succession after the fourth rocket Pete Pownall, Moses and Bob Lydiatt arrived. Everyone then retired to the Red Lion to compare notes and to decide who had gone the furthest. Notable absentees from this event were Dave Nurse - last year's Social Cup winner - and our very own - "I really must do my bike up," - Paul Tootall.

I hope everyone agrees with me that these events are very enjoyable and a good time is enjoyed by all, so let's be seeing some of you others at these events. A carefully arranged list of events has been drawn up so that they don't clash with scrambles, trials, road racing etc. so you've no excuse apart from the fact that the wife won't let you out; and if so, bring her along as well! After all you don't have to speak to her! See you at our next event ....

KEITH AND MILARY

PRESIDENT'S TROPHY MARCH 1970

After one event, the position is as follows:-

| <u>POSITION</u> | <u>NAME</u>     | <u>VEHICLE</u> | <u>TRIAL POS.</u> | <u>POINTS.</u> |
|-----------------|-----------------|----------------|-------------------|----------------|
| 1               | Dave Rowland    | Triumph        | 1                 | 30             |
| 2               | Wilf Oates      | E.S.A.         | 2                 | 29             |
| 3               | Keith Rhodes    | Car            | Organiser         | 28             |
| 4               | Len Morton      | Triumph        | 4                 | 27             |
| 5               | Alan Kempster   | Honda          | 5                 | 26             |
| 6               | Dave Abrahams   | Vincent        | 7                 | 25             |
| 7               | Pete Pownall    | Honda          | 8                 | 24             |
| 8               | Nev. Hankinson  | Car            | 3                 | 23 *           |
| 9               | John Roberts    | Car            | 9                 | 18 *           |
| 10              | Pat Brassington | Car            | 10                | 17 *           |
| 11              | Bob Lydiatt     | Car            | 11                | 16 *           |

N.B. Sixth finisher in the event was Sue; a friend of Doreen's ... very welcome, but not eligible for points which would, of course, affect Moses and the remaining 8th to 11th positions.

\* Indicates that 5 points have been deducted for the use of a car.

COMMENTS FOR COMMENT

Only FOUR club members were spotted observing at the EIGHTEEN - section John Simister Trial.

Only FOUR members are willing to get their hands dirty at the Training Scheme.

Only SIX members have been nominating possible scrambles venues to the committee and visiting them for inspection.

This years' membership topped the hundred on Tuesday 24th March.

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ROAD-RACING

Misfire Melvin, whom you may have seen popping and banging around Cadwell and Darley recently has traced the fault to a coil which wasn't earthing properly. Now that the ex-Bob Heath Lightning has finished throwing its' erstwhile tuners around the Darley Paddock, Melvin is hoping for better results in the future.

-----

Eric Crossley is building a Bantam racer and has acquired a close ratio gear cluster from Paul Sandbach. On the subject of Bantams, Melvin has one of the Small Heath minis which he converts for trials, scrambles, grass or the road according to the season. Trouble is that it is never completed or raced in time and the next strip-down is commenced before the last one is finished!!

-----

Paul (£) Sandbach's Bonneville racer is still at Boyers of Bromley and Stan Shenton tells him that they are awaiting the Rickman 750 conversion to complete the bike.

-----

Moses is looking for a post-1966 Triumph twin with a view to racing it. Any offers? At the same time you can help Keith (30 bob Ariel) Rhodes who is seeking a £25 "runner" to put in his back garden. He seems to like watching them rust!!

-----

Nev. Watts continues to finish in the top three in the 125 class, as does ex-member - Spitfire mounted Dave Thomas in the Production.

P.C. Ian came out on top in a dice with a Honda 4 for 11th place in his first Production Race at Darley Moor on Good Friday.

-----

There's no truth in the rumour that John Yates is organising a "Hazel Grove Daytona 200" to give all the factories a chance to show him their latest mods. (and price lists) before he makes the big decision.

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MARCH ROCKET TRIAL

The first "rocket trial" of 1970 was held on Friday 20th March and this was the first event of this year counting toward the President's Social Cup.

A well supported event, run by Hilary and myself, it brought together again the old rivalry of last year with the addition of one or two new faces.

The convoy, after amassing at the Legh Arms, Adlington, were led to Long Lane by the side of Nab Quarry, Pott Shrigley. We, in the meantime, had positioned ourselves just past the first railway bridge on the Macclesfield side of the Legh Arms. With the car neatly tucked away up a cart track, Hilary let the first rocket off at 9 p.m. After only five minutes it was as if all Hell had been let loose as bikes and cars flashed past at a great rate of knots and into the distance.....

During the month I received a letter from Cur Man in Canada; Brian Glynn.

Brian and Anne would like to thank everyone for making their Christmas stay so enjoyable and while regretting that the holiday passed so quickly, are looking forward to a longer trip next time.

Brian goes on to discuss the 'Big 7' bikes available in Canada at the moment as tested by "Cycle" magazine. He lists the prices, weights and standing quarter mile speeds -

|            |        |               |          |
|------------|--------|---------------|----------|
| Honda 4    | \$1495 | 102.27 m.p.h. | 480 lbs. |
| Kawasaki 3 | \$1800 | 104.4 m.p.h.  | 367 lbs. |
| Harley     | \$1755 | 102.15 m.p.h. | 453 lbs. |
| B.S.A.3    | \$1750 | 102.15 m.p.h. | 475 lbs. |
| Trident    | \$1750 | 103.92 m.p.h. | 470 lbs. |
| Suzuki 500 | \$ 980 | 92.40 m.p.h.  | 390 lbs. |
| Commando   | \$1479 | 103.68 m.p.h. | 404 lbs. |

Interesting, don't you agree?

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Only one advert. this month:-

2-Bike lightweight trailer, almost new. Good tyres. no mudguards.

Offers around \$12 10s. Od. to Dave Linney,  
12 Chatsworth Road,  
Hazel Grove.

-----  
I'm sure you'd like to join me in wishing Dave Nurse all the best of luck in his new vocation. Dave is studying instrument mechanics in Liverpool and will only be home at week ends. This move will keep Dave away for at least a year and when he returns he'll be complete with a 250 cc CZ - brand spanking! The committee will try to fill the place left by the Social Cup King - not an easy task - and once again; All the Best, Dave!

-----  
The Police Road Safety Rally on 31st May is the follow-up to last years' cars - only event for which we supplied five marshals. P.C. Ian has this year organised the motor-cycle section and hopes that about ten clubs and training schemes will be entering three-man teams (pre-paid) but all individuals must enter by form at 7/6d. a bike. The teams will be selected on the day, but whether you are in a team or not, President's Trophy points will be awarded according to finishing positions.

Ian is still hoping that sporting members will volunteer to observe the Rally.

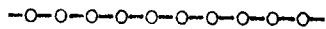
-----  
If you go down to Stockport Corporation Tip at Warth Meadow late on a Wednesday evening, you might see our Hon. Secretary leaping around a bonfire; a blazing tin of two-stroke mix in his charred hand and reading back copies of Stockport Council meeting minutes!

Weird ..... really weird!

Another excellent opportunity for publicity and prestige is in the offing for Saturday, May 30th.

Bredbury and Romiley U.D.C. are having an outdoor activity festival called 'See Sport'. All kinds of clubs and organisations are taking part, and Keith and D.R. reported back from the inaugural meeting with their views last week (March 25th).

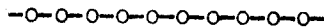
A sub-committee (comprising the whole committee!) will be working out details of a trials and scrambling display with myself in charge of publicity. An excellent opportunity, you must agree, which could lead to a good will agreement for competition ground becoming available within the area.



At the committee meeting of March 25th, it was agreed to set the wheels in motion for an appeal against the decision of Hyde Town Council not to let the club use Windy Harbour Farm, Hattersley, for scrambling.

I'll keep you posted.

If, by June 21st, we still haven't a scrambles course, it is intended to apply for that date to run a grass track meeting at the Hattersley venue - in a field not affected by the ban.



The President's Trophy Competition has been finalised. Here are all the dates and regulations.

- 1) Starting an event (car or bike)..... 10 points
- Finishing on a bike..... 10 points
- Finishing in a car..... 5 points
- 2) First place (car or bike)..... 10 points
- Second place..... 9 points
- Third place, etc. .... 8 points
- Organiser (as third)..... 28 points
- 3) Entry fees - 1/- per person.

The dates are as follows:-

| <u>DAY</u> | <u>DATE</u>    | <u>EVENT</u>      | <u>ORGANISER</u> |
|------------|----------------|-------------------|------------------|
| Friday     | 20th March     | Rocket Trial      | Keith            |
| Sunday     | 26th April     | Road Trial        | Neville          |
| Sunday     | 31st May       | Road Safety Rally | Police           |
| Sunday     | 5th July       | Road Trial        | -                |
| Sat./Sun.  | 11/12th July   | National Rally    | A.C.U.           |
| Sunday     | 9th August     | Road Trial        | -                |
| Sunday     | 13th September | Road Trial        | -                |
| Sunday     | 18th October   | Road Trial        | -                |

Rocket Trials will be run in November and December to bring the total of events to ten. Keith's Rocket Trial has been run and won, of course, and a report appears elsewhere in this issue. Points for the National Rally will be:-

- 10 for starting
- 10 for finishing
- 10 for Special Gilt Awards
- 8 for Silver etc.

MAR/APR 1970

MANCHESTER '17' MOTORCYCLE CLUB - NEWSLETTER - MARCH/APRIL 1970

Hello Members,

Owing to my extreme laziness and the general lack of news in late February/early March, I have missed last month's edition. However, plenty to relate in this Super-Edition, so - welcome, all our new younger members; Goodbye alas ('till June at least) sixty scramble members; Happy Easter everybody else!

There's a real bonanza of events to see over the holiday even though the Club Scramble of Good Friday is off. Those of you who have any interesting tales about your trips to meetings or how you went on in your own particular event please write an article for the next edition.

BITS AND PIECES

Congratulations to Henry on his selection (for the first time) for the Cheshire Centre team to ride in the Inter-Centre Team Trial in Hampshire on April 12th. His qualifying achievements - Two premier, and eleven first class awards.

-o-o-o-o-o-o-o-o-o-o-o-

Can Moses beat the 'World Top Yoke-Bracking Record' !\*?!\*!\*

-o-o-o-o-o-o-o-o-o-o-o-

Kenny - the bespectacled missile from Buxton - is reputed to be really scorching round Hyde Road in practice these last four weeks. His picture adorned the back page of the Manchester Evening News on the eve of the Aces first match on March 21 but the monsoon which lasted all day caused the meeting to be cancelled. Next chance to see our speedman - Thursday March 26th at Sheffield.

-o-o-o-o-o-o-o-o-o-o-o-

Detective Chief Superintendent Bob Lyddiatt has bought a new Sach-Sprite and was due to make his comeback in our John Simister Trial - March 22nd.

-o-o-o-o-o-o-o-o-o-o-o-

First award ever to Bultaco riding Peter (Jasper) Andrew in the John Simister. Now he is confidently mounted, I'm sure this novice award will be the first of many for Pete.

-o-o-o-o-o-o-o-o-o-o-o-

Happy Jack Mathews hoisted the BSA outfit to joint first in the British Side-car Championship after the St. David's Trial in March. The D.M. Mansell later that month was a might more difficult to say the least, but I'm sure that Jack won't settle for that fifth place in the table and we'll see a fighting return in the next National.

Jack's passenger for all events this year has been Gordon Ruffley, Gordon Ruffley, Gordon Ruffley, Gordon Ruffley, Gordon Ruffley, Gordon Ruffley, Gordon Ruffley, Gordon Ruffley, Gordon Ruffley, who's been heard to ask what it takes to get one's name in the newsletter - Gordon Ruffley, Gordon Ruffley, Gordon Ruffley, Gordon Ruffley.....\*?!

-o-o-o-o-o-o-o-o-o-o-o-

The rest of this issue is written after Easter when, in trying to attend six speedway meetings and three training school working parties, I found little time to write the newsletter.

-o-o-o-o-o-o-o-o-o-o-o-

At number six or seven in the Aces first team Kenny is now proving to be an invaluable team member. With wins in the reserves' heats and backing up well with a couple of third places he's averaging over five points a match. Ken's showing last night (30th) at Halifax was particularly impressive and as it's the 'reserve' who usually wins or loses the match the Aces are riding high at the moment.

-o-o-o-o-o-o-o-o-o-o-o-

TRAINING SCHEME

Good news at last for our RAC-AC-U Training Scheme. The RAC are coming forth with £150 with which to buy a couple of good secondhand bikes. On top of that, BSA are again going to take back the three vintage 1950 Bantams and overhaul them.

Thirty three trainees have enrolled on the current Spring course and thanks to hard work by Moses, Eric and Jim, Trevor has a fine lecture room and eight (of our ten) machines to offer them. We've had three good write-ups in the local press to confirm what I said about the Course's good publicity value, and I hope to emulate Hyde Corporation by saturating the area with RAC signs in the near future.