



Firstly I must say that in losing Paul T. as newsletter editor we have lost an excellent newsletter which was both interesting and entertaining, one I am sure that no-one can hope to emulate or indeed try to. However we must try to do our best and I am sure that anyone who would care to take over can be assured of help from K.T.R., myself and a few words of advice from Paul.

On May 30th last another "17" stalwart bit the dust, namely Len Moreton. He was married to Christine Ollifant at Heaton Mersey Methodist Church, a very nice do it was too. With Christine looking more radiant than ever in her splendid white dress everything seemed to go off quite smoothly. Already well trained, Christine was spot on time. The photographer who was rushing around was recognised as an old "17" member, Cliff Preston, but I'm afraid he could not be persuaded to rejoin the club. After the service we nipped down the road to the reception where champagne corks were flying etc. Len gave a very confident Harold Wilson like speech thanking his Ma and Pa in laws for producing his new playmate. One final word on their marriage is that I am sure we all wish them a long and happy life together.

As you may know by now, and if you don't you should, we have a scramble course which needs quite a bit of work doing to it. As we have only a very short time to do it in PLEASE would you help us to get it sorted out. The course is situated on the A623 approximately 4 miles out of Chapel-en-le-Frith on the Baslow Road, very easy to find for you map reading wizards. Harrat Grange Farm is the name owned by Dennis Thompson.

JUNE 21st

JUNE 21st

JUNE 21st

That is the date of the first scramble, the initiation scramble, so PLEASE come along and help your club make a success of it.

Finally don't forget to save that old crash helmet; those wrong size brake shoes you bought; that headlight for the bike you bought and never fitted because Keith will be only too pleased to sell it for you at the Club's annual auction to be held at the club in the near future.

Off to the production T.T. now so cheerio, see you at the club.

Dave.

I would like to thank all of you who came to help at the demonstration of motorcycle sport that the club put on recently in connection with the Bredbury and Romiley U.D.C. " SEESPORT ". The few know who I am referring to. I should also like to thank the even fewer people who helped the following day to transport all the scramble equipment from Golden Hill to Harrat Grange. Thank you Bob. In all fairness Dave and I cannot thank ourselves. But enough of this, I have already said what needs to be said earlier on.

SALES AND WANTED :-
* * * * *

- 1 B 31 Frame complete with swinging arm, fork yokes and log book..... £2-10-0.
- 1 B 31 engine (350 cc). Big end needs attention....£1-0-0.
- 1 850 cc Mini block complete with reground crank and pistons/con-rods.....£7-0-0.
- 1 15/16ths Monobloc£2-0-0.
- 1 1 inch " "£2-0-0.

Wanted 1 pair 1.1/16th Monoblocs.

Details of the above from Mr I. Bradshaw, 21 Linden Gr.,
Woodsmoor, Stockport.

1965 Greeves Challenger in good order. Very fast, this machine is a race winner. For quick sale £65. Tel:- 061-480-1366.

P.S. Don't forget if it's motorcycles, scooters, combo's or 3 wheelers you are after then contact your own, your actual, Uncle John Roberts at Motorcycle Centre, 82-86 and 100 Higher Hillgate, Stockport.

Any sales or Wanted adverts should be sent for the next issue to either Dave Rowland or myself before June 30th.

..... The race was uneventful although I can say that noone passed me. I was riding like a demon, however they ride, and on the last but one of the eight laps I passed a Honda 4 just before the hairpin. Down the straight; round paddock; I can see the chequered flag being readied; surely I hadn't passed that many. A quick glance over my shoulder and there's Graham Sanders stuffed up my exhaust pipes. The flag was for him which meant I still had another lap to go. I must now extend my thanks to all those riders who either broke down or fell off thus enabling me to finish 11th. Well that was the first race over and it certainly was exciting and well worth the effort.

Since that first race at Darley I have ridden in one other and on that occasion managed to finish in 7th place. Once again my thanks to all those who fell off and the few more on that occasion that made my 7th place possible. Without their help it just would not be possible.

As for Paul's challenge, well I've tried it and thoroughly enjoyed it. The only drawback is that it is like a drug and I'm hooked. Will anyone offer £500 for my Trident. Easy terms and part exchange available. This will enable me to buy a "pukka" production racer for the remainder of the season.

One member of the club I would like to mention is Melvyn Cranmer who has been coughing round on a 650cc B.S.A. in production races. Mel has had a lot of niggling little troubles with his Beeza and the first race it was going properly was the 500 miler at Thruxton where he was teamed up with Tony Carlton from Liverpool. It was decided that tony should ride first and he got off to a cracking start. After 1hr 9mins tragedy struck. Tony was in 12th position when he dropped it to avoid a rider who suddenly changed his mind about his line. Tony was not badly hurt but the machine was too badly damaged to continue. Once again Melvyn did not get a ride. Even after all these setbacks Melvyn has still found time to help with working parties at Darley and always helps me when it comes to racing problems. If more members were as eager to put back into club life what they take out the "17" would be the best in the country instead of just being the best in the North.

Ian Bradshaw.

CHALLENGE ACCEPTED
* * * * *

Many moons ago Paul " £.s.d. " Sandbach threw out a challenge in the newsletter to other members of the club to start road racing. Well this season I thought I would have a bash. Not being too ambitious (I'll win the T.T. next year) I decided that I would only do the Production Races at Darley Moor this season.

Preparation of the machine was simple, I changed the tank and seat in case I fell off and scratched the good ones, fitted rear sets and dropped bars and finally reversed the gear change all set for the first race.

Good Friday came and I arrived nice and early at Darley wondering just what lay in store. Due to the fact that I arrived early everything was done at a leisurely pace until about fifteen minutes before practice. I attempted to start the bike but could get not a cough or a splutter from the engine. The weather was so cold and the 50's oil was so thick that the engine would barely turn over let alone fire. After about ten minutes of pushing up and down the paddock it fired and I'll swear the sighs of relief could be heard in Ashbourne.

Once on the grid I began to think about how much it would cost if I dropped it, then suddenly everyone hurtles off and it's time to think of the first bend, through the chicane and start to break for the right hander. 1 2 then 3 bikes all go flying past whilst I'm braking hard , on up to the hairpin, very dodgy, using all the road here. Now down the long straight round paddock bend and I'm off on lap two. One more lap and that's the end of practice. My mechanic who had been timing me said that I had lapped in 1 min 53 and that the others were lapping in about 1 min 20. (maybe the year after for the T.T.). One more practice session of three laps and that's it until the race.

Grid positions are allocated by ballot at Darley and I picked number 18 out of 24. Lined up on the grid, petrol on, ignition on, foot on the kickstart all ready for the off. The starter drops the flag one mighty kick and the ignition light goes out. Slip into first gear let the clutch out and nothing happens. The oil warning light and the ignition light are connected together and the kick had put both of them out. Next kick it started and I got off the grid last but one of the 24 starters.....

JUN 70

THE MANCHESTER "17" MOTORCYCLE CLUB
* * * * *

NEWSLETTER
* * * * *

JUNE ISSUE
* * * * *

HELLO FOLKS! it's not me again it's us. Now that you are all thoroughly confused may I hasten to explain that our reigning newsletter editor, Mr Paul Tootall has been forced to stand down from his position due to business commitments. I'm sure you will all agree that Paul has done a really marvellous job and that you would like me to express your thanks to him.

Now to further the explanation Dave Rowland and myself have agreed to knock out some form of regular news bulletin until such time as we find someone to replace Paul. This of course leads me right into the next line: DOES ANYONE FANCY THEIR CHANCES as the club newsletter editor? There must be some budding journalists amongst you so come on let's be hearing from you!

The first bit of news is some that I'm sure you will all be very pleased to hear and it is that we have at last found a new scramble course at Harrat Grange Farm, Peak Forest. The farm is about 400 yards further on past the Wanted Inn at Sparrowpit. The course has been approved by the Cheshire Centre and our first meeting is scheduled for Sunday 21st June at 2pm. There has already been one working party last Sunday but don't worry you lucky people there are two more before the event. The first will be on Sunday 14th June and the second on Saturday 20th June the day before the event. Please make an effort to attend these working parties as the success of the scrambles depends on YOU. I have never seen a more convincing example of " many hands make light work " than at club working parties. It can make the difference between me Dave and Pev pulling our proverbials off and a bunch of us getting the work done in one afternoon. The club has lost quite a bit of money this year by virtue of the fact that we have not run any scrambles and indirectly this affects you and the things we can do for you. SO PLEASE try and lend a hand at the course during the year and in particular on the 14th and 20th.

Whilst on the subject of scrambles it was pleasing to see one of our club members polishing off the opposition at two of the Bank Holiday meetings. I refer of course to Peter Ormesher. Well done Pete let's hope this success stays with you for the remainder of the season.

Keith.