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Now my Lord and Master has decreed that I've to ride the pop pop down to the club in future, because as he puts it, I'm not old enough to play about with tools yet.

I hope you lads just back from the National Rally will tell me all about it as I've got hopes of invieling Jack into letting me have a go next year.

Brrmm Brrmm for now, Sue Taylor.

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Many thanks for the above article, Sue let's be having some more of you budding writers sending in an article or two for the next issue. These should be passed to Dave or myself before the end of this month.

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Well the scramble went off very well and to all who made it a success a BIG THANKYOU. And to the very few who criticised please don't moan and groan, and then, without lifting a finger to help disappear, if you're criticisms are constructive, O.K. we will listen, but otherwise we are not interested.

Enough of my grumbles, let's look ahead to August 2nd - that's the date of the next scramble AUGUST 2ND, as Keith said earlier, you will be getting fed up with hearing about it, but just one more for the record AUGUST 2ND IS OUR NEXT SCRAMBLE. It is, of course, the same course Ha! ha! with, we hope, similar weather. Pev seems to be able to choose dry days, so let's hope his luck lasts.

Now on to an item which is my 'pigeon'. On Sunday 16th August, That is two weeks after the scramble and we ALL know what date the scramble's on!, the '17' will organise an Open to Centre Trial for novices, side-cars and experts who have not won an award in an Open to Centre Trial for one year. There will be an extra award forthe best 'over 40' to be presented by Pev (Yes, you did promise!) so come on all you 'old' aces, let's see if you can still ride a bike. There will be a few spare bikes for anyone not possessing an iron, so there is abeo- lutely no excuse. The start is, you've guessed it Harratt Grange Farm at 11 a.m. So anyone wanting an observer's card, please come along. Weather permitting it should be a good social occasion.

Talking of social occasions, films have been booked for the next three months. These have been chosen by newer members, so you 'old uns' will have to bear with films you have seen before - has anyone suggest- ions for club night competitions? There are vacancies on the Committee. So, anyone who feels they could step in, don't be afraid to speak up.

The match against Oxford at the Belle Vue Dustbowl didn't produce a lot of thrilling racing, but it did show how much more our own Kenny Eyre has progressed since his days with the Colts, Ken being almost half a lap in front of Bailey and Broadbelt. I suppose it must help having a World Champ tow you round - but nevertheless, it's very nice to see Ken doing so well. He was third best, scoring a spirited ten points against Ivan and Tommy's twelve apiece - well done, lad keep it up.

Your dates to remember are SCRAMBLE - AUGUST 2nd & TRIAL - AUGUST 16th - Please give them both your support. YOU determine their success or failure and always bear in mind that Keith, Pev and myself pay 17/6d. per year just the same as you - and we all want the satis- faction of success.

A hearty welcome from the '17' to Graham Norris who hopes to compete very soon in a Trial or two and, with his great handicap is surely to be admired. It's time jovial Dave Murray dug his Bultaco out of that heap of potatoes as well.

Details in the next Newsletter about the AUCTION of secondhand, new, unwanted, rare, etc. items. Anyone with any article they wish to enter, please see Keith or myself.

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FOR SALE 1967, 250 cc Sprite Trials bike. Loads of new bits, immaculate condition, only reason for sale, owner spending unknown length of time in th U.S.A.

See - Dunvan MacDonald, KTR or myself

R.D.R.

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THE MANCHESTER "17" MOTORCYCLE CLUB

NEWSLETTER

JULY EDITION

Once again it has fallen upon Dave and myself to provide you with a bit of written edification for your entertainment or dustbin as the case may be. This time however I make no apologies, as from the lack of comment after the last issue I can only assume you like our "bull sh_". In closing this brief editorial may I say THANKS. Thanks indeed for the splendid effort at the scramble course. The meeting was extremely successful and it was all due to your efforts beforehand and on the day of the event. Let's hope we can repeat this marvellous effort on AUGUST 2nd. I am sure you will be sick of seeing that date before the end of this newsletter but it is very important. It's the date of our NEXT SCRAMBLE. Did I hear cries of "Oh not again?" Well I'm afraid so folks and your help would be once again much appreciated on Sunday 26th July and also or if you like more so on the weekend of Sat/Sun 1st and 2nd August.

K.T.R.

How do you do, I'm one "L" of a rider.

For the past three months or so myself and about thirty other aspiring motorcyclists have been dutifully trotting down to Warth Meadow every Sunday morning to the RAC/ACU training scheme in the hope of learning something about motorbikes and their habits. Trevor Ian, Jim (Hagon) Phillips, and Paul Toots to name but a few had the unenviable task of teaching us.

First of all we had lectures on maintenance from Trevor and then Paul started us off on the bikes. After only a few weeks we all got into the swing of things like Trevor forgetting the key and Paul rushing about with a flattened hosepipe which was used for a white line in the most unlikely of places. We had to run down this pipe, theoretically in a straight line and then he would send us off on a mock up road with the pipe acting as a stop or give way line. Off we would go only to find that the road had been moved to a new location. Still all good practice for the real thing I suppose.

One of the girls rode a scooter and told us that if she thought she wasn't going to stop she just baled out and hoped for the best. On one occasion she was riding one of the boys' bikes and as she went sailing past there came a shout "How do you stop this thing?"

After much trial and tribulation we took our test last Sunday, 5th July and we all just managed to scrape through, much to everyone's relief. One of the questions on maintenance was "What would you do if you broke down whilst out on a run?" I was very tempted to say "I'd get out my standard repair kit; one very short mini skirt", but I don't think the examiner would have appreciated it somehow. Anyway to all you instructors, many thanks for taking the time and trouble to teach us and I hope you enjoyed it as much as we did.

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Some of us from the training scheme went up to the club's scramble course at Harrat Grange Farm, Peak Forest for the last scramble and I now know several folk who fancy thier chances on the scramble track, me for one.

For the last few weeks I have been travelling down to the club on my Triumph, but I am beginning to think that there is a jinx on it because it seems to break down every time. For instance on one occasion my throttle jammed open and it was only thanks to Vian Curtis and his friends that I got home that night, with an escort for good measure too. Then last week the clutch pushrod wore through the pressure plate and of course muggins here not realising what had happened was stuck in Mersey Square trying to select gears and getting nowhere fast. Once again with administrations from a kindly passer by, I managed to push the old "moo" home.

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