

MISCELLANEOUS SALES / WANTS / QUERIES

A collection of motorcycle programmes featuring the late John Hartle is available free from Dave Rowland to genuinely interested parties. Contact Dave at the Club or at Wilmslow 23412.

FOR SALE

1965 Greeves Challenger - very quick, this machine is a race winner. A flyer and a bargain not to be missed at £60. Telephone 480-1366.

DOES ANYONE know anything about or have any contacts regarding the purchase and operation of a Public Address system for our Scramble Course? Ex-W.D. or even brand new stuff would be ACQUIRED at the right price. No rubbish though, please. See either Pev. Attwood or myself, Keith.

Just a quickie, folks - don't forget that the Annual General Meeting is coming up soon, and once again you will be asked to nominate prospective committee members and to vote for them. I have been a little dismayed at the recent Tuesday night attendances and if anyone would like to tell me what the attraction is at the White Lion, I can perhaps arrange to have her installed at the Red Lion.

The Club is only as good as you make it!

KEITH

Eight little riders, came home past eleven
One forgot to check his lights then there were seven
Seven little riders showing off their tricks,
One misjudged his distance, then there were six
Six little riders in a hurry to arrive
One met a radar trap, then there were five
Five little riders, doing 60 miles an hour
One couldn't stop himself then there were four
Four little riders, so far trouble free
One ignored the traffic lights, then there were three
Three little riders, held up in a queue
One refused to stay in line then there were two
Two little riders racing just for fun
One skidded off the road, then there was one
One would be rider, learning from the rest
Put his application in and passed his driving test
But he still remembers to read the Highway Code
For he knows that it contains rules of the road

There must be many of you who have valuable hints to pass on to folk like myself, who are complete novices at this game. So, I thought you might like to pass them on through the Newsletter for the benefit of these bods. To start the ball rolling, here is one to me:

The bloke in question found he'd sprung a tiny leak in the petrol tank. He emptied the tank, and fitted a self tapping screw and fibre washer in the hole. No further trouble.

SUE TAYLOR

forthcom
FORTHCOMING ATTRACTIONS

The Manchester '17' Motorcycle Club proudly presents for your future edification and entertainment the following attractions:

FILM SHOW

1st SEPTEMBER

Guards Trophy - Brands Hatch 1961
Tolerance Nil
Indianapolis 500 - 1966
+ full supporting programme

GRAND ANNUAL AUCTION

8th SEPTEMBER

8.30 prompt at the Clubroom - bring all your clobber along and some pound notes to haggle with.

SEPTEMBER 13th sees our silly little speed trial to be followed by a big blazing bonanza of a BARBECUE - all to be held on the old Bredbury Scramble Course. Please bring along some food, sausages, bread rolls, etc. Barrel of BEER will be laid on, but please feel free to bring your own.

FILM SHOW

6th OCTOBER

Diamond Senior
Race against time
Three wheels at Mallory

At last we are the complete happy family. Our first little garage has just arrived. Or to be more specific we dismantled it before it fell down of its own accord.

Jack asked me if I would lend a hand, as general dogsbody, but what he didn't mention was that I'd be hauling half a garage wall around the garden. Let's face it girls - exercise if good for the figure but half a garage wall just leaves you with a flat chest and nose to match.

The dangers of demolition didn't become apparent until the last corner remained. Having removed the bolts, Jack nonchalantly walked away leaving me hold up the walls. TIMBERRRR - one starts to fall, but I didn't get the CDM for throwing myself underneath to save it falling to pieces as it hit the ground, because I had forgotten that the other bit was unsupported as well.

Later, as I was holding up another section of this dream come true, Jack, who had advised me to hold tight as it was likely to fall on my head, had a good laugh when the bit he was unbolting came sailing through the air and landed half an inch away from my nose. There's not going to be much left of my nose by the time the garage is erected again at this rate.

Have you ever notice how bikes have their own little endearing qualities? Mine for instance, needs at least three good kicks before she will consider starting, and if she knows Jack's watching she seems to know that he stands there counting my futile attempts to start her. I swear she laughs as we pull away, but Jack says it's the chatter from the rocker box - whatever that may be.

The old heap hates the rain though, especially as she has got a bit of rheumatism lately, and we now groan along the road with her handling like a pregnant elephant. A right old joker with it too - one Saturday we set off on a shopping trip, just as we were creeping into the murky heart of Stockport, she gave up the ghost right in front of two police chappies on motorbikes (I think she rather fancies herself). I was jumping up and down on the kick start wo no avail with these police types grinning all over their fat mugs! I decided to push her into a taxi rank to have a little look. I checked the petrol - all right, but it wasn't getting into the carb. So I took off one end of the fuel pipe and gave a mighty suck, in best training school manner. All I got for my pains was a mouth full of petrol - Ugh Huh. After another kicking and swearing session I decided to go and fetch some petrol. Off I trotted to the garage and was soon back with a gallon of the hard stuff. By this time the police types had disappeared and had Ladyship had got bored with waiting and decided to behave. I poured in the petrol, most of which did not go where it was meant to which made an awful pong in the Precinct. Another quick prod and of course she started like a dream. Typical blooming woman! I hope the old bag isn't listening or I'll never get down to the Club next Tuesday.

I came across this poem and thought you might like to ponder on its words of wisdom:

TEN LITTLE RIDERS

by P. Herbert

Ten little riders passed a danger sign
One didn't notice it, then there were nine
Nine little riders, afraid of being late
One overtook too soon and then there were eight

routine maintenance is excellent and makes maintenance a pleasure.

How does it compare with the other big bikes? With so much power it is hard to compare with a twin which even when running correctly has a degree of vibration throughout the rev. range and has to be ridden more than the three. For long distance touring, this must be THE bike if only for the comfort.

PL0D

Firstly, thank you all who helped with the last Scramble. As Keith has said, it was a huge success with some excellent racing and a large growd.

When I first found the course, I realised its potential and hoped that the Club has since benefited from this.

Some of the best trials riders must be wondering why I have banned them from our Trial on 16 August, well here is the answer:

The next two trials being run by the '17' are the Cheshire Centre Championship Trial on OCTOBER 11 and the Northern Experts Trial on DECEMBER 13. To be eligible for both these trials, riders have to obtain qualification in the form of winning awards. So, to give the 'lads' a chance to ride, we have organised this Trial without sections being too severe (I hope!) enabling them to figure in the awards - with a bit of luck.

The Cheshire Centre Championship Trial on OCTOBER 11 looks like being the last in its present form because thanks to Keith and myself next years' Centre Championship will be decided upon over a series of trials throughout the year. Watch this space for further details.

THIS SPACE

DAVE

Since getting my bike I have noticed that the age of chivalry is not yet dead.

My husband, who for want of a worse name, I shall call Jack, is the essence of chivalry referred to. His bike has to be parked nearest the gate at all times, he maintains that it is not so he can leave home during the night. Well last Tuesday, I asked him to move his bike so that I could get my heap out to go to the Club. I thought he would get it out for me without any prompting. Out I come expecting to find my bike on the road ready for the off - but no bike. She was still covered over and parked up the drive - dead to the world.

On Sunday, I mentioned to his Lordship, that I wanted to oil my clutch and brake cables, he muttered something about 'No time just now, dear'. 'Oh' says I, 'I'm going to do it myself'. Jack came dashing back with 'Let's put it this way, I haven't got time to mend what you undo'.

TRIDENT TEST

When I first got the Trident, I was asked to do a road test on it for the club newsletter. Well a year has passed and at last I have managed to put pen to paper. I thought I would compare the Trident with the bikes in the large capacity class that I had ridden. These include three BSA's - Super Rocket, Lightning Royal Star and two Triumphs - 650 and 500 police machines.

My first impression when I sat astride the Trident was that it seemed small compared with the BSA's - more like a 500. Both feet could be placed on the floor comfortably and the 460lbs of machine had a well balanced feel. During the running in period the only faults which developed were broken clutch cables - due to a very stiff clutch and a ball on a rocker arm had been incorrectly hardened. Now that the machine is run in, the clutch is nice and smooth and Triumph have replaced the rocker arm.

As most of you will know, I have had three races on the Trident, but I have also done a reasonable amount of touring, and it is in this capacity where the Trident really excels. With its smooth delivery of power and comfortable riding position, even with two up and loaded with camping gear, long distances can be covered in a surprisingly short time. The smoothness of the engine is quite amazing (what other engine can you rev to max. on the stand without the bike moving). The Royal Star which has a reputation for being one of the smoothest vertical twins around would be classed as rough next to the Trident. The comfort of the machine has been improved by fitting K81 tyres front and rear and stronger rear springs. This also improves the handling when loaded up with camping gear.

Now for the performance, The most important thing with a powerful bike is good brakes, and the twin leading shoe front stopper is well up to the job especially now that Triumphs have improved the linkage over the old pattern and removed the sponginess by using a shorter cable.

At the permitted max. of 70 m.p.h. the Trident will waffle along at approximately 4750 revs, with such ease that if you were on a twin you would think you were doing 40 mp.h, not 70. This is one of the problems with the bike, you have to keep an eye on the speedo, or the 'fuz' would soon be on your tail. Riding about Town, second and third gears do all the work for although a tractable machine, the power does not come into until 3000 revs. On the open road, however, it is a completely different story, keeping the revs above 3000, the bike moves like a rocket, with speeds in the gears of approx. 57-1st 82-2nd 106-3rd, top speed has yet to be found! On my private test track - code name M6 a speed of 125 mph was indicated, with the revs just nudging 8250 with more to come. Regarding the accuracy of the speedo, it has been checked at 70 mph and found to be correct. Handling at all speeds is first class and bend swinging along country lanes is a real joy. The Trident has two faces - the first is a heavy weight motorcycle, built to go places and to get there fast. The other is that of a lightweight for ambling down country lanes, admiring the scenery with the minimum of effort - it does both admirably. Fuel consumption over the last year, which included 3 race meetings, has worked out at 46 mpg which considering the sort of use the bike has been put to, is very good. No oil has been used, but I have changed the oil more regularly than the recommended 4000 miles, certainly there have been no oil leaks, even during racing.

The general finish of the machine is good, and the electrics first class except for the horns which are very poor. Due to the different shape of the exhaust pipes and silencers the centre stand is slightly lower when folded away than on other Triumphs

THE MANCHESTER '17' MOTORCYCLE CLUB

NEWSLETTER

AUGUST ISSUE

AT LAST we have made it. The greatest success in the history of the club was achieved at our Scramble held on Sunday August 2nd. We have broken our all time record by making a profit, I am pleased to say, well in excess of ONE HUNDRED POUNDS.

All I can add is a BIG THANK YOU to:

Dave for finding the course;
Pev for running the Scramble;
and Frank for taking the money and,
of course, my thanks must be
extended to those of you who came
along to help run the event.

This looks as though this is the last Newsletter that I shall be editing, and before anybody else says it, thank God for that. Moses has kindly offered to undertake these duties once again after an absence of a couple of years, let's hope he has not lost his magic touch.

The remainder of this newsletter consists of articles supplied by you the Club members, which is just reward for our many pleas over the past few months.

This next article is not a groan but a well-intended question from George.

WHERE WERE YOU?

The Manchester '17' Scramble was held under ideal conditions at the Harratt Grange course on Sunday 2nd August. I say Manchester '17' for I now realise how the Club got its name - only 17 helpers! Which is of course a great asset when one is expecting to fill 11 flag points, spectator crossings and control, paddock marshals starter, ad infinitum. With very little stretch of the imagination one can see this is very difficult, nigh impossible. Where were you all? No doubt many had valid excuses, but one cannot say it was because of the weather.

Those who did go, saw some excellent racing, highlighted by a well organised handicap race. The handicapping set by Pev, as we have come to expect, was precise to the last second (or should I say the last lap). John Done who started three quarters of a minute behind the first rider, just managed to take the lead on the last lap, and after 12 minutes of ultra fast racing, this was quite some achievement - Well done John!

John, as expected, took much of the prize money with our own Peter Ormesher unfortunately out of the running early on in practice minus sparks. Though not in the top honours, we must extend our congratulations to Frank Yarwood who has now entered his 18 year of successful scrambling. There's life in the old dog yet, cough, cough!

All in all, a very successful day, marred only by a slight amount of fisticuffs during practice. Let's not lower our standard, lads, to that of footballers - enough said!

DIGBY