

To all Members of the 'Manchester 17'

May we say sincere thanks for the marvellous painting of Kenny, given to us as a wedding present. It's something we have wanted to have done for ourselves for sometime now and words fail to express how deeply grateful we are to you all.

Very many thanks.

Kenny and Chris Eyre.

I know all the members of the club will be pleased to know how thrilled you both are with the painting and wish you all the best for your future happiness and success on the racing track.

We would like to express our thanks to Mr. Tootal senior, without whom the picture would not have been so well painted.

S.T.

All four climbed to the top of the wheel and were suprised to find it wasn't as high as they had been led to believe. The path from the wheel up to the old mines was followed and after climbing down a steep rock face to a stream they found an old Barbour suit resting just outside the entrance of a tunnel, no sign of arider, he must have got lost in the 'Two Day Trial'. In the evening both couples went seperate ways, Keith and Hilary went to see 'Battle of Britain' whilst Chris and Ian called on relations and then went to a pub at Tholt-y-will.

Friday the last full day of the holiday and Hilary and Chris wanted to do some shopping so poor Keith and Ian had to follow them round like lost sheep. A pub in Balaralla provided lunch and then it was down to the Calf of Man, a run round and back to Douglas where Ian and Chris managed to defeat Keith and Hilary at pitch and putt. Keith and Hilary were catching the Midnight boat so all four went for a last drink at the 'Highlander'. After saying goodbye at the docks Chris and Ian went to their hotel to pack as they were catching the early morning boat back.

Keith and Hilary had a smooth crossing but who should they have to put up with on the boat but that R.S.M. again. Unfortunatly by morning the sea had changed and it was very rough, luckily Chris and Ian could get to the car where they spent all the journey fast asleep. They awoke to find a lot of green faces and several people rather the worse for wear.

So ended a most enjoyable holiday even though the pace was hectic it was well worth it and all four are looking forward to the next visit to 'THE ISLAND'.

I.B.

Well some folks know how to enjoy themselves, thanks for this article I wonder if it should have been serialised but perhaps you'll have some more adventures for us next month Ian.

#### FORTHCOMING ATTRACTIONS

- October 13th. TYRE CHANGING COMPETITION.  
I hope you are all in training .
- October 18th. ROAD TRIALS.  
Run by Moses Abrahams, for details see Moses. I know a few of you have been wanting an event like this now here's your chance.
- October 20th. SLIDE SHOW, 'ALLSORTS':  
Slides from Ian and Keith. I hope there is some slides of your Manx adventures.
- October 31st. CLUB TRIAL - BARBECUE - GYMKHANA.  
We hope to include Road bikes at this trial hence the Gymkhana, and a few sections are being thought up for them. Any ideas would be welcome.
- November 17th. ANNUAL GENERAL MEETING  
Everybody should make an effort to attend, and anyone wishing to stand for nomination to the co mitee, will have the opportunity of submitting their names before ther. The system of voting will be the same as last year.
- December 13th. Social for club members and competitors. Prior to the NORTHERN EXPERTS TRIAL.

That is all for this month, have a good time at your various club events, we shall have more for you next month. (I hope).

I.B. Don't forget the Shaw Club are coming over for a friendly return match and social on the 27th November.

Sue.

At the end of four laps it was Allen Steele the winner after riding a superbly judged race. The afternoon 350cc. race was where the interest lay for riding No.8 was Manchester '17' man Brian Warburton on a 350cc. YAMAHA. After the riders had passed on the first lap Ian made it that Brian was lying second on corrected time at Glen Helen and everyones hopes grew, could this be Brians year, but alas no, for as he left Creg-na-baa on that first lap a big end sized and that was Brians race. Although the race went to Clive Brown the man who had the crowd cheering was Nigel Pallason who after leaving the start practically last when he should have been 37th, powered through the field to finish second, a wonderful achievement.

The evening was spent at the new baths at Derby Castle where Brian Phelps the Olympic high diver and his wife were starring in an Aqua Show called 'Robinson Crusoe'. The presentation was rather amaturish but Brian Phelps and his wife were extremely good. The show livened up with a sing song. At first the only person to sing was Keith but soon all the audience had joined in if only to drown Keiths voice. After the Aqua Show it was down to the 'Sefton' where this time everyone ended up in the right bar and the rest of the evening was spent with Johnny Roberts and Co. Keith couldnt let the evening pass without seeing if an Isle of Man pint glass bounces verdict, it doesnt.

Wednesday morning and the weather was atrocious so everyone piled into Ian's 'mini' and set off to visit the Motor Museum at Glen Vine. On arrival the place looked as though it was closed, so on orders from Chris and Hilary, Ian was sent to see if in fact the museum was open. It was and Ian purchased the tickets, on returning to the car, Chris and Hilary pointed out that, they didnt want to go in. Ian asked if they hadnt wanted to go in in the first place why was he sent to see if the place was open, no reply. Just typical of women. The museum consisted of a out a dozen old cars in various stages of being rebuilt, all tightly packed together, two of which you could say were in good condition. Keith noticed that a mascot on the radiator of a Rolls Royce was pointing the wrong way so being helpful he turned it the right way only to be told by the owner to go and turn it back again, you can't do right for doing wrong can you? From the museum Keith got hold of the map and directed Ian along some narrow country lanes to Ronaldsway Airport, where it was intended to watch a few planes landing unfortunately the weather was too bad so the four made do with coffee and then returned along the Marine Drive where the sea which was now very rough was crashing over the rocks. In Douglas itself the sea was coming over the sea wall onto the prom, everyone was glad they didnt have to sail home today.

Ramsay was the venue for the afternoons activities and would you believe it the sun was shining and the wind had dropped. A game of pitch and putt was ordered by Keith as revenge for when Ian and Chris picked the first three in Tuesdays races. As Chris and Ian had never played before defeat was inevitable, but a brave fight was put up and the match was only just lost, Ian blames the wind, saying it only blew when it was his turn.

Back to Douglas and the rain, the evenings entertainment was provided by Stock Car racing at Onchan Stadium which proved quite exciting the last race being decided after one driver was disqualified after running along the football pitch, Ian and Keith sticking their noses in and telling the judges what had happened. Justice was seen to be done.

Thursday morning and it was up the mountain for the 500cc. race and the spot chosen was Keppel Gate, here Ian was able to drive into a field and park right up to the fence at the side of the road. Brian Warburton was again riding but again Lady Luck left him, for after being on the leader-board for the first lap he was without a clutch for the rest of the race and at the end finished a very creditable 14th, in his 14th year at the Manx and his 14th replica, a wonderful career of M.C.P. riding, congratulations 'Ginge'. The race was not without incident with the leader-board men dropping out only yards from the finish. So ended the M.C.P. for another year. If every years racing was as good as this years then the M.C.P. would have a bigger following than the T.T. After the roads were opened, Laxey Wheel was the next port of call. The wheel is now back in action and a wonderful piece of engineering skill it is too.

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neither one of them had any intention of touching a motor-cycle should the need arise. Both took great delight in turning motor-cycles and cars away from parking near to the grandstand and were most upset if a car just dropped somebody off and then drove away before they could exert their authority. When in fact a rider did need help to push his machine out of the dip, the crowd in the stands had to shout in order to attract the marshalls attention. It was at this point that Ian shouted to the two carpark attendants, sorry marshalls to stop acting like children and do the job properly. This met with the approval of the stand except for a woman and girl. A later incident when a rider fell in the dip, not one of the marshalls where we were watching from went the 15 yards to help the two marshalls helping the fallen rider and it was approximately 3 minutes later when a travelling marshall arrived and had to stop and help the marshalls who were still struggling with the fallen machine. At this point the marshalls near us burst into life and one actually went down to help, when all the work had been done. This incident of course started several people in the stands talking and it was at this point the identity of the woman and girl came to light. It was the wife and daughter of one of the marshalls. A point to be noted by all marshalls who are reading this is that you are there for the safety of riders and spectators. If you want to be a carpark attendant then I am sure if you ask nicely the organisers would give you that job.

When practise was over all four were ready for a drink so it was off to the nicest pub in the Island 'The Highlander' where the happenings of the day were discussed in great detail.

Sunday morning dawned and it was back to the Two Day Trial, in contrast to Saturdays glorious sunshine it was overcast with a hint of rain. This time the trial went up the mountain, first stop was for the solos near to Crec-na-bae and then up to Windy Corner for some really good sidecar sections unfortunately visibility was very poor and one section that was across a marsh was too far away to see. The afternoon brought the sun out and saw all four at sections in the Barragroo area. Here one section for the sidecars could only be described as impossible but when Jack and Gordon attempted it Jack described it much more colourfully as the back wheel of the outfit disappeared in the mud.

Sunday evening had all four roaring with laughter as they watched George Formby in that T.T. classic 'No Limit'. If you visit the Island during T.T. or M.C.P. week this is a film you must not miss. Ian and Chris have seen it half a dozen times now and still come out laughing.

Monday 4.30 a.m., the alarm bell rings which means its time to get up for early morning practise. Ian was picking Keith up and then attempting to reach Ballough Bridge before the roads closed. Ballough was reached in plenty of time and in fact the first bike didn't arrive until 6.20 a.m., being the only spectators there we had a perfect view but for spectating on a race day facilities are limited. Fastest over the bridge was Joe Thornton on his Mularney special, but chasing him for second place were the marshalls on the Tridents, these were really flying much to Ian's delight. Practise over, it was back to Douglas for breakfast. After breakfast everyone piled into Keiths car for a trip round the south end of the Island, which proved to be a mystery tour as Keith had'nt been there before. The afternoon was spent driving round the T.T. course looking for a suitable spot to watch the races. Glen Helen was chosen for the 250cc. and 350cc. races and Keppel Gate for the 500cc. race. Glen Helen is a good spot but you have to get there early before the coaches arrive.

For Monday evening it was decided to meet John Roberts and Co. in the 'Sefton' for a drink unfortunately the 'Sefton' has too many bars and whilst John and Co. were in one bar drinking, Keith and Co. were drinking in another. Still they did meet on the way out even if it was just to say goodnight.

After early breakfast and collecting packed lunches it was off to Glen Helen for Tuesdays races, the weather was fine and the practise leader-board promised a good days racing. The 250cc. was first and all four had picked three riders who they thought would be on the leader-board. It was a race that kept you on your toes, for the leader-board was changing all the time.

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Now don your Mae West's and grab a handful of seasick pills and off we go to the Isle of Man and the adventures of the 'Famous Four'.

ISLAND FROLICS

Four members of the club have just spent what could only be described as a very humorous and educational holiday in the Isle of Man. Ian and Chris were going by courtesy of Ilford having won a free holiday last year and Keith and Hilary were going by courtesy of Keith and Hilary, having saved up all year. It was arranged that Ian and Chris would take Hilary to Liverpool where they would meet Keith who had been otherwise engaged with Miss Carnival Queen of Great Britain. (Due to censorship you will have to ask Keith for details).

Friday 11p.m. all four drove onto the car ferry Ben-My-Chree. A spot in one of the lower saloons was found where they could all kip for the night. Keith was first with his feet up, but no sooner had his shoes touched the couch than the sweet serene voice of the matron bellowed 'If you put your feet up you'll have to take your shoes off'. The matron by that remark earned the title of R.S.M. and she certainly lived up to it. Soon all four had their feet up and the place began to hum and not only with people. This prompted the R.S.M. into issuing order No. 2: 'If the captain comes down you will all have to sit up', this tempted one of the party to ask if he should bull his shoes for morning inspection, but he refrained from doing so. The rest of the night passed without incident for every time the R.S.M. did her rounds all four pretended to be asleep. 4.30 a.m. Saturday reveille, the R.S.M. makes her rounds inspecting the beds and making sure the cushions were standing at attention. Everyone was told to leave everywhere tidy as the R.S.M. had to make a return journey. At this point the four decided to make a break for it and get to the cars before mors and buckets were issued to swab the decks.

Soon the boat had docked and all the cars had unloaded, all four made a bee-line for Quarter Bridge to watch the early morning practise for the M.C.P.

The roads were slightly damp and most riders were taking it very steady, one of the exceptions was Clive Brown who had a very fast and clean line round. By the end of practise the sun was shining brightly and it promised to be a good first day for the Manx Two Day Trial.

First shock of the day came when the four found that the trial started from the Grandstand at 8.30 a.m. and up to this time none of the four had seen their hotels. It was decided that they should drop off their baggage as soon as possible. This done, the four went to the Grandstand to find that the first fifty riders were already on their way. After having a close look at the solo's, they worked their way to the end of the queue where the sidecars were lining up, with the intention of having a word with Jack Matthews and Gordon Ruffelly, the '17' crew who were members of the B.S.S.A. team. Unfortunately they had not arrived and assuming that Jack was probably still in bed they decided to go to Glen Vine where the first group of sections were. These consisted of riding in and out of a stream, the first section was easy but the following sections became increasingly difficult. From Glen Vine Keith and Hilary were to follow Ian and Chris as Ian had the map and knew a short cut. After travelling along this short cut, a narrow unmade apology for a lane, for about half a mile the answer was to turn back and go the long way round. As soon as they had turned round they were attacked by a dozen trials bikes, travelling in the opposite direction, what seemed to be the narrowest lane in the Island. The rest of the morning was uneventful although in order to see one group of sections the cars had to go up a track which would have put a Northern Expert section to shame.

During the afternoon more sections were visited and at 4.30 p.m. it was decided to return to Douglas to feed the inner amn.

Next on the agenda was the Saturday evening practise session for the M.C.P. and it was decided to watch this from the Grandstand at Governor's Bridge. The main interest here lay not in the bikes but in two of the marshalls. Both were dressed ready to rush off after the practise for a date with their girlfriends and it was obvious that

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THE MANCHESTER '17' MOTORCYCLE CLUB

NEWSLETTER

SEPTEMBER EDITION

Owing to the temporary absence of Moses Abrahams I've been asked to produce this month's newsletter which is why it's late!

There has been a noticeable higher attendance of members on Club nights over the last month or so and we hope we are catering for everyone's tastes with the future social and competitive events which are currently being organised by various members.

One very important date for all of us is the A.C.M. which will be on the 17th November. Don't forget it.

TRAINING SCHEME

The Club would like to say a big thank you to Mr. Malcolm Brown for repairing the machines used on the Training Scheme, he has put in a lot of his spare time down at Warth Meadow getting these bikes on the go, as a result we have more bikes than ever and the present course has started very successfully.

Incidentally if any of you would like to join us on a Sunday morning at 10 a.m. to instruct, you would be very welcome, as a rota is being worked out it means only a couple of Sundays over the whole course.

Sue T.

ROUND-a-BOUNT

The Trial on August 16th is better forgotten so far as the weather at least is concerned. The most impressive performance by far was the ride by John Cantrell, this was the first time he had even sat on a bike for about 4 years, but with no practise and absolutely soaked, he finished just 2 marks out of the awards. I heard a few regular Expert riders score first lap scores which varied between 12 and 20, when John came round and said he had lost only 11 I thought he was joking well done and welcome once more to the '17', hope to see more of you.

Also well done to our own Sec' Keith, getting the Novice Award riding a newly acquired 'Montesa', he will no doubt be regularly in the 'Awards' once he settles down to a good bike.

I would like to thank all observers and helpers who braved the conditions of the 'Summer' Trial, thank-you.

Congratulations to Jack Matthews and Gordon on their win in the National 'Greensmith' Trial, also to Ken Fyre and Chris on their marriage on September 2nd, hope your marriage will be long and very happy, both convey their many thanks for the excellent picture which was bought for them with monies collected from generous members.

Organisation is well on for the Cheshire Centre Championship Trial on October 11th, it only remains for a fine day and some observers and with a little luck we should have a '17' member at or near the top.

If there is enough response it is my intention to start a Trials school, depending on which is most popular, Saturdays or Sundays would be 'lesson' days, anyone interested please don't be afraid to speak up.

Duncan MacDonald tells me his immaculate 250cc. Sprite is still up for sale, it is absolutely ready to ride in any trial and he can be contacted on Club nights for any haggling etc.. or see E.T.R. or myself.

On Wednesday last despite a speedway match at Belle Vue, 14 '17' members attended another successful Shaw Club Social evening. Unfortunately Shaw again won the friendly contest but it was an excellent occasion with plenty of food and drink. Many thanks Shaw.

Shaw Club will be coming over to us on the 27th November for a friendly match and we want to beat them for a change so don't forget to come and support it.

E.T.R.

DEAR CLUB: October 13th Tyre Changing Competition.