

tailed, and my visits to the club declined due to the fact I was working evenings and nights. The Lightning was not a success, it kept blowing head gaskets and the main bearings went at 8,000 miles, three days before my holidays. So at the end of 1967 I sold the bike with only 12,000 miles under its tyres. Another good reason for the sale was Chris, she had decided that it would be a good idea to get married on 1 June 1968, with the added incentive that we could go to the Isle of Man for a fortnight. Temptation was too great, we went to the I.T.

On the 1 July 1968, I got my first works ride, a 500 cc Police Triumph and it is on police machines that the majority of my riding has been done in the past two years. I have owned a 500 Royal Star and the Trident on which I realised another ambition, and that was to race, unfortunately my firm doesn't give me enough pay or time off to keep racing.

Up to now, I have enjoyed every minute of my motor cycling whether it be at the club or on a road bike and just recently passed the 150,000 mile mark. I wasn't surprised at the recent AGM to hear a number of members complain about the fact that not enough is done for the road riders. The situation has been the same in the club since I joined in 1963, but I must back the committee when I say on the social side, more is done now than has ever been done in the past. If you want to use your road bikes then get together and arrange something between yourselves. If you have an idea that will attract more riders then tell a committee member, don't keep it to yourself.

REMEMBER! THE BASIC MOTOR CYCLE SPORT IS ROAD RACING, IT'S UP TO YOU

TO KEEP IT ALIVE

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FREE TO CALLERS

Spares for:           350 cc Douglas  
                          350 cc AJS  
                          350 cc Triumph  
                          250 cc NSU Super Max  
                          200 cc Cub

Also disc valve Moto Guzzi engine.

Dave Abrahams  
(address on page 1)

FOR SALE

1964 (I think - Ed) Norton Atlas and Monza sidecar  
Frank Turner, 102 Romney Towers, Romney Way,  
Brinnington, Stockport.

WANTED

Twin leading show front brake to fit BSA 650 cc.

Dave Abrahams

France and had to leave his car there. I introduced myself and was invited to pull up a chair. The story was continued and then the subject changed to some sporting activity, not a mention of a road bike, the reason for my joining a motor cycle club. Later in the evening, the number of members present swelled to about ten. Someone informed me that if I was interested in joining I could come down for a few weeks without paying to see if I liked it, GREAT. My first impression was a very poor one and I was undecided whether or not to go again. However, I continued to attend for a few weeks but unfortunately no-one seemed interested in road bikes and I began to lose interest. I was still enjoying motor-cycling and the mileage was beginning to pile up. I stopped going to the club and then found I missed the pint and a natter, so I decided to return to the club but with a different outlook. I enjoyed talking about motor-cycles in general, the club didn't seem interested in road bikes, so I would make my own plans for rides at weekends and just go down to the club for a natter. Within a few weeks of returning with this outlook, I found I was starting to enjoy the club meetings. I found that the other members with road bikes were doing the same thing, and we soon got together talking about our bikes and where we'd been. Whilst the trials riders and scramblers were doing their utmost to get rides at weekends the road bike members, myself included were expecting someone else to arrange our enjoyment. It was decided to hold a club run to Prees Heath to watch the racing. About six or seven turned up and we all set off in brilliant sunshine. Unfortunately, as so often happens, different people wanted to travel at different speeds and soon the party was split up. I didn't enjoy that club run and I soon started going off on my own or with a mate who also had a 650 BSA. One or two runs were organised but members seemed to prefer to go for a run in twos or threes rather than as a club. Soon the club runs died out mainly because motor cyclists are individuals and like to please themselves where they go at weekends.

The club moved to the Bull's Head in Hazel Grove and the road bike section moved from strength to strength but still club runs didn't catch on. In 1964 I took my bike on the continent for a camping holiday visiting the Dutch T.T. and the Belgian Grand Prix. When I returned I discussed the possibility with other club members of running a trip to the races for the following year, but as usual, there was a distinct lack of enthusiasm. By now I had realised that it was practically impossible to organise an event that would suit the majority of road riders, so what could I do apart from go for runs out on the bike. The first thing that came to light was marshalling at Oulton Park, and this I started to do as often as possible, then there were the club trials to observe at and as these were more often than not on the other side of Duxton it gave the bike an airing as well as helping the club. I still managed quite a few runs out including the 1965 Dragon Rally which I considered a complete waste of time and did nothing to improve the public image of motor cycling. The best part of that weekend was the fact that I left early and went to watch a trial in the Wrexham area.

I continued riding the Super Rocket until the end of 1965, by this time it had another 35,000 miles on the clock.

1966 saw the arrival of a brand new BSA Lightning, it also saw me join the FUZZ which cut down my free weekends to thirteen in the year. Although I got out as much as possible my mileage was greatly cur-

Also, I am trying to get hold of some aviation films such as GEMINI and ADVANCE INTO THE UNKNOWN and I am sure you all know what they will be about, but just in case you don't - LANDING ON THE MOON.

Well, that is enough for now from me.

Good Night, Folks!!

BERYL THE PERIL

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The Annual Dinner Dance will again be held at the Co-operative Restaurant, Chestergate, Stockport on FRIDAY, 29 JANUARY.

Tickets at 30/- each are available from:

DOREEN ROWLAND  
9 CONISTON DRIVE  
HANDFORTH TEL: WILMSLOW 23412

or at the Red Lion on Tuesdays. Please hurry for your tickets to avoid disappointment.

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Subscriptions for 1971 are now due and these should be paid to the Subscriptions Secretary - DOREEN ROWLAND - at the club or the above address. You should also hand in you club card for signing.

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HAVE ROAD BIKE, WILL TRAVEL ..... IAN BRADSHAW

I have owned various makes of road bikes since I started motor-cycling in 1961. The first one was a 1952 Bantam which during the 18 months I owned it, covered just over 18,000 miles with only one breakdown. At this time in my motor-cycling career I was not a member of a motor cycle club, but that didn't stop me enjoying a run on the bike. I remember the Bantam best for its go anywhere ability, it even managed it to the top of Snowden, it came down a lot easier and since that trip I have never recommended Bantam brakes.

With the passing of the Bantam, my first big bike arrived on the scene, a 1961 BSA Super Rocket. On this machine I was to realise my ambition to tour abroad. When I purchased the '650' I decided that in order to get the best out of motor-cycling, I would join a club. I imagined that I would be taking part in a club run every Sunday.

The date, early 1963, I turned up at Hardcastle Road, Labour Club expecting it to be a hive of activity as it was the club night of that well known club - the MANCHESTER '17' MCC. Inside about five people were huddled round a table listening to a tale of woe from a person I now know to be the illustrious Jack Mathews. Apparently he had had a crash in his car when returning from a meeting in

### GOWNS AND GEARS

To show lady drivers what to do and what not to do on the road.

A third film is yet to be arranged.

9 March 1971: FAST AND SAFE

An instructional film.

### GOOD HANDLING GETS THERE

The advantages of the two-wheel vehicle in terms of safety and manoeuvrability.

### FLYING FILMS

A battle between two expert Finnish Rally Drivers, Hannu Mikkola and Timo Mankinen.

P.S. Casrol have not made any new films since last year, so here's hoping for some this year.

6 April 1971: Not yet had a reply off S.S. but have put in a request for the following:

### HELL DRIVERS

MOTO CROSS des NATION 1964

ARMAUD AND MICHAELA DENIS - ON SAFARI

4 May 1971: TEAM

The Shell/Greeves Moto Cross team and their preparation for the 1970 Hants Grand International event.

### MOTOR CYCLE SPORT

The Welsh Three Day Trial, the International Moto-cross Grand Prix at Hawkestone Park and the Scarborough Road Races.

### MOUNTAIN DRIVING

A demonstration of how to drive safely in the Swiss Alps by the principles of defensive driving.

I hope you will all enjoy these films. I welcome any suggestions (within reason) and will do my level best to see it is done.

It is very hard for me to know what to pick for you all, being a newcomer to this sort of thing. I have tried my best to throw in a few comedy films as I am sure you all enjoy a laugh. I have a very good film lined up for September and I am sure anybody that has seen the James Bond film ON HER MAJESTY'S SECRET SERVICE will remember the fantastic sequence of 'stock cars on ice' and I have been able to get hold of the filming of this sequence.

Firstly, I think the best thing I can do is to introduce myself to you all through the pages of our newsletter. My name is Beryl Brown (Mrs) and I come from the beautiful sunny land of South Africa. I came to England in 1962 for a so-called holiday, stayed and married Malcolm. Then, in June '68, he introduced me to the war cry of the M.V. fours and the two stroke Yamahas over in the Isle of Man. After the first week of bikes screeching around the island from 4 pm until 2.30 am the following morning, I was finished with bikes forever but being in a foreign land with water on all sides so to speak, I had to put up with it. When we returned home everything seemed to return to normal, or did I actually find myself reading the M/C and MCN to see if that lovely Italian had won any races lately.

By that Christmas, both Malcolm and I had paid a visit to Mr Roberts and before I knew where I was I was the proud owner of a Honda 90. "Good heavens above child, you don't mean to say you're going to ride that thing about!" (Me Mom). "Of course!!!", says me and promptly bend the front forks on the main stone pillars of Bruntwood Hall. How was I to know it was an automatic clutch? I only wanted to see if the engine was still running, it was!.

At Easter, Malcolm had decided that if we were going over to the Island again this year, the Honda had to go. So next on the scene was the Bantam. I think the least said there the better, but we still managed the trip to the Island with it and by then, with our cuddly Trevor's help, I had passed my test, thus opening the field for bigger and better things. Hence, I now ride my CB 175. Apparently, one can't buy an ex-Hailwood HONDA because the running costs are a little bit high, leastways that's what the boss says (Mean Sod).

There, now you all know me. But I'm afraid I don't know you. And believe me, I want to. They also say that a new broom sweeps clean, so let's get to know each other. I'll be at the club on most club-nights, trying my best to give you all what you want (careful, Trevor reads this - Ed). But, and I must say this, BUT how can I help you if you don't help me. Let me have some idea of what you would like to see or, make a few suggestions and I'll see what I can do. All suggestions and ideas for any forthcoming attractions would make our jobs, as committee members, a lot easier. We are, after all, trying to make your club a club to be proud of and an honour to belong to.

YOUR CLUB NEEDS YOU, AND ALL OF THE SUPPORT IT CAN GET TO MAKE IT ONE OF THE BEST IN THE COUNTRY NOT JUST IN THE NORTH OF ENGLAND.

Beryl's address is: Andreas  
4 Croft Road  
Cheadle Hulme SK8 5NY

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### FILM SHOWS FOR 1971

2 February 1971: THE TAKING MOOD

Basic ingredients are - two men, six fish, two cars and a bet. This is a film for non drivers and non fishermen. A riot of entertaining misadventures over 2,000 miles of New Zealand and back.

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THE MANCHESTER '17' MOTORCYCLE CLUB

NEWSLETTER

JANUARY 1971

My name is Dave Abrahams (alias Moses) and I was elected newsletter editor for 1971 at the last AGM.

Any news, letters or articles for publication should be handed to me at Club meetings (i.e. Tuesday evenings at the Red Lion, Hazel Grove) or sent to:

20 Alma Road  
Levenshulme  
Manchester M19 3NW

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To start 1971 off, I should like to wish all members a very happy new year. Also, on behalf of the club, I offer best wishes to Paul Tootall and his fiancée, Sharman, who announced their engagement on New Years Day.

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Thank you, the 13 members who returned their addressed envelopes. Unfortunately, it would not be economic to publish the newsletter for 13 people only. So it's up to you, if you want a newsletter. Send me at least FOUR addressed envelopes. THIS IS YOUR LAST CHANCE.

I suspect many people intend to collect their newsletters at Club meetings and this is fair enough. However, I still require envelopes even from a member who NEVER misses a meeting. These will not be wasted as it will not be necessary to renew the envelopes if they are not used and they will more than pay for themselves in reducing the excess of newsletters printed.

An average circulation figure is about 100 newsletter. This means the editor must write 100 different names and addresses each month every month i.e. 1200 names and addresses. All you have to do is write your own name and address 12 times and this tiresome job will be eliminated altogether.

SEND ME YOUR ENVELOPES NOW!

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SOCIAL

I feel sure that by now all of you will be aware that at the Annual General Meeting which was held on 17 November last there were a couple of changes made as regards the committee members for the forthcoming year.

The main reason I have said this is because I myself have been elected Social Secretary taking over from a very hard working Doreen. I would like to thank both Doreen and Dave for the splendid work that they have been doing.