

But I was still riding wasn't I?.....

The Winsford Trial is past history, and tales of my lusty exploits will be forever told around frothing pints at successive weekly club meetings.

"How did you go on"?, Cliff asked innocently.

"Really good outing", I said. "I've only three threes".

As it so happened, one of the Winsford members was listening.

"Jeez", he muttered, "That must surely have won it". The poor devil didn't realise all my other efforts were 'Fives'..... Henry would have laughed his socks off.....

There's alwa the Northern Experts' and the Scottish Six - but I 'm well versed in the gental art of patience- first I must set sights on achieving my ultimate goal, my current thought and time consuming ena achievement of which is the only thing that will give me the satisfaction I am so ~~desper~~ desperately seeking.....Yes.....Yes..... Yes one of these days I'll get my first bleeding 'clean'.....

Cyril.

I would like to thank on behalf of myself and the club Mrs A. who kindly typed this letter but not the end bit That is my doing

Mrs B.B.

Dear just you carry on with that idea and you will never make any enemies. If I personally had turned up for the run and found myself on my own I should have been tempted to retire straight away but not on your life she took on the teams from Crewe and the victorious Eagles and others, just to keep an eye on the RAC/ACU training school. Such dedication.

Best Individual riders, Best team, Best in every way so next time you grumble that you are not catered for get your fingers out and do something constructive about it. Last word to Beryl, you can't do it all on your own I can only speak for myself in saying thanks for a very enjoyable afternoons entertainment also I would like to congratulate the MANCHES TER EAGLES on their very desisive wins, but look out in the future if Beryl has her way the "17" will figure oneday in the results.

Wilf Irlham.

TRIALS (and Errors).

I quaffed deeply in my pint of best bitter, and then blew my nose - "Nothing to it", I said benignly - "I've eighteen years road experience, and can easily ride on the rough".....Now Dave Rowlands is somewhat taciturn by nature, as well as being a strong believer in brevity, - "Try it", he said..... Three pints later I'd finally convinced myself, not really appreciating what a big job I've got sometimes, and certainly not having the slightest conception of what I was letting myself in for. Anyhow, some days later I purchased a 1964 Comerford Cub from a Club colleague. Fortunately I've a very dutiful, uncomplaining sort of wife, who possesses an inborn albeit twisted sense of humour, and although trained in the subtle art of facial expression, I honestly didn't detect the slightest flicker as my 6'1", 14½ stones frame clambered aboard for my first ever trial at Pott Shrigley. Prior to this I'd never even ridden a competition machine, let alone straddled the cub. I vaguely remember Keith's muttered COMMENT of, "The Hooded Claw", but failed to grasp the implication at that time. However I now realise that a full length Police mac upturned collar, allied to a balaclava, must have prompted this....

Anyhow - the first section hove into view, and following everyone else's example I dismounted, and commenced a detailed inspection.

"Dangerous", I said with emphasis, "Fancy riding that close to a 12 feet drop". Quick as a flash came the observer's reply, "Close, lad" "Tha rides over it"..... Gulping hard, I fired my 'bike, but dismissed the thought of arranging a hurried breakdown as being too obvious at such an early stage.

"What gear"?, I muttered out of the corner of my mouth to Bob Lydiatt. "Oh, try third", he said. Ye gads.....the humour of that bloke.....Independent witnesses swear I was 15 feet off ground level, and still climbing, when the 'bike turned turtle..... To this day I am still awaiting my award for the 'High Dive of the Year', as I went full lenght into 3foot of mountain stream. This was wet - very wet- and bleeding cold to my.... as well.

Section followed section with regular monotony, but the muddy terrain, allied to boulders that kept jumping out at me, proved too much for flesh and blood, and my ex-marine guts, so I finally retired (I'm not sure if it was the second or third section on the first lap, actually.)

"Hard Luck", said Mr. 'Mac' sympathetically.

"B.....", I said.

Three trials later I was winding my little cub up to its maximum of 35mph along the main road, (having a 64 tooth sprocket fitted)- determined to catch up with a rapidly disappearing John Roberts - when the 'whoosh' caused by a rapidly overtaking Graham nearly blew me off the road. To add insult to injury, he went by with a nonchalant wave of his hand, and then proceeded to change into top gear....

It was shortly after this that the penny finally dropped as to what the red and yellow dye implied. For three flaming trials I'd firmly believed that some maniac was running loose with an insecure load, and had even gone as far as insturcting my uniform colleagues at work to keep their beady eyes open for him.....

Perseverance always pays off, and finally I finished a trial. This folloed my Shaw invetation, Mist and darkness falling rapidly I complained bitterly that the fact that I was only on my second lap whilst everyone else had finished and gone home, was no valid reason for classing me as 'retired' I admit I was one of the early numbers,

FOR SALE:

NORTON WIDELINE FRAME & S/A	£10.
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JOHN ROBERTS.

In future only paid-up members who have returned their self-addressed envelopes, will receive a newsletter. With the first issue of the newsletter sent to people after they have paid their subs will be sent blank envelopes to be addressed (no stamp necessary) and returned to me. Thus new members and people renewing their subs will have one month to return the envelopes if they require further newsletters. My address is :-

Mr. D.J. ABRAHAMS,
20 ALMA ROAD,
LEVENSHULME.
MANCHESTER.
M.19.3NW.

MANCHESTER EAGLES SHOW "17" MCC THE WAY.

Today can only be described as a complete and utter disgrace for the "17" club, out of a total entry of some fifteen road bikes (solo) some I might add from as faraway as crewe the grand illustrious total of one "17" member turned up (ie. Beryl). She never figured in the results owing to a small misunderstanding at the start but as she said to me at the end of the event 'I never stood a flaming chance on my own, I thought I would be fighting for a place in one of the "17" teams only to find I was on my own'. It is enough to make you go and knobble the Eagles bikes but what I saw of her performance she put a very brave show and the club as a whole should be very grateful she had the gut to carry the "17"'s banner, still enough said there. I would like to quote from the collins new universal dictionary:-
N.B. CLUB to combine or join together for some common or mutual advantage. "Wise words arn't they" At the end of the event I asked Beryl why it was she put so much effort into everything she did for the club she said her mum once told me that if as I went through life I could help anyone on the way then no one can complain. How very true

COMING EVENTS:

Friday May 14th : Keith's Treasure Hunt.
Start at the Red Lion at 7.0.p.m.

Sunday May 23rd: Map reference Road Trial.
Start at the Rising Sun car park in Hazel Grove at 10.0.0.a.m. You will need the 1" Ordnance Survey Map of the Peak District. No entry fee for people who bring their own maps. The club has purchased SIX ONLY maps which will be hired to members for 15p.

Sunday May 30th: Summer trial at Bredbury scramble course. This trial is to coincide with the Bredbury and Romiley Sports Week.

Sunday June 27th: Beryl's run to Trentham Gardens. Anyone who wishes to watch Beryl run to Trentham Gardens watch out for further details.

Tuesday July 20th: Auction at the Club. Start sorting out your old junk now.

No one has written a report of the last Rocket Trial organised by the two Pats (Roberts and Brassington) and Beryl. However, I cannot let this event pass without comment as I thought it was one of the best Rocket Trials ever. The action took place on Friday ?? May. Most people found the field at the Shedgard Farm scrambles field, in which the girls were hiding pretty quickly. But could we find where in the field they were? After frightening a lot of sleeping sheep and finding a lot of mud, victory fell to Graham Acton who did it all by a process of logical deduction, at least thats what he said.

After this event the points for the Social Cup are distributed as follows :-

John Roberts/Jeff. Brassington	.....	50 pts.
Keith Rhodes	.....	47 "
Beryl Brown	.....	46 "
Pat Roberts/Pat Brassington	.....	45 "
Bob Lydiatt	.....	43 "
Dave Rowland	.....	26 "
Graham Acton	.....	25 "
Dave Abrahams/Paul Tootall	.....	22 "
Ian Bradshaw	.....	18 "

Next events to count on this scheme are Keith's Treasure Hunt on May 14th and the Road Trial on May 23rd organised by Paul Sandbach and myself.

Incidentally, the Peak Club have several members competing in the Road Trial, so lets have a big turnout from the "17" and show them how keen we are.

TRIALS ROUND UP:

I must apologise for not keeping Mud-pluggers up to date on the trials scene, so without more ado read on!

The Northern Experts Trial took place on December 13th blessed with the nicest weather certainly I can ever remember. Scottish 6 Days winner Mick Andrews won the solo, with our own Jack Mathews and Gordon Ruffley winning the sidecar title by "miles". The next trial was the John Hartle Memorial Trial on Boxing Day, held around the Chapel-en-le Frith area. This very cold and snowy event was won by Andy Gill with Jack again scooping the sidecar honours. This time his passenger was Cyril Stones.

The January Club Trial was held at a quarry near Macclesfield and although overnight rain made this trial very difficult, most riders enjoyed themselves. Having recapped on these past trials we come to the most recent event, the John Simister, incorporating the Cheshire Centre Inter Club Team Trial on the 21st March. We had 9 teams and 78 solos, and as last year, the trial proved very popular with all riders (Must thank Dave Murray for again helping us out a lot by getting permissions etc.). Dave Thorpe was the best individual performer, losing only 7 marks this time (as against 32 in the January trial). The M/c 17 'A' team was the best team, keeping up a long tradition of being first. In fact the '17' have won this team trial 16 times since Len Eyre, C. Somers and Doug. Chadwick first won it for us in 1952. In the recent inter-centre trial held at Alston in the North East. the Cheshire team finished 6th which is their best placing ever, and guess who the riders were? Our own Norman Eyre, Henry, John Roberts and myself. The Cheshire Centre have passed on their gratitude and thanks for a splendid effort".

As last year we are again having a Club Championship with Len Eyre Trophy being presented for the best overall performance in the series. Also awards to 2nd and 3rd and a trophy going to the most improved rider of the year. All full members are eligible for these Awards.

Keith and myself have persuaded the Cheshire Centre to adopt a better system of grading trials riders, and as from the 19th October there will be 3 grades of rider :

Novice:- A rider who has never won an award in any trial other than a closed to club event.

Intermediate: A rider who has won a best novice award but who has not won a 1st or 2nd class in an open to centre trial or higher event.

Experts:- All other riders.

This system is by no means new but definitely a big breakthrough and I am sure it will prove very popular with all the riders.

As far as I am concerned, this old grouse by some members about coming to the club on their motor-bikes is pointless. I agree its very nice to see a row of bikes outside, but so long as Tuesday is a night to look forward to, when we can all breath and talk bikes, have a pint and a laugh, well who cares who arrives on what? INSTEAD of us being a bickering lot, lets be a UNITED M/C "17" LOT pulling together to keep this club the most successful and important club in the North.

DAVE ROWLAND.

THE M.G.P. RESCUE HELICOPTER FUND.

As many of you will no doubt have read in the motor cycle press and the last newsletter the club is holding a national collection in order to pay for the Rescue Helicopter at the Manx Grand Prix this year.

First let me tell you how it all started. I had been thinking for some time that the club needed some publicity in order to get it better known throughout the country as a forward looking club that covered all aspects of motor-cycling. Up to now it appeared that all the club was known for was running the Northern Experts trial. Whilst on holiday at the M.G.P. last September, I thought that it might be a good idea if the Club held a collection to supply the helicopter for the M.G.P. I had read several articles in the press stating the need for such a collection but no-one seemed willing to do the organising. I mentioned my idea to Keith Rhodes the Club Secretary and he was full of enthusiasm. On the 24th September 1970 a letter was sent to the Manx Motor Cycle Club asking for their permission to hold the collection. I then asked the M/C "17" club Committee if the club would undertake the collection, it was agreed and Keith and myself agreed to be organisers. On the 22nd November, Keith and myself met members of the M.G.P. Committee and the A.C.U. in Blackpool and it was at this meeting that permission was given to go ahead with the collection.

Since permission to go ahead was given a lot of work had to be done to get the collection off the ground. The first task was to find someone who was willing to supply 5,000 M.G.P. posters free of charge, this has been done by Norton - Villiers and Motor Cycle news. The next step was to get 1,500 letters and envelopes printed which then had to be addressed and sent to clubs and dealers throughout the British Isles. All the letters have now been sent out. As you will realise all this cost a great deal of money and a float to the fund was provided by the club. I am glad to say we are now in a position to pay this back. Many dealers have already donated to the fund as well as members of the public. We have asked clubs if they would hold collections at various events on our behalf. A number of clubs have already done this and many more are organising collections at future events.

At present the collection stands in excess of £200 which is very pleasing seeing as how the postal strike held things up. We require a minimum of £1,000. Irish Helicopters Ltd., have offered a helicopter for race week at a cost of £750 plus insurance this being considerably cheaper than the normal hire charge but as you can see we still have a long way to go.

You must be wondering where the members of M/C "17" club can help to make the fund a success, well in the near future we will be making collections at various road race meetings and scrambles and we will of course need collectors (approx. six per meeting). Details of dates will be given out at club meetings and displayed on the notice board. Sorry I haven't put you in the picture regarding the fund earlier but I hope this article makes amends.

IAN BRADSHAW.
FUND ORGANISER.

the non Sec'y wrath.

However, that is a lengthy topic for other times and not peculiar to our club alone. At present let us concentrate on building up the road section and get some events going as in the '69 summer.

For the moment, any friction in the club should not be put down to the differences between the road going breed and the competition lads. Dave Rowland enjoys the tarmac as much as any of us. Keith and Henry are intending to sample the '71 traffic in true style and Ian is very much a road man. On the other hand, Moses is not connected with any one sport more than another and Paul will admit to an interest in anything but speedway.

A bit more understanding is required from the "in crowd" and a bit more effort to help themselves must come from the "out crowd".

There's no doubt which group are more interested in motorcycles and their various uses. On one side of the club we hear all about gear ratios, dry weight, front brakes, adjustment on Girlings and the correct line into Park at Darley.

On the other side it's rules, regulations, cut price whatnots, babies, weddings, parties and risque jokes.

No crime; no crime, but it gives the impression that basic interest in motorcycling is far from the main reason why we all come together at the Red Lion.

The road bike side of the club is no more. Four of the "out crowd" are active in road racing, and the rest are followers of that sport. The time required to carry out preparations and attend meetings leaves few free weekends for observing, marshalling and working parties.

Moses Volksnorton (Volks - B.S.A. actually - Ed.) is still in its development stages, Jerry and Digby have drifted from the scene. Lawson and Bell have sold their bikes and countless more have drifted away from the club: John Yates, Glynn Wallwork, Alan Kempster, Pete Pownall, Brian Kennedy, Martin Goodstadt.

The basis of a new road going crowd is still there though and with the help of the ever keen Len Morton and Dave Nurse, regular runs can be once again a main feature of club life and perhaps - just perhaps, if more members are recruited - I see dozens of lone wolfs every week - and a contented road bike crowd is built up, they will be more amenable, if asked diplomatically, to assist in club promotions.

There must be no mistake however, that no one is obliged or duty-bound to help at trials and scrambles and it cannot be denied that sporting events are planned at committee level while road runs, treasure hunts (until now) and training schemes have always been left somewhat in the background.

As Tom Dugdale says elsewhere in this issue, it all started on the main roads back in 1935.

Paul Tootal.

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CHRIS BOWDEN, 108 HAZELWOOD ROAD.
HAZEL GROVE.

finish the tale I might add that of the four of us in the Jeep, one chap had a scratch about a quarter of an inch long on his forehead, and apart from that none of us could show a cut or bruise, but we "enjoyed" a most miserable cold wet drive home in the Jeep shorn of its hood and windscreen. Bernard can, I think, still be heard shouting the odds over the P.A. at Belle Vue Speedway. He started that career when we put him on the mic. at the Club's first ever scramble, but he hated the job so much that he entered the next scramble as a competitor on a 250 c.c. O.K. J.A.P. on standard tyres!

The Blackberry Run and Blackberry Pie Supper was one of the club institutions which just happened, then stayed with us. We stopped on a club run somewhere where there were a lot of ripe blackberries and members started collecting them, Nellie Shelt who was our social secretary at the time then collected the collections and brought them as pies to the next club-night. The Boxing Day Trial was another example. The war was over, we were holding a Committee meeting shortly before Christmas, someone said "How about a run on Boxing Day?" Someone else said "Yes a rough ramble to shake the Christmas pudding down". Someone said "Why not make it a conducted trial?" which brought the comment "I don't like conducted trials. Why not a proper trial?" Then it was suggested that we should finish up at a place where we could spend a convivial evening, in fact have a proper party. So instead of just a run on Boxing Day, by the end of that Committee meeting we had landed ourselves with a full scale trial to be followed by a slap up party. The trial passed off O.K. and that party held at Clough House Farm in Wildboar Clough with everyone stone cold sober, was the most hilarious "do" I have ever been to. And the Boxing Day trial still survives 25 years later.

It is nice to think back to the "good old days" but I think your Editor is wrong when he says "he wishes he had been born 20 years ago". There's no time like the present. It is up to you to put enough into the club then you will get so much out of it, and the year 2000 members will say "I wish I had been born thirty years earlier!"

Tom Dugdale.

(Tom has offered to write of the very early days of the club and I hope to print this in the near future - Ed).

Compstall Road,
Romiley.
March, '71.

Dear Editor,

Please accept my apologies for not writing sooner - as a past editor I should know how one is always short of copy, and am guilty of a major crime.

My absence from the scene and the written word was for reasons threefold, but with Paul S. in full flight and my bike due back on the road in a month's time I'm inspired to return to club politics and activities as soon as possible.

My business (?) trips to Scotland are becoming less frequent and I have the best intentions of helping to restore the club road-going section before next winter kills it off completely.

The Peak MCC have solved the problem for some of our members and if he'll forgive me, even our honourable Editor has given up the fight to get new members to join the "17" road-going section.

This defeatist attitude is all wrong; in fact it is reserved for club secs. when asking for working parties etc. - not really expecting any response and wondering why they bother asking anyway.

How cheap their labour has come in the past! Enjoyment amongst trial observers is gained by about 50% of their number. The rest are willing and filled by a sense of duty and fear of

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CORRESPONDENCE:

The Hill,
Sandbach,
Cheshire.
April, 1971.

The Editor,

Having just read the March/April newsletter, I would like to reply to Paul Sandbach and Wilf Earlam.

Firstly Paul, we all like a good grumble occasionally, but a grumble on its own rarely does any good unless followed up by a suggested cure for the subject of the grumble.

The '17' was founded by road riders and it was built up on road events. You have made the point Paul that a mixed-interest club is a much better club than one specializing in any one specific aspect of the sport. The competitive sections in the club at present seem to be strong enough so why don't you do something about the road section which you want to enjoy. It only needs one person to say that he will be going on a run to some place starting from some convenient spot at a suitable time, someone who will always be there on time to welcome other riders. And, although it will be very disappointing at times, particularly at first, numbers will grow and a road-riders section will be established. I don't mean by this that this section of the club should be in opposition to the usual sporting sections. Certainly not! All sections can, and I think will take an interest in the other sections. It is much more fun to attend any kind of sporting meeting if you know and are rooting for some of the competitors, so why not runs to events where other club members are riding? Have you tried an invitation run? There may be many unattached riders around who would like to join a club and go on organized runs, but just don't know how to get into them. One last point Paul. I have been in many clubs of different interests and I have always found that there were a few members who would do the work of the club and a lot that would do nothing, but I always found too that it was the workers who were the interesting types, the ones that I wanted to know, the people I wanted to be one of

And now young Wilf. Firstly, I would like to thank you for remembering a lot of nice things, and forgetting any that were not so nice, about the - shall we call them post - vintage days? The real vintage days were in the first ten years of the clubs existence (1935 to 1945). It is true, as Wilf says, that most of our club runs did leave the tarmac at times, and maybe we lost an odd member or two due to this, but I am sure you would be surprised at the number of people who over the years have come to me and said that they would never have dreamed of turning their wheels down a side turning until they came out on a "17" run, and how they realised just how much they had been missing. In the old days, the traffic on the roads was nothing compared with what it is today, so how much more attractive are the by-ways and tracks now?

Wilf mentions that he cleaned a borrowed bike. Did you ever see a bike after Wilf had cleaned it? I never learned how he managed it, but he could make a bike look as if it had never left the showrooms. Must have taken him hours! He also mentions a few of the club personalities, such as Bernard Tennant. It would need a large book to cover all Bernard's exploits and they wouldn't need any padding up to make them sound exciting. For instance, Bernard was the only person who ever managed to turn my Jeep completely upside down. He didn't do it in some convenient local spot, no not Bernard, he waited until we were motoring along the South Coast not far from Southampton. To

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MANCHESTER '17' M.C.C. NEWSLETTER, MAY 1971.

WOW! If nothing else, Paul Sandbach's article proved that people read the newsletter. I've had all sorts of reactions from people varying from condemnation for printing "such rubbish" to "great stuff, its about time someone said it". Last Tuesday Gordon Ruffeley let us all know what he thinks, but Eric Roberts thought the last newsletter was marvelous, "Just like the News of the World". I'm still trying to decide whether that is a compliment or not. Anyway several of us thought that the argument that evening made the best club-night for a long time and Keith hopes to try a "debate" one club-night on the subject of "Them and Us". It should go with a bang, don't miss it.

BITS AND PIECES:

If there is sufficient interest, Keith is thinking of hiring a swimming bath for, say, one hour per week for the exclusive use of club members.

There is a possibility of T-Shirts being made with the club badge on. These could be sold very cheaply. If either of these two items are of interest to you please tell KEITH.

The club is making collections for the Helicopter Fund at the following race meetings :-

DARLEY MOOR	- 31st MAY.
OULTON PARK	- 29th MAY.

Please see Ian Bradshaw or Keith if you can help.

The scramble was a great success financially, making a profit of £48 plus £72 from membership subs. The Committee wishes to offer the Peak motor-cycle club their thanks for the enthusiastic help from Peak members at the scramble.

To brighten up the newsletter, we would like to put a front cover on again. It has been decided to hold a competition for the front cover design. Entries will be displayed at the club and a vote taken for the most popular one. So come on all you frustrated artists, lets see what you can do.

Another competition concerning the newsletter. An award and Social Cup points will be awarded for the best Article printed in the newsletter this year. This will be judged by a panel at the end of the year.

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