

MANCHESTER '17' MOTOR CYCLE CLUB

Newsletter

Sept/Oct 1971

You may not be aware that the club is desperately looking for a new meeting place as the Red Lion in Hazel Grove is shortly to change hands. We need a room in a pub, at least as big as our present room in which we can meet weekly. If you know of a suitable pub, make enquiries or let a committee member know.

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The next club trial will be held on Sunday, October 10 and will start at Cluelow Cross. This trial is the last round of the Cheshire Centre Championship. Can Henry catch up with Ray Darlington?

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I'm happy to report that the Helicopter Fund was successful in raising enough money to hire a chopper for the 1971 Manx with a healthy balance left for next year. Keith Rhodes and Ian Bradshaw were at the Manx to present the cheque. An article by Keith appears below.

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Malcolm and Beryl Brown won the newsletter cover competition and will be suitably awarded at the Dinner Dance. The new cover will be in use by next year.

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Coming Events

Rocket Trial: Friday, 8 October at 8.00pm at Brocklehurst Arms, just before you get into Macclesfield from Hazel Grove.

Trial: Sunday, 10 October at Cluelow Cross, 11.00 am.
OBSERVERS PLEASE!

Long awaited club film of Simister Trial 12 October, Tuesday, at club.

Road Trial: Sunday, 31 October. Red Lion, Hazel Grove at 1.30 pm. Bring your Peak District O.S. map if you have one.

Annual General Meeting: Tuesday, 16 November. BE THERE!

Dinner Dance: 13 February, 6.30 pm at the Stockport Co-op Hall again.

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Correspondence

The letter below is the reply to Ian Bradshaw's letter, a copy of which was printed in the last newsletter.

Dear Mr Bradshaw

1. The Minister has asked me to thank you for your letter of 7 July about the proposal to make regulations to raise to 17 the minimum age for riding motor cycles, other than mopeds, which reflects his concern about the very serious level of motor cycle accidents, particularly to young people.

2. The Government does, of course, recognise the value of proper training and believes that clubs who provide it are offering a very useful service. At present £2 per head is contributed from public funds for every person enrolled in the RAC/ACU scheme and possible ways in which Government support for the scheme can be strengthened and its attractiveness increased are currently being discussed with the RAC and the motor cycle industry.

3. Consultations on the regulations are continuing and your views will be fully considered together with those of many others who have taken the trouble to write on this matter.

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This letter was sent to Fev after our last but one Scramble and shows just how keen the St John's men are. How often have you seen a competitor push away an ambulance man after a spill. Even if he is not hurt, a word of thanks and a bit more courtesy in general wouldn't go amiss. How about it Scramblers?

Dear Mr Attwood

Please find enclosed our receipt for the '17' Club's kind donation to the Brigade. We realised a further £23 with the collection at the gate.

At our last meeting, it was suggested that we ask you to bring to the notice of all those competing that we will be available to deal with those minor injuries, etc., that have been ignored by the riders, mainly due to their enthusiasm for their sport, after all racing has finished.

We could work at our motor ambulance or go round the paddock among the riders, whichever was preferred.

Thanking you all at Manchester '17' Club for your support and confidence and assuring you of our best attention at all times.

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I.S.D.I.

Inconceivably Smouldering Dungridden Triumphs or some other equally demonstrative expression which could describe my disgust when having spent a week on my T.100 S.S. only to have a nearside big end bang just outside Liverpool on my way back to the Island for the "Six Days".

Imagine the shame of it riding down to the docks the remaining 4 miles on Bob's £7 "plunger plonker". It must have looked like a Giles cartoon with big Bob and bag on Tank and even bigger Keith on the pillion with Rucksack, Holdall under right arm and big toolbag under left arm.

However, we got there somehow and what a week we had. What a week he says, on the Sunday we saw a motorcyclist killed whilst on holiday. This de-tuned the week to some extent particularly as we had to attend the inquest on the Tuesday but apart from that we really did have a most enjoyable holiday.

It is no wonder that these continentals have so much success when you look at the back-up support they bring with them. Coaches fully equipped with centre lathes, drilling machines, grindstones, welding equipment, in fact you name it and they had it.

What a creditable performance those Czechs put up, mind you who wouldn't with the threat of 12 months in the salt mines if you don't come home with a "gold". These little Jawas certainly stand the pace. I don't think there was one that didn't finish the week.

One of the more impressive machines seen during the week was the Ducati. A 350 cc machine that went as well on the Saturday afternoon as it had done on the Monday morning.

I could go on and on but at the risk of appearing to have verbal diarrhoea I will cease by just repeating what a wonderful trial and hard luck Britain but let's face it, you were beaten before you started.

K.T.R.

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MIDNATSOLSTRÄFFEN 1971 (Part 1)

While Pete Pownall and I were queuing for the TT ferry at Liverpool on the Friday night, we noticed a very heavily laden Bee-Em squeaking alongside. Trying to communicate we found English a common language and in the course of conversation found that these two Swedes, Rolf and Bitte didn't have tickets for the ferry or any money, so we helped them out. Gradually, during TT week we became very good friends and decided to accept their invitation to visit Sweden.

As it happened when we were free from work, they had arranged to go to a rally in northern Sweden, in the Arctic. After careful scrutiny of the financial situation it seemed possible that we might make it too.

We arranged to meet Rolf and Bitte at Assen for the Dutch TT and after a good two weeks preparation we set off after work on a June Thursday evening to catch the 10.00 pm Harwich-Hook of Holland ferry. We planned to arrive at the quayside at 9.0'clock which gave us four hours to travel about 250 miles fully laden, which was a bit fine considering Pete had only done around 200 miles on his new CB250 K3. However, this gave less trouble than my 250 which started to "slow" on the way into Chesterfield. On the M1 it just went on to one (as usual) and it was a tank off job to attempt a fix. Fix it we did but lost a hell of a lot of time and unfortunately, for Pete's K3 we had to increase our cruise to around 80. The fix did not work and several more times it went on to one, taking plenty of maintenance but usually curing itself. Pete went on ahead every time I stopped. Time was getting short. We ended up really thrashing it down to Harwich, Pete's bike just had to be run in now. We arrived with one minute to spare before the boat was due to leave but... the customs shed was all locked up and we had to wait for the next day's boat 14 hours later. Straight to the pub - they're open

'til 11 there, and eventually after dropping bikes, riding down drainage ditches, and one mad game of football, we pitched tent and had our first kip of the holiday - but still in England.

Next morning, in glorious sunshine, we met some real live 'Yankie Bonnie-buyers' who were to amuse us with tales of how they "cycle". They kept us company (?) on the journey over the Holland but I won't bore you with that you just wouldn't believe it. Otherwise a beautiful crossing.

Up to Northern Holland in the evening where we stopped for the night and went to Assen the next day. We met Rolf and Bitte as arranged and we all enjoyed the racing. It was a pity Borje Jansson couldn't win, but Read was really flying. The 350 race was probably one of the most memorable challenges to Ago since 1967 when Honda pulled out. Assen is really a TT and there is much more interesting machinery and variety of international stars than in the Island. Fifties never seemed to go so fast and the number of works type 125s was incredible (e.g. 3 ex-works Suzukis). The island deserves this sort of machinery.

Now this story should be about Sweden so here we go. 11 o'clock Sunday, we left Northern Holland through Germany (Hamburg way), Denmark, using 2 ferries (first accident - Pete's fairing was broken by a "deck-hand" - not so experienced as the IoM Steam Packet Co.). Into Sweden at Halsingborg. It had rained most of the day and was still raining. It was Monday now and getting light, about 2 o'clock, but we pressed on in the rain. At about six we had some breakfast and then on again but AK was getting tired and going to kip frequently between bends. Suddenly, I was saved as the bike went on to one, and we decided to pitch tents and let it dry out?

Next day we pressed on to Aseda, Rolf's home, and stayed there until Wednesday enjoying Swedish living. We met the local motorcycle crowd, who mainly supported the Spandau factory but there was one Commando rider in the Velocette Owners Club!

We had now tasted our first real Swedish road. Surfaced like Belle Vue a week after the Stock Cars, but with right as well as left hand bends. Much tighter too. Rolf and Bitte on the Bee-Em managed to average around 60 with Pete and I really on the limit trying to keep up by blasting it down the short straights, but we managed to catch the odd stone between our teeth. Now I know why the Swedes don't need training schools for speedway riders. Rolf told us he had only ever come off a bike once. Perhaps all those stones really hurt. Also, I see most of the Swedes really need their leathers and that they don't just wear them to make us jealous at the TT.

Tuesday we did the bikes over, chains, etc. Later I went with Rolf on the Bee-Em to get some tyres. The shop was 70 km down the road - but very friendly service. Only one thing though, I wish we had bought the the tyres sooner. On the journey down, in the pouring rain, of course, we were slowed by a CAT (a massive motorway style earth mover) which without warning came across the road and blocked $\frac{3}{4}$ of it. Brakes on and wheels locked we slid down the road in the direction of its jaws. Luckily, he had stopped, not for us though but for a car coming the other way. The car just saw us and stopped and we managed to slide under the shovel and through to safety.

MORAL: when in Sweden drive with your lights on - everyone else does, and especially when it's raining.

To be continued

Don't miss next month's exciting instalment.

In an effort to get all interested people nominated for the Committee in good time it would be very helpful if anyone willing to serve on the Committee would write to Keith Rhodes or preferably see him at the Club.

Keith's address is: 5 Waltham Drive
Cheadle Hulme
Cheshire
061-439 2052

The Annual General Meeting will be held on Tuesday, 16 November 1971 at 9pm prompt. Nominations for Committee positions may be made on this form:

- PRESIDENT
- CHAIRMAN
- SECRETARY
- TREASURER
- SOCIAL SECRETARY
- SCRAMBLES SECRETARY
- TRIALS SECRETARY
- PRESS SECRETARY
- NEWSLETTER EDITOR
- ORDINARY MEMBERS - 2 SEATS
- TRAINING SCHEME ORGANISER

For myself and, I'm sure for many other members, the club has a very important place in life. It offers a tremendous amount, just as an ordinary member. Serving on the committee is often hard work and usually thankless but it can also be very rewarding and is a way of paying back a little for all that the club can give you. So, please let's see at least two nominations for most of the Committee positions.

"CHOPPERS" and I don't mean bikes.

As Moses has said, Ian and I during the past twelve months have been involved in raising the money used to sponsor the Rescue Helicopter used at the Manx G.P. races this year.

On behalf of Ian and myself, I would like to thank the club members who kindly helped us with our collections at Oulton Park and Darley Moor during the year. I hope that we can count on your support during 1972 because we are certainly going to continue the collection for at least another year.

In fact we collected £1,400, of which £900 went on the '71 "chopper" giving us a good start towards the coming year's collection.

We were extremely pleased at the reception we received in the Island and believe me they really were grateful that someone had bothered to help them for a change instead of levelling criticism about the course, etc., etc.

The name Manchester '17' is really well known now and if Ian will forgive me, this is the best publicity stunt that ever was. Seriously though, it is a most worthwhile cause and I hope you will encourage people to support us through 1972.

Donations should be sent to:

Ian Bradshaw
21 Linden Grove
Woodsmoor
Stockport, Cheshire

Cheques, PO's, etc. made payable to the "Rescue Fund".

Some notable events in the collection last year were those like the lottery organised by the Midland Motorcycle Racing Club. This realised £257. The collections raised £100, £80 and £150 respectively at Oulton and Darley.

An oil painting of Paul Smart which was donated by Eddie Kilner raised £61 when raffled at the Manx presentation. These efforts and others too numerous to mention were extremely generous of those concerned and we hope that this support will continue.

Incidentally, the Manx was fabulous this year. What a way to spend a week's holiday. You II wallers want to come and see what real road racing is all about next year. Visit the Manx GP September 5 to 7, 1972.

Keith R.