

FEB 72

MANCHESTER "17" MOTOR-CYCLE CLUB.
NEWSLETTER - FEBRUARY 1972.

Hello everyone,

Brrrh!...its turned out to be quite a cold month and hardly the best motorcycling weather - for road bikes. I'd give a lot for one of those trail bikes right now (we saw Montesa's version at the winter trial) and a free hand in Macclesfield forest but there's not many who can afford two bikes these days. I'm not afraid of taking the Thunderbolt out in snow; Shalman and I went to the club last Tuesday, but it's a bit of a fag going all over the bike with an oily rag as a protective before the trip, and again with the soap and water afterwards to remove the salt.

I've neglected the bike a bit again this winter, but don't we all? The electrics have not failed yet though, and good general maintenance throughout the year seems to have paid off. On this topic, every year I use an anti-damp aerosol on the exposed wiring, stop switch etc. and the plugs, and each time I experience a chronic misfire after the treatment. I suppose I refuse to believe there's any connection, but has anybody else any suspicions about the side effects of soaking the electrics-albeit with a moisture repellent?

News-Bits.

Social Sec. Dave Nurse has come up with a new scheme for the 1972 President's Social Cup - won this year by Keith Rhodes. The committee have approved the plan and the regulations are as follows:-

Cars and motorcycles will score equally throughout, but passengers will not score at all this year and even navigators will not qualify for points under Dave's plan.

Eleven events will be run, evenly spread over the "summer" months of the year. Seven road trials will be held with restrictions on the number organised around the C.S. Peak District map. The remaining four will be rocket trials but any number of non-championship runs may be held. A competitor's top ten scores will count in the final reckoning so he can miss one out and still be in with a chance whilst the rest will simply deduct their lowest score.

Points will be scored as follows.-

Winner	30	points
Second	27	"
Third	25	"
Fourth	24	" and then

23, 22, 21 and so on down to the last finisher. Start and finish points as such are abolished and organisers will gain a score equal to the average of their year's performance. The eleven organisers will be the top eleven in the 1971 final table, and will draw lots for their event. Dates may or may not be fixed beforehand, but organisers will have a free hand as to the style of their particular event. Anyone who declines from organising an event but competes regularly will have his top score of the year deducted and then (without his lowest mark) only nine of his scores will count.

As we say every year, there are so many ways to score these events that we may never arrive at the best for everyone, but even the ACU and FIM are undecided on championship scoring! The above system seems quite good and fair, so good luck to everyone in the 1972 President's Social Cup and don't forget to bring your 10p per vehicle entry fee to go towards awards!

The club Dinner Dance is very nearly upon us and there are a few tickets left for Saturday the 12th's big event. Price is £1.75 a head and you can ring Doreen Rowland (95-23412) or send a line to 9, Coniston Drive, Handforth before Saturday. The guests will include Dennis Parkinson (Mr. Undulating Straight) Mike Wilson of M.C.N. and Phil Mountfield, Northern Expert sidecar winner.

ONE PAIR ONLY REMAINING - RAF crewman's boots. Size 10, medium fitting £4 only. Recommended by Jim Phillips! See....ED.

Watch this space for grass-track news! There is a possibility of our running a charity mountain grass-track in the area around Stockport for a very worthwhile cause. This could be an opening for our return to grass events, last tried in 1962, and may influence our thoughts on reverting to the sod-shifting from scrambles.

WANTED! A good reliable second-hand car required. Willing to be conned out of £150 for a Morris 1000 or similar transport.

ED. (427-2040)

Last week (w/e 4th Feb.) many of you will have read our press coverage on the appeal for scrambles sponsorship. It would help if any members can contact local firms and retailers in a diplomatic manner with a view to assistance (£)

Secondly, write to your paper thanking them for the coverage and then ask for more!

John Roberts and Henry Rosenthal had a great dice for the club trials championship this year with Henry running out the winner by 1 solitary point. Sidecar ace Dave Rowland - the trials-sec has therefore announced a tie decider for the new season. The highest number of wins will determine the champion and if a tie still exists, a rider's achievements in the Northern Experts' will be considered.

Cheshire Motorcycle Racing Club would be pleased to see volunteer marshals at their Anglesey meetings this season. If you fancy a day at Mona Airfield on April 22nd or July 1st contact club sec. Moses at the club, or ring 223-5567 for our racing prophet.

WINTER TRIAL - JANUARY 23rd Marksend Quarry.

Our second trial at this disused store quarry wasn't dusty and dry like the first, - - - it was a quagmire! Dave had laid out twelve sections, each to be tackled four times. The conflicting interests of observer and clay pigeons making crash landings were settled by running the trial in two halves. Sections one to six in the lower quarry were used in the morning and seven to twelve after lunch when the marksmen had gone home.

Forty-one riders set off in fine but overcast weather and the variable severity of the sections proved admirable. The experts only found difficulty at Section 5 where Mr. Rosenthal wrote down 164 5's before lunch! Rain set in after half an hour, and this made things even more difficult for the novices.

There were three obvious cases of new Ossa familiarisation, but I was able to spot improvements in the riding of Dave Murray, John MacDonald and Henry as the day progressed.

At lunch, Norman Eyre was leading with an amazing 7 marks lost - all on Mr. R's hill. R. Sykes had lost 8 at this point while eventual third placeman, Henry, had dropped 25; 18 of them on his father's tricky ascent.

The afternoon sections followed much the same pattern with the graded hill climb being the most difficult obstacle and observing here was.....Mr. Rosenthal!

The only cleans here were recorded by John Roberts, Norman and Henry; once each but Mr. Rosenthal relentlessly wrote down 37 fives and 48 threes! Fourth man Harvey Lloyd lost 7 of his 34 marks here and there were many spectacular falls.

All in all it was an excellent trial well suited to the type of entry and time of the year; I think scores from 12 to 196 will please even Ralph Venables!

RESULTS.

Winter Trophy	-	Norman Eyre	Ossa	12 marks lost
1st Class	-	R. Sykes	Bultaco	29 " "
	-	Henry Rosenthal	Ossa	33 " "
	-	Harvey Lloyd	Montesa	34 " "
Best Intermediate	-	Chris Clarke	42	
Best Novice	-	S. Blair	110	
1st Class	-	Andrew MacDonald	124	
	-	Nick Allott	126	
	-	Dave Ashton	131	

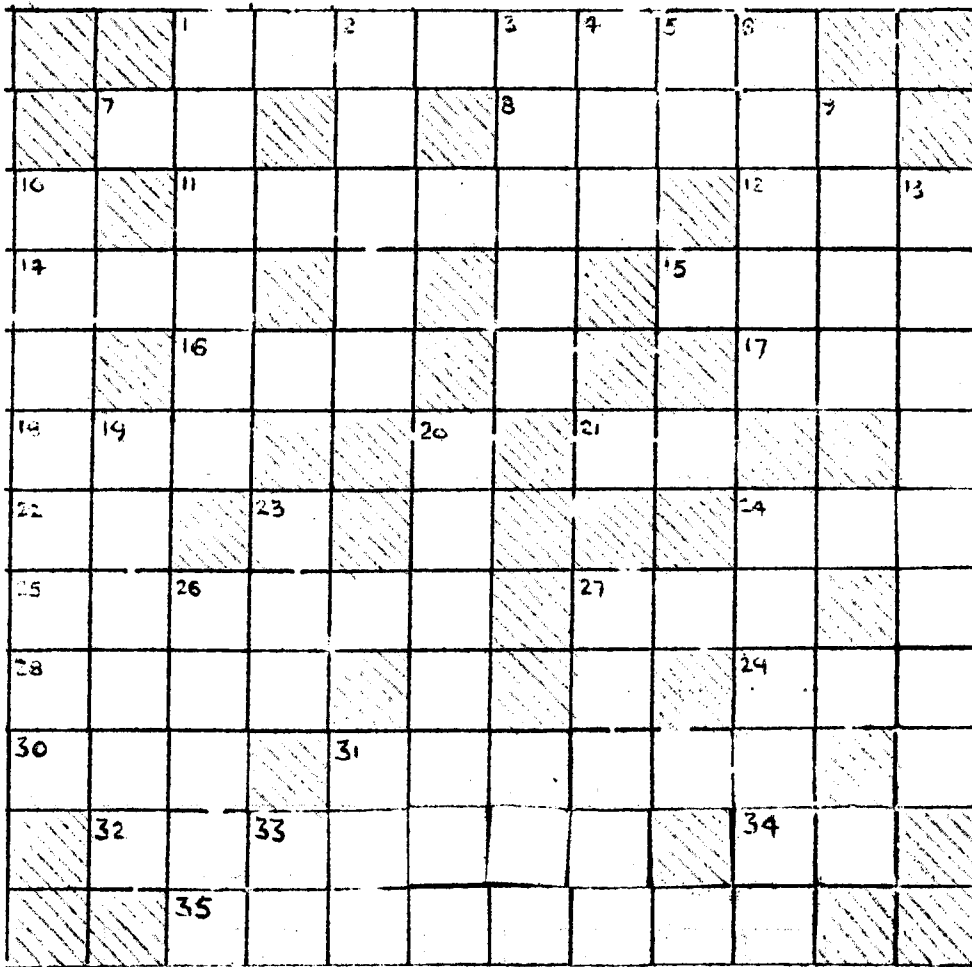
Norman now leads the club championship with 10 points and after this first round of the 1972 series he is followed by Henry, John, Harvey, Chris and "DKM" in that order.

I have received a letter from Ian Bradshaw in the Island and he reports settling in well and enjoying the new life. He is well in with the Manx club already and spreading the word about the helicopter fund as always at every opportunity.

Also in the post this month was the very first Formula Furness MCB newsletter where I feature in a full page article entitled "The Mystery Man"! You may remember the Barrow club whose opening night I attended and ever since I have been the subject of a manhunt in the Lancashire town. Formula Furness have printed a marvellous newsletter and later hope to progress to a magazine. They have plenty of ideas in mind for their members enjoyment and hope to involve us in one of their schemes - as yet we don't know what. I have written to their editor, Sid Lyon, explaining a few unsolved mysteries and confirmed the excellence of their plan to circulate club newsletters throughout the land. If we play our cards right we may get ourselves an invite to Barrow and use it as a base for a weekend in the Lakes!

Ralph Venables succeeded in his plot to save his postman from redundancy, and now he's back on our circulation list. We sent him newsletters for 18 months in '69 and '70 but had so little reaction we began to wonder if they were reaching Midhurst. Please acknowledge, Ralph

KEMPSTER'S CROSSWORD



CLUES ACROSS

1. Machine of the year (8)
7. & 34. -- to -- not to be (2, 2)
8. Some Morgans had this engine (1, 1, 3)
11. A popular Midland coupling (6)
12. MAYDAY (1, 1, 1)
14. Insect (3)
15. Instead of (4)
16. This won't wash your troubles away (3)
17. Oil additive
18. This type of non-ferrous (electrical?) (5)
21. "Cooper beats - -" (4, 4)
22. Gold Star letters (1, 1)
24. T.T. problem - melting - - - (3)
25. It needs a rotor to alternate (6)
27. You can't tend the garden with Plymouth (3)
28. Alfred's porridge (4)
29. Lifeboats? (3)
30. Nothing (3)
31. BSA's ex-chairman (6)
32. A smelly one, this (5)
35. Brough (8)

CLUES DOWN

1. They made the conquest (6)
2. Adolf Weil's mount (5)
3. Dutch T.T. venue (5)
4. Sprinting's governing body (1, 1, 1)
5. Does he break records? (1, 1)
6. Desert relief (5)
9. Writer of verse (4)
10. Harley (8)
13. Hustler predecessor (5, 3)
19. Acquire (6)
20. Stops your cable end fraying, among other things (7)
23. Cammy Velo (3)
24. In the house of horrors (6)
26. You too can have a body like mine, Charles (5)
27. French name (5)
31. Threads holes (3)
33. Carb (1, 1)

Best entry wins a prize. Closing date 4 weeks after publication date.

NAME

ADDRESS

CLUE RUN TO THE MOTOR CYCLE SHOW.

Some intrepid members of the club decided that they would like to go to the motor cycle show on their bikes. Other, less fortunate members, whose bikes were off the road, or would not stand up to such a lengthy run, decided to hire a mini-bus. The mini-bus crowd managed to persuade the bike crowd that it would be better for all concerned if everybody went in the mini-bus, and yours truly thought it would be a nice cheap way of taking his engine to Dresda Autos in London for an overhaul and general tune-up. So Moses, who is the only one over 25 who can drive, in collaboration with Roger, who has contacts at Stamford Van Hire, came up with a 13 seater Transit for the weekend of January 8th.

On taking delivery of the bus Moses discovered that the radio didn't work, and that the back doors were held together with string, however, at around midnight on the Friday, after having picked everyone up we set off for London. By this time the battery was almost flat, and the bus had to be push started. Near Macclesfield it started to snow, and by the time Leek had been reached it had worsened considerably. What with the driving snow, and icy, snow covered road Moses must have thought he was back at Darley Moor, for not content with hurling his B.S.A. into the bank at Paddock bend, he decided to hurl our mini-bus into an Armco barrier. (Actually this was caused by the battery, which got so low that the lights went out!) We later discovered that there was a 60ft. drop on the other side, so perhaps it was as well it was there.

"It's affected the steering" said Moses as we pulled into a garage forecourt a couple of hundred yards further on. This wasn't surprising as the track rod had been bent into a most peculiar shape, (and both front wheels pointed outwards). Front and rear wings were also damaged and a rear wheel was buckled. It was decided to limp back into Leek and see if anything could be done. About $\frac{1}{2}$ mile from the town the battery failed altogether and we were left without sparks. Fortunately it was downhill the rest of the way, and we rolled to a standstill in the town centre after freewheeling the last $\frac{1}{2}$ mile. As we were standing around wondering what to do two policemen appeared on the scene. Moses explained the situation to them and they promptly carted him off to the local nick (!) not to a cell, I might add, but to phone for help. This arrived in the form of a breakdown truck a few minutes later. All they could do was to tow the bus to their garage, they wouldn't be able to do anything with it till the following morning.

NIGHT IN THE WAITING ROOM....

As there isn't much to do in Leek at 20'clock in the morning we were advised to spend the night in the waiting room at the local bus station. This had rather hard wooden seats, but at least it was heated (after a fashion anyway.) It was far better than standing out in the snow. There mustn't be any vandals in Leek, as such a facility wouldn't survive long in Stockport or Manchester. (Incidentally, I hotly deny knowing anything about the slogan "Seventeen Boot Rule O.K." in the adjoining lavatory.)

Some people spent the night trying to sleep, others enjoyed (?) a game of cards. I lost sixteen bob!

Mike Hall and Jill kept wandering off outside somewhere (I don't know why, it was too damn cold to do anything!) At about 6.30a.m. a bus arrived, it wasn't much use to us, as it was going to Hanley. So was the next, and the one after that, in fact about the only place one could get to by public transport from Leek is Hanley - must be a popular place!

At last a cold grey dawn broke. Rod, Roger and Moses went to see about the mini-bus. The rest of us went in search of a cafe. Several hours later the bus was bent back into a reasonable shape and was just about safe enough to take us home. Moses drove again and managed to stay on the road this time!

CONT.

"Two quid to get to Leek and back!" moaned one; "Wish I'd gone on my bike after all," said another, and yours truly had to have a day off work to take his engine to London; - I think I'll go on the train next year!

PAUL S.

MORE VINTAGE SPORT.

With all these events open to our members as well as the occasional "open" and "open-to-centre" events, there was little need for us to organise more, so the only one we ran was the annual invitation-trial which was meant to introduce riders to competitive motorcycling and also to introduce non-members to the joys of club life.

My own personal experience of participation in trials was limited to riding snot-gun in a sidecar outfit. I have already described how Squib Cave and I made our first venture into the trials world in 1935 on my old 350cc Velo, (it was not long before the Velo engine had grown to 407cc with the fitting of an 80mm barrel to replace the standard 74mm article). A set of wide-ratio gears had gone into the box, which gave us 7 to 1 top, 14 to 1 second, and 21 to 1 bottom (luckily the engine was very flexible providing the ignition control was used as much as the throttle control) and a proper high-level Watsonian sidecar chassis had replaced the old half-crown original.

Some very memorable things took place in and around that sidecar outfit, not only during trials but sometimes on the way to the start or more often on the way home after a trial. In those days the average clubman could only afford one vehicle. For the enthusiast it had to be a motorcycle of course, and it was ridden in all types of events; trials, scrambles, grass-tracks and even road racing. It was ridden to the meetings and had to be ready more often than not to take its proud owner to work on Monday morning. Many is the time that I have sat in the sidecar in the middle of winter on the way home from a trial in North Wales, wet through, cold and miserable, sometimes with a thick layer of half frozen snow covering the road and of course slowly oozing down my neck and I have thought that if I ever lay in bed and felt the way I felt in that sidecar I would be sure I was dying!

Somehow I always seemed to be there ready for another dose of the same medicine at the next opportunity! The most enjoyable trial I ever took part in was the inter-club team trial in 1936. The "17" could not raise a team of three riders prepared to take part in what was described as a "one day sporting trial" so Squib entered on the old Velo as a member of the Chester Motor Club. At the start (Ruthin) the club secretary was most apologetic; the two other members of our team had not turned up! He had brought his own bike ready to make up a team, but he could not make up for two missing riders. We could of course ride, but could not expect to win anything. Well we set off and pressed on "rewardless", not bothering if we lost marks at the time-checks or in the sections. The consequence was that whilst we were well out on time, we lost far fewer marks than usual in the sections.

It was a lovely day and we thoroughly enjoyed ourselves. The Chester Club secretary met us at the finish of the trial and he told us that after we had set off, another rider in one of the clubs' teams had failed to appear, so he had drafted us into this other team. This trial was one of the many wherein the lads managed to mess the time-keeping up to such an extent that marks lost on time were discounted and results calculated on observation alone, (which suited us!) The two other riders in "our team" must have been good, because when the results came out we found that we were in the third best team, and got an award for our efforts!

TOM DUGDALE.

A Letter to the Editor.

Sir

I was disappointed to read some of the uneducated comments made about the AMCA in your December newsletter but since the impending meeting where, Don Green, Secretary of the AMCA would be present was only a matter of days off, I was content to await the outcome without comment.

However, since the unprecedented, inaccurate and biased report which appeared in your last issue, I can refrain no longer from 'putting the books straight'.

May I first of all implore you to STOP decrying the actions of a go ahead organisation who are trying in their own way, rightly or wrongly, to put motorcycling back on the map.

The AMCA are not a modern-day GESTAPO, they are a group of people who are trying to encourage amateurs into motorcycle sport which is what we desperately need as long as the ACU continues with its 'head in the clouds' attitude.

If I can contain myself long enough, may I take Mr. Abraham's 'report' item by item:

1. It is NOT a condition of affiliation to the AMCA that clubs promote sporting events.
2. Mr. Green was NOT 'unconvincing' in explaining Michael Hewitt's support from AJS.
3. Clubs do NOT 'have to' supply marshals and observers at any and every event. Only if their club members are riding are they requested to supply assistance, and isn't this only fair?
4. Competitors are NOT imprisoned in the paddock until the ropes and stakes are cleared away. A rota system involving hundreds of people is used to ensure that everyone gets a chance of helping. And why not, because I for one, am sick and tired of spending weekends alone or with three or four others roping up only to see a complete stranger take £30 prize money off the '17' the following Sunday.
5. The AMCA does NOT only cater for the sporting rider. They run a very active social calendar with dances, hot pots, games, etc. nearly EVERY weekend, including MOTORCYCLE SHOWS, e.g. Belle Vue.
6. Double roping has NOT been used solely because someone was killed last year. Since insurance for riders now applies it is an insurance requirement.
7. An ACU rider using a 'nom de plume' for AMCA purposes is NOT compelled to ride in an AMCA event if there is an ACU event nearby.

I treat the remaining comments with the contempt they deserve. OK Mr Abrahams, so you don't like the AMCA but please stop pulling them down to the level which the ACU has already reached and please let the club members make up their own minds.

If you are still not convinced come along one Wednesday night to the Manchester Club at the Queen's Hotel, Stockport Road, Cheadle (opposite Council Lane) and learn the facts about the AMCA.

'Astride the Fence'

In order to let Moses reply in the next issue with his own points of view, I feel justified in pointing out the following facts with

the January newsletter in front of me.

(8)

Point 2

Whether Mr. Green was convincing or not on the Hewitt affair is purely a matter of personal opinion - to which we are all entitled.

Point 3

Moses quotes what he presumably inferred from the talk, i.e., "clubs are expected to provide marshals etc.," and then as Keith says "only at events when that club's riders are participating, (whether that club has organised the event or not)".

I find it hard to believe that Moses would write things which he knew to be exaggerations of the truth, and feel that Keith has refuted the allegations with stronger words than Moses alleged them in the first place and gives the wrong impression of Moses' intentions when he laid out the facts for the members not present at the talk. However, let the battle of pen and ink commence, and I'll try not to be biased when I print the letters I receive!

See you in the paddock,
ED.

Iwish to apply for full/
sporting membership of the MANCHESTER '17' Motor Cycle Club.

My address is:.....

.....
.....

(Previous full members enclose cards for signing) I enclose
cheque/PO/GIRO for £..... and I wish/do not wish
to receive newsletters. (Full membership 88p)
(Sporting " 50p)

Send to: Mrs. D. Rowland, 9 Coniston Drive, Handforth,
Cheshire.

