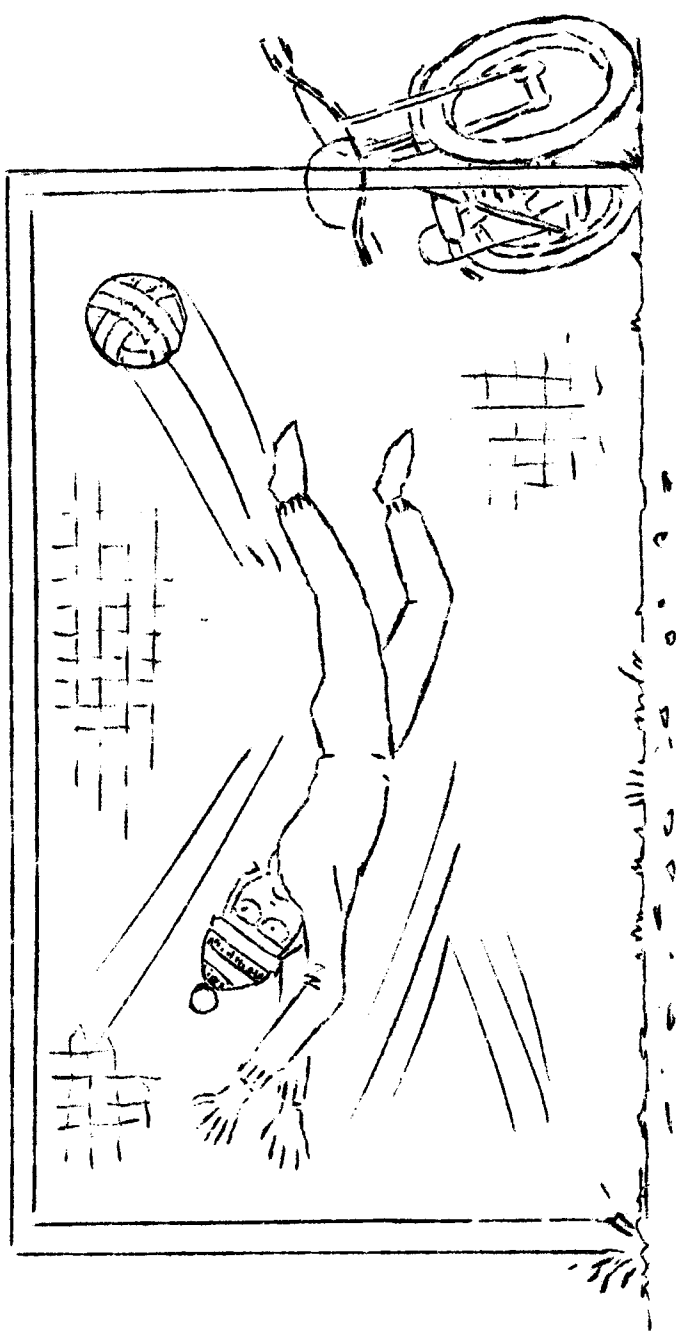


(6)

This month's cartoon also doubles as the first of a new series of corny Caption Competitions. The one printed qualifies as an entry, but I am not prepared to name the joker at present.

Write your entries and your names on the bottom of your copy of the cartoon and post to P. Tootall, 151 Compstall Road, Romiley.



COOS! ONE MORE AND I'LL HAVE ME MAXIMUM!

Caption

.....

Name



MORE VINTAGE SPORT - by TOM DUGDALE.

Sand-racing at Wallasey was another branch of the sport which our members practised. Squib Cave was already sand-racing before the club was formed, and working on the theory that anything he could do they could do too, a number of members entered on whatever machines they happened to have at the time. The majority of bikes entered were 350cc AJS, ranging from about 1925 big-ports, to a brand new "Silver Streak" (all chrome plate and polished aluminium) owned by Cyril Brinks. John Scholefield had a 750cc side-valve V-twin Zenith with sidecar. He took the sidecar body off, bolted odd planks to the chassis and with Ronnie Wilcox around the chair, he was ready for racing. On the day that John raced the Zenith at Wallasey he put up a most amazing performance. Before the meeting started John decided he and Ronnie would do a little unofficial practice. He told Ronnie he was going to do a practice turn by a pile of sea-weed and set off along a stretch of beach. Now the turns at Wallasey always have been right handed, but unfortunately Ronnie climbed out over the sidecar wheel, so that when John turned right the whole outfit turned completely upside down. As John was thrown from the bike he must have wrenched the throttle wide open, and it stuck, with the engine screaming round. John had no thought for Ronnie, and I will never forget the sight of John digging like a dog in the road to get down to the twist-grip which was buried some distance down. Neither Ronnie or John was hurt, and the outfit suffered no unrepairable damage so they were on the line for the start of the first race. Ronnie had been told to lie flat, feet first, on the sidecar boards, and to climb out over the back wheel for the corners.

After one or two laps John noticed out of the corner of his eye that Ronnie was trying to sit up in the chair, he reached over and slapped him down, but when Ronnie came up for the third time John took a more careful look. He found that Ronnie had got the end of his scarf caught in the back wheel and was straining to avoid being dragged in! John finally finished the race and stopped on the far side of the track opposite the paddock. He climbed off the bike and turned to us and said "it kept sizing up". That was not the only thing it was doing. The petrol tank had sprung a leak, the fuel was dripping onto the rear plug, and the rear cylinder was a mass of flames. Everyone shouted "It's on fire, it's on fire!" John said "I know it's on fire" and bent down and blew it out. I don't think anyone but John could have done that!

Hill climbs were very popular events before the war, particularly those held at Pott Shrigley on the farm where the Manchester Eagle Club now hold their scrambles.

Sometimes the climb was "speed" when the hill was possible right to the top, whilst at other times it was "freak" and became impossible at the top. Whichever type it was the hill started with an easy climb and became increasingly steeper at the top. In the later years before the war our club members did very well in these events and in the last one before the war started three out of the last four riders in a knock-out climb were our members. These riders were Eric King and Percy Reed on 350 Triumph Tiger 80's, and Bert Lacey on one of my old Velos. Percy was the eventuated winner.

A few of our members rode in Grass tracks, none more successfully than Bert Lacey. Bert started as a complete novice riding one of my old Velos. As Bert improved in his riding I improved the bike, and Bert was going very well when Hitler stopped play.

There were some really interesting mountain grass-tracks about, much better than the flat oval tracks that are always used now. A mountain grass track included left and right-hand bends, had ups and downs, but was supposed to be smooth. Creewood Hall track was perhaps the most popular in Cheshire and at the final meeting pre-war one of the officials came to Bert and congratulated him on coming in third in one race, he said it was a very long time since they had had a new face in the first three finishers.

Next monthROAD RACING.

TOM

FOR SALE. Tow-bar assembly for Ford Escort, as new: £3.50.
contact Frank Lloyd, 94A Aintree Road, Little Lever,
nr. Bolton. Tel. Farnworth 73776.

(4)

John Simister Memorial Trophy	-	Bruce Melville - 16 marks lost
First Class Awards	-	Rosenthal 18, Clarkson 20, Eyre 28, Thomas 29, Leddy 30.
Best Intermediate	-	G.J. Adamson 54 marks lost.
2nd Best	-	John MacDonald 90.
Best Novice	-	T. Jones 101 marks lost.
1st Class	-	Allott 107, Austin 114, Dewe 114, Adamson B. 117.

Club Championship.

Norman Eyre 19	D. Murray 7	L. Noble 3
Henry Rosenthal 19	D. MacDonald 7	
Harvey Lloyd 15	C.A. Clarke 6	
John Roberts 13	J. Statham 5	
Steve Thomas 12	G. Acton 4	

Rocket Trial - March 24th.

This Alan Kempster - organised event started on the top of Alderley Edge overlooking the Cheshire Plain. The entry of about fourteen included only four cars and there were many of our enthusiastic younger members there to try their hand. The view from the Edge was confusing as usual with a wide angle to scan including town lights and aircraft approaching Ringway.

Dave Nurse claimed to see the first rocket on time and burred off after a Boeing 707 but the remainder were unconvinced until a definite sighting was made 15 minutes later.

Half an hour later, most of us were assembled on the Bollin bridge behind Stanneylands in Wilmslow and looking with a resigned air towards some woods- all too near a stream, a bog and some large private houses! At some time or another we all circled the wood on the nearest possible roads, but we never seemed to get any nearer to pin pointing our Romeo and his rockets!

Eventually - the keener types made a determined forage into the darkness and five members found their goal, the rest were chased out by indignant locals or left convinced they were chasing a ghost!

A good event then, but in the interests of good public relations I think we must try to stay more in open country in future.

RESULT.

Winner:	Peter Kershaw	-	bike	30+10, 40.
2nd	Dave Nurse	-	MZ	27+10, 37.
5th	Dave Rowland	-	Triumph	23+10, 33.
3rd	Dave Abrahams	-	Car	25+0, 25.
4th	Paul Sandbach	-	Car	24+0, 24.

N.B.

As can be seen by the above result, Dave Rowland gains by entering on his Triumph outfit and his 10 points bonus means his fifth place in the event is enough to give him third in the table.

Under the 1972 points system, all non finishers go home with no score at all - it could be said they might as well not have bothered, but it's all good fun and most riders will score in the road trials to be held later in the summer.

However, others to start included: Graham Phipps, Somebody Else, Paul Tootall, Dave Ashton, Rhett Petherbridge, Steve Kershaw, A.N. Other and John Roberts. Alan Kempster was the organiser and his points will be calculated on the average of his performance as an entrant over the year. *****

***** The 1973 Dinner Dance is booked for January 26th at the Jodrell Arms which I can highly recommend for value and pleasant surroundings. Start saving now - probable cost £1.75 and don't forget the limit of 90 diners - be ready with your cash when the tickets come on sale.

***** Amendment to President's Social Cup rules: 5 bonus points will be awarded to members taking an official helping role at club trials and scrambles throughout the year with effect from April 17th.

Wincle - The John Simister Trial. March 19th 1972.

This was the third time this trial has been held over this course, and it completed a hat trick of enjoyable Simisters. Dave Murray did a lot of 'behind the scenes' work, going round getting permission from farmers, and even telling two preachers that their congregations would have to sing louder to make themselves heard above the sound of Ossa's, Bultaco's etc!

Trial day was a really glorious spring day with all competitors attacking the hard but possible sections with great enthusiasm. It was encouraging to have 6 starters in the sidecar class (we took Len Morton around to observe us, thus avoided any confusion over section markings, observers etc., and this proved to be a success). After watching a few of us whistle around a section in Danebower, Charles Brown decided to attempt a different line; he looped the plot trapping both himself and passenger Lawson Hill, Charles escaped minus only pride but Lawson broke his wrist. This was the only incident to cloud this very popular event.

I was hoping a '17' rider would carry off the John Simister Trophy as Dave Thorpe was away British Championship chasing, but Bruce Melvilleaced everyone off, losing 14 on his first lap and 2 on his second:- who said it was a hard trial! Incidentally, Bruce tells me that M/c 17 trials are the only ones he enjoys riding in within the Cheshire Centre. Another good performance was put in by best Novice T.H. Jones (also best Novice at Winsford 26.3.72); some may remember him coming off and hurting himself at Marksand Quarry last summer but obviously didn't put him off our trials and his determined riding proved that 'if at first you don't succeed! This trial owed its success to Dave Murray, Duncan, Harvey, Henry and Cliff, all observers and helpers in any way, to you all - thank you.....

1972 Northern Experts.

The Club are very aware that the Northern Experts is the premier trial in the North, and a sub-committee has been formed to make this years event (17.12.72) a super event. We have several good ideas to improve the quality and make it more attractive to all the ace Northern riders. Anyone with any brilliant ideas please contact me.

I did not enter into the K.T.R. episode as I am reasonably neutral but everyone has strong views on certain subjects and I have seen Keith sweat very hard for the '17'.

About three years ago we hadn't a scrambles course and a lot of people were very upset about this situation. We now have the reverse, a super course not being used; too many people have been put off running scrambles for various reasons. Where's the enthusiasm? - the June scramble must be held so lets 'have a go' and give these lads a ride.

Keep your feet up!

Dave R.

Results overleaf.

* On the eve of the season, Paul Sandbach sold all his gear and has ordered a roadster -pity- there were some fine battles going on in the 1300cc class last year with the possibility of a line up in 1972 including Dave Thomas, Mel, Moses and Paul. John Wilson is also out with, racing proving a mite to costly at the present time.

* With new forks on the Vinnie Dave lapped Darley on Good Friday hoping for a smooth run to get used to the Hillgate special, but his clutch came loose in the 500cc heat and the 'B' final was run in a downpour along with 350 Yams and 750's - not a fair test - result: 6th. Dave is getting bad starts on the BSA but manages to pull up to halfway by the end of the race so when he does start well.....things can only improve.

***** Dave Rowland and Ray Armstrong continue to storm through sidecar trials with little regard for big names and reputations. Their latest achievement was a fine second in the Lomax on Easter Monday behind the seemingly invincible Round brothers.

***** I must just say my little bit - Cal Rayborn was truly magnificent!! It'll be a long time before we see racing -no- riding like that again. Moses and I only saw him at Lodge, but he ran rings round Pickrell no messing - and he'd never even seen the place before that morningmagnificent!!!

***** Wednesday March 15th was the date of our visit to the Shaw MCC headquarters at the Bluebell Hotel. As usual the Lancashire mob had laid on a good spread of food and the hospitality was the tops. We finally managed to beat them at their own game and the "17" contingent (of 18) came out tops 2 to 1. The darts were our downfall but we won the mirror-driving game by a mile after Johnny Burns hit everything in sight; methinks he would have done considerably better without our Ray in the passenger seat! The two-part quiz was halved, but we scored more points overall and so took the match. Our thanks go to Fred Hubball and co. once again for the evening's entertainment.

Discussed at a "17" committee meeting recently was the possibility of a competitive social against Manchester Eagles MCC; possibly centred on guessing the vintage of Jack Withall's Francis Barnett!

***** The start of the 1972 Northern Experts' Trial will be at Moorlands Cafe on the Leek road near Upper Hulme. This was decided at a Handforth meeting of the Experts' sub-committee. Dave, John, Duncan, Gordon, John Mc and Ray met to discuss improvements for the trial and the main reasons for the move from Wincle were - parking and "eating" space plus the novelty of a revised route to avoid the trial going stale. Riders were becoming blasé about the route and taking things for granted. Also discussed was the possibility of a prize-section: An award given for best performance on a hill to maintain interest and improve the competitive element on the spot on the day.

***** Dave Rowland has been elected Team Manager for Cheshire for the Inter-Centre Team Trial on April 16th - an event which will have additional interest this year with the entry of an AMCA team for the first time.

This subject brings me conveniently to a "liaison" meeting at Kings Norton, Brum; on March 20th between Midland and Cheshire ACU delegates and AMCA representatives.

I have here a summary of the meeting which I would like everyone to have seen, but limited space in these columns forbids a complete report. The meeting appears to have gone very well and more liaison and co-operation is to be forthcoming between the factions. The subjects of land usage fees, poaching of riders, date clashes and saturation of areas were all discussed and compromises reached. The next meeting is on May 9th - organised by the AMCA at a venue further North and who can argue that these get together could not have come too soon for the good of our sport.

APR. 72

MANCHESTER "17" MOTORCYCLE CLUB

NEWSLETTER APRIL 1972.

Dear Member,

There's nothing like a full Easter sporting programme to put the two-wheel enthusiast in the groove for an enjoyable summer. Despite the infamous sixteenner ban and the cost of insurance (threatened to double again in '73) there seem to be more bikes than ever out on the road. Our own club has been injected with youth and enthusiasm by the arrival of the Kershaw, Hall, Phipps, Petherbridge and Co. entourage but don't be misled by the "increased sales" claims in the comics; only new registrations are recorded - bikes are coming off the roads in greater numbers and the over 50cc machines in GB must now be down to 250,000 or less if local statistics can be averaged nationally.

***** A written-off Suzuki and much detuned rider staggered back from the rocket trial. The lad was not a member of the "17" but probably a prospective one and we are not too keen on our members contributing to accident statistics. To all you new and younger members I ask you to take care and ride sensibly. Trainees, remember what we told you on the course and others, just use your head. This club has never had a name for reckless riding and our accident record is non-existent compared with the coffee-bar-clowns and Mr. CB 50 commuter. When you can ride like Dave Nurse, Trevor Cowdrey and ex-members Glynn, Hallows and Wallwork or drive a chair like Bob Lydiatt you can consider yourself good, fast and SAFE. Beyond that and you're an accident waiting to happen. There's only one slowcoach in this club and that's me; but it's nothing to be ashamed of because after six years and TWO BSAs I've yet to fall off!

***** Football match result, 26th March: Peak MCC 11 - Manchester "17" 3.

The pitch was again very muddy and the ball heavy but we were completely outclassed with Peak's Graeme Bennett being the Man of the Match. Our three goals came in extra time when the score was 10 -0, so Frank allowed 15 minutes for us to regain some air of respectability!

Bennett perhaps won his award for skill in the face of blatant fouls, but OUR Man of the Match for effort, entertainment and sheer bravery was undoubtedly goalkeeper - Ken Eyre. Our bespectacled professional sportsman gave up his Sunday afternoon to dive about in the mud at the flashing boots of Bennett and co. in great style and with no little courage. A self-declared novice in between the posts, he certainly saved our faces by stopping more than half of the shots pumped at him and I'd like to thank Ken from all of us for entering into the spirit of the game; will you accept another booking K.E.? Resumé - I must stick to my position and not wander off; players must make an effort to borrow proper boots; we must all practise accurate passing and we MUST find a dry pitch for the next game, possibly flying Bradshaw in to strengthen the side!

***** Road racing - Nev Watts scored four wins at Kinmel Park on March 25th and rounded the day off with a fine broken collarbone! Nutty-Nev then went on to race at Darley and Oulton over Easter with the shoulder strapped up.

* Melvin went well in the production race at Darley - at one time holding third place - until his oil-pump packed up.

* Brian Warburton came a fine 4th in the 250 race at Oulton.

* Moses' meeting at Oulton on March 11th ended in a heap at Cascades when the Vincent developed a tank-slapper on the second lap. Our Sec. was "out" for a minute or so and this discomfort added to his bruises from the disastrous Cadwell practice session. To follow all this he injured his back at work and was laid up for a few days including the football match.