



My apologies to anyone 'going' on the Allan Jeffries Trial run tomorrow July 16th. We delayed the newsletter in the absence of news, and now it is too late and the day will have passed. It could be a non-event but I propose to visit the club at the pre-arranged time to see; perhaps we'll all go to Minsterley.

* A pitch and putt challenge is to be played against Shaw MCC - date to be announced.

* Dave Rowland's Road Trial will now take place on July 30th. Meet at the club at 11.30 hrs.

* Oakwood Tyres of 9A, Hulme Street, Manchester will give you 20% or more discount on production of an up to date membership card. The man to see is Mr. Pearce.

* For Sale.

1938 Ariel Square Four in running condition. In original trim, with sidecar, Noxal single seat.
Offers around £120.

Paul Clarke - Middledale Farm,
Marple. 061.427.1136.

* Wanted.

"An Old Bike" - preferably pre-war. Whole or otherwise - any condition - best price paid - Ron Weale - Disley Post Office. 061.379.2001.

STOP PRESS!

dateline; July 16th 23.00hrs.

We have just got back from our run to The British Championship Grass Track Meeting at Minsterley, (and I'm tired, sunburnt and I want to go to bed! - typist) but we had a good day.

Leaving Romiley at 11.am we went via Alderley, Holmes Chapel and Chelford to Middlewich where Paul wondered if we ought not to turn back with the engine making so many ominous noises. The sun had now broken through the haze so we pressed on through Nantwich to Whitchurch and then south towards Shrewsbury.

"Teeth-shattering emergency stop!"

Who's this at the side of the road? It's Dave Nurse hiding in a cloud of blue smoke with his map spread out on the MZ's tank! We join up and Dave tells us that he set out to explore Shropshire and take advantage of the fine weather. He'd even got up at nine o'clock - you'd think he'd have had enough with the previous weekends National, and now decides to come with us to Minsterley.

The meeting was very interesting and very expensive. The admission charge was 40p. Throughout the afternoon only one loud speaker was working - and even that went on the blink for 20 mins. Chris Pusey came late and rode in the odd race according to his own programme. The stars were Peter Collins, Tig Perry, the Baybutts and Don Godden, the later coming a cropper in the second half and damaging an eye. There were spills aplenty in the "Fastest of the Day" events. Pusey, Collins and Dave Baybutt all sliding to earth in the solo final. I was dismayed at the delays in between races, confused red-flagging, and the failure to rectify the public address at such an important meeting.

The run home was uneventful and after quenching our thirst in Sandbach we rode off "into the sunset".

JOIN US NEXT TIME! Paul.

Hubball and Eric Adcock in particular have been mainstays at Shaw for many years but even they find it a thankless task without support. A special meeting was to be held on July 5th and we wish Shaw all the best in their efforts to survive - for this is what's at stake - and hope they rise again to become the Shaw MCC we all know and respect.

Now we come to two very important future events. First and foremost is our entry in next week's Stockport Carnival. Saturday July 22nd will see the Manchester '17' MCC on float number 72 in the procession from Heaton Road to the Hollywood Recreation Ground.

Paul Clarke has offered his milk float for decoration and we will pull a decorated trailer with three competition bikes on board. At present we have a Victor Motor-X, Moses racing Vincent and that's it! Derek Johnson has offered a racing Yamaha but we have no means or time to collect and return it. John Roberts has several good road bikes and we may take one of those. Our entry will take five bikes and we are short of a good trials machine. Anyone willing to bring along his trials iron or new sporting roadster - a 250 Honda would be nice - please contact me as soon as possible: Paul Toctall 223 4285 (work) or 427 2040.

We plan to load up and decorate the float at Cartwright's Motorcycles on the A6 where we will collect the Victor.

The idea of course is to gain maximum publicity for the club and the sport and we have had 700 handouts printed to be passed out along the route and at the Carnival.

What we need is - as many members as possible - on bikes (clean) at the finish in Hollywood Park to assemble around the float and add to our display or talk to spectators, - volunteers to walk alongside the float giving out the handbills to the crowd. Anyone who can help with the preparation please bring, rope, hammer and nails and blocks of wood to make jigs for the bikes (and any bright decorative materials, streamers, flags etc) and come along to Cartwrights at 11.30 on Saturday 22nd.

Others coming on bikes to meet us at the Carnival, arrive at about 2.30. (Assembly 1.0pm, start 2.0pm, finish approx. 2.45pm)

Event two in the near future will be a barbeque at the scrambles course. The event is pencilled in for Friday August 18th but we'll finalise that next month.

We will require offers of bulk quantities of suitable food at discount type prices - potatoes, burgers, parkin, treacle toffee and chestnuts. Gillian has already promised the sausages. We will also need some charcoal and a large grill will have to be made - metal griddle and chicken netting or something. All available light must be accumulated - storm lanterns, trolley-lamps and car-battery lash-ups will be the thing - fire light will supplement this and Trevor's folk group will supply the atmosphere. For pop-fans we propose six or so large transistor radios tuned in together for spells in between the folk.

Admission to all will be by ticket to cover the cost of the food. Drinks will be on the club until we run out!

Anyone with any of the above requisites to offer please ring me or contact Doreen (95 23412) before the end of July if possible.

Sunday July 9th Club Trial - Marksend Quarry,

This is a very brief report with the man in the know - Dave Rowland - in hospital for some check ups and minor operations on a troublesome spine. We wish Dave the speediest of recoveries. I never made it to the trial as I still have clutch trouble on the A65, but I understand a fine day with short showers blessed a fine win by Dave Thorpe who lost 9 marks on his Ossa. Wizz kids Adrian and Chris Clarke were next with Adrain on 41 and Chris tying with Norman Eyre on 53.

Henry tells he "did badly!" It's a tough little trial at Marksend and we are fortunate indeed to have Adrain and Chris associated with the club when they turn in such fine performances on a course which stopped Paul Clarke, attacked Geoff Mainwaring (the ground jumped up and hit him) and forced Henry and John out of the results. * Club trials championship table next month.

Get Well Soon! wishes this month also go to sidecar exponent Nev. Harkinson who has gone into hospital for check ups on a worrying vision problem.

Mystery Man - anyone with any information leading to the arrest of James Milne of the Daily Express please contact Doreen so she can enrol him. James and his Honda 4 are featured in this weeks MCN and he claims to be an enthusiastic member of the '17'.

We have nver heard of him!

Tuesday June 20th - Charity Taxi Run.

The annual run to Southport was hit by continuous light rain from the minute we hit Southport until half an hour before we left, but all the children seemed to enjoy themselves at the resort taking full advantage of their "free" amusement rides.

The convoy assembled at the Gt. Egerton St. Car Park with Keith (blown up Triumph) a non starter. Trevor, Oily Jim and I represented the club with a friend of Jim's on a vintage type machine which I confess I cannot identify - I never looked!

Things looked black when all four of us had mechanical problems before we reached Cheadle!

Things sorted themselves out however and apart from my non-release clutch and Trevor's wayward chainguard we had no other trouble.

The police were very helpful and we had clear runs all the way there and back as far as Sale when things got a little hectic. George had joined us at Southport but we five had less confidence without the law and angry motorists soon split the convoy when we lost our nerve at stting in the middle of main roads and roundabouts!

There had been a few near misses earlier on when bad tempered fug-box drivers ripped past us at junctions and forced in between two taxis on the move at right angles!

The party at a Stockpat pub later that night also went down well and the committee thanked the club members for our help. The day was voted a great success and the club image is once again suitably polished.

Sad news came with the Shaw MCC newsletter in June. Our friends from Lancashire are going through a difficult time and various key members of their committee are to resign through the apatay of the club towards organising events and socials, Fred

We ought not to be too critical of our arrangements in view of the circumstances on the day - I think everyone did a great job and we were magnificent in defeat. We saved up to £40 by not cancelling the meeting on the day. We saved ourselves a lot of trouble by not using the bottom paddock and allowing everyone to get stuck, and we kept our good faith with the crowd because the riders would surely have gone home rather than be forced to take their vehicles down the track.

Whatever your feelings are on promotor/rider relationships we are there for two reasons: 1) to give the lads a ride (quote from DR) and 2) to promote a successful meeting for the public and the club bank balance.

Summary - you can blame me for the mix up of officials if you want to take a chance on the regulars always turning up despite no definite promises and you can "call" me for going home half an hour before the death if you wish to take over the paper work and publicity - a job requiring every night of your time for three weeks before the event. I'm not complaining - if nobody else is!

In conclusion I'd like to thank all the enthusiastic helpers who completed the roping up on the weekend of the meeting and all those who helped with the posters and hand-bills. The turnout by the public on the day must surely indicate how important correct advertising is - nobody was expecting a crowd like that in those conditions - think what it could have been on a fine day!

July 8th/9th saw Trevor Cowdrey and Dave Nurse complete the ACU National Rally with maximum marks earning themselves Special Gilt shields once again. Trevor has quite a remarkable record in this competition now and this year became the third "17" member to win the Cheshire ACU award for the best Centre performance.

Mike Hall has still to try a National - his month old Bonneville burnt a piston out in Hyde before he reached the start! Crasher 'Mile' was another non-starter having thrown the Suzuki into another solid object yet again making his relatively short motorcycle career very expensive for the insurance boys!

A more detailed report of Trevor and Dave's escapades before they reached Cheltenham will appear next month.

Keith tells me he received seven entries for the "word" game and Wilf Earlam came out the winner with Henry a very close second. This 600% increase in interest is very rewarding and we'll be having some more competitions in the future.

Doreen has stepped in to revive interest on Club nights with a collection of games to find club champions in draughts, chess, dominoes and darts. Everyone has responded well and keen games are being fought out every Tuesday. I'm surprised at the way everyone is joining in these games and would like to thank Doreen on behalf of the club for taking the trouble to bring the games and score sheets etc. in an effort to improve matters social-wise. We ought to follow this fine example and think of competitions - more motorcycle minded - which we can involve everyone in on Tuesdays. It's very important to have something 'on' at the Club if we are to prosper.

Future Ideas - Question of Sport (with Tape recorder and slides).

- One Hour Trial (on a push bike in the car park).

JULY 72

MANCHESTER "17" MOTOR CYCLE CLUB.
NEWSLETTER JULY 1972.

Dear Member,

Summer's here at last it seems and we can leave our over-trousers at home for short runs at least. All this excessive rain has been expensive for many organisations and events - including our scramble - but not the least item to suffer is a bike secondary chain. The constant mixture of water and grit has really taken it out of them and mine is worn out after only three thousand miles instead of it's usual five and a half thousand.

Lets hope the rain is all behind us now and we can get out more at weekends to enjoy events rather than endure them. Tomorrow Sunday July 16th, Sharman and I are going to Minsterley near Shrewsbury to watch a British Championship Grass Track meeting - my first big grass meeting and I'm really looking forward to it.

In our last abbreviated newsletter I had no room to round off Tom Dugdale's articles on Vintage Sport and thank him for all the effort he put into recalling his memories on paper for us. I have just returned the Club Log Book number Two to Wilf Earlam and regret that some of these records of the Club's past events have been lost or misplaced over the years. At least now we have a permanent record of the events Tom has recalled for us over the last six months and look forward to some more in the future.

On Saturday June 24th Wilf took Tom to the ACU Clubman's meeting at Oulton Park and despite bad weather I understand Tom had a very enjoyable day-meeting many of his old friends from the Cheshire Centre and seeing racing 1972 style - ten years on from Tom's last event at Oulton.

June 18th Scramble.

Well; alas the weather gods took a day off on the day of our scramble and despite Pev's efforts on the prayer-mat it rained and rained right from midnight on the Saturday all through Sunday and into the early hours of Monday - completely washing out any hope of a successful meeting.

The course itself was very greasy but rideable by the more skilful competitors. It provided slow straggled-out racing, but many spectacular slides and falls punctuated by great fans of flying mud from spinning rear wheels.

The main problem on the day was the necessity to close the bottom paddock in the interests of common sense. One could fully understand the riders' reluctance to go down the track with no prospect of getting out in less than five minutes without assistance. Ninety vehicles down there would have taken seven hours to extricate!

So an emergency paddock, a revised start-line and only thirteen non-starters out of 76 saw us run a shortened programme of two 'open' events with heats. Riders to show well were Terry Silvester, Ken Sourbutts, Peter Ormesher, Frank Cocker and Peter Holt, but a shortage of starters (and traction on the course) caused the meeting to be abandoned at an early hour after the Seventeen Scramble.

There were more Club Members and helpers at the meeting than we have seen for a long time and it was encouraging to see such dedication and enthusiasm - Keith came to help clear up; Harvey wondered if he had time to go home, change and come back again; and a special mention must go to John and Pat and Frank Turner who were thoroughly soaked but still carried on bravely. In fact there must have been many who found their clothing was not up to such sustained rainfall and went home wet through.

....!