

MANCHESTER "17" MOTORCYCLE CLUB
NEWSLETTER - JANUARY/FEBRUARY 1974

Happy New Year to all Members!

A new team will be bringing the newsletter to you this year and we hope that by spreading the work-load we can go to press more often. I will be writing the news and social bulletins; road race reports will come from Stewart Miller. Henry will be advising on the "17" trials scene and as usual we hope to receive several feature articles from members doing their own thing, eg. touring, rallying or racing. Edgar has offered to help with distribution matters and we hope to use addressed labels to speed that side up. Carol Thomas and Sharon will share the typing.

A.G.M. November 14th

Despite the incentive of free drinks there was a very poor turn-out for the AGM at the Robin Hood. It is difficult to learn what the members have to say about the running of the club when they don't turn up to open meetings like that and it was just a case of the committee being returned to office without a fight and hearing the secretaries' reports.

A balance sheet is attached to illustrate the ever-candid treasurer's remarks and you can see it has been quite a lean year. Dave Rowland stays on as secretary and after outlining the year's events and members' achievements he told of the difficulties of finding a new clubroom. We now have a definite arrangement for the upstairs room on three Wednesdays out of four and have decided to stay put until the alterations are finished to see what happens then.

All in all it was a routine meeting with nothing dramatic to report. Dave announced that subs would not have to increase as the ACU licence proposals have changed without the need for a general higher levy.

Duncan remained as trials secretary at the AGM but has since resigned the post for personal reasons and a sub-committee comprising the three Rosenthals is now in charge.

The full 1974 committee is now as follows:-

President	-	Pev. Attwood.
Chairman	-	Paul Sandbach.
Secretary	-	Dave Rowland.
Treasurer	-	Frank Turner.
Sporting Secretary	-	Edgar Rosenthal.
Trials Secretary	-	Mark Rosenthal.
Newsletter Editor	-	Stewart Miller.
Press Secretary	-	Geoff. Mainwaring.
Social Secretary	-	Paul Tootall.
Membership Secretary	-	Doreen Rowland.
Additional Member	-	Dave Howard.

** 1974 Subscriptions are now due. The fee is only £1 and Doreen will sign your membership card in exchange for same. If you don't come to the club then send your P.O./cheque and card to Doreen Rowland, 9 Coniston Drive, Handforth, Cheshire.

** Late in November we had an impromptu slide show at the club and thirty or more members enjoyed seeing a wide range of sports featuring club members over the last few years. These evenings are always good for a laugh and a debate as to "who it is" or "where it is" so we are having another one shortly - ring me if you have any interesting 35mm slides - Paul Tootall 061-430-6604. The date is February 13th.

** Gossip column:- Jerry and Jean Hallows are now the proud parents of a little boy - one of whose names is Paul.....!

- Alan Kempster popped in from Germany at Christmas, collected his lovely blond girl friend got married and popped off again!

- Other globetrotters who have been home recently are Les Penson, Mike Travica and Rod Yarwood.

- George Long announced a short, unofficial engagement and is house hunting in Romiley. Whatever next!

- Kenny and Chris Eyre are preparing a nursery. Congratulations!

*** John Bell is leaving the country but it has nothing to do with his being asked to return to the committee last AGM! The Bells are off to Gibraltar for a couple of years courtesy of the Civil Service and we can reckon on a "reet gud do" to see him off in early March.

*** Chairman Paul is back on the road with his purple peril BSA. Wilf Oates has taken note and is planning to restore his extinct Small Heath 650 for the coming summer. A while ago I commented that compared with the '171' Club our members had no modern machinery let alone exotic super-bikes. Things are changing now however and as the number of bikes outside the club continues to grow one notices the popularity of the Honda SL and XL 250. We may not have the exotic Multis but we have good taste.

*** Two members still owe me for the helicopter fund. They are not bad debtors, it's just that I forget to ask them! Please remind me next time we meet: Mr. Norris Bank and Mr. Stalybridge!

- continued -

*** The Northern Experts trial on December 16th was run (after much discussion and debate) at Helpit Edge, Shaw. A victim of the A-CU clamp-down on public road usage in trials the choice was to cancel, postpone or run at Shaw. Despite many a muddle on the day, a shortage of riders and a nastily planned course most people considered that Duncan and his team with the help of Eric Adcock and Bob Baker did a good job under the circumstances.

We lost the credit of being sole organisers and the sections were too easy for the top solo stars but they were glad there was an Experts at all. We may also have avoided a verbal squabble such as is going on after the cancellation of the Southern Experts which would have been worse.

NORTHERN EXPERTS

Sidecar Premier	-	Jack Mathews and Ray Armstrong.	- 70
1st Class	-	Steve Kenworthy and Frank Griffiths.	- 71
Solo Premier	-	Malcolm Rathmell	- 2
		Alan Lampkin	- 6
		Clive Smith	- 6
		Martin Lampkin	- 12
		Rob Edwards	- 12
		Chris Milner	- 12
		Brian Hutchinson	- 13
		Adrian Clarke	- 13

Dave Thorpe lost 9 marks but was excluded for changing machines. Other scorers:- Pete Scottney 60, A. Jackman 59, Chris Clarke 20, Steve Thomas 37, Henry 27, Harvey 30, Duncan 46. Dave Murray retired and Norman Eyre was a non-starter.

*** The Dinner Dance. February 6th, Jodrell Arms, Whaley Bridge, and thereby lies a tale but suffice to say that we were wrong in assuming most people would prefer the reduced cost of a Buffet Dance at the Rams Head. Popular opinion demanded a pukka dinner and dance so now it will cost you £2.50 a ticket and as always at the Jodrell there is a limit of 90. Most of the tickets are already sold so get on to Doreen immediately if you want to come. The bar is open until 12.30 and dancing is until 01-00. Guests of honour are Pete and Ron Hardy, the sidecar road-racing twins, and there will be a tombola for which we would like offers of prizes.

*** The kite which Moses built and the subject of much malignment in recent months actually flew forwards and upwards last time he went out..... then it went sideways, backwards, downwards and crunch! The noteworthy pilot was nearly castrated when the kite flipped over after the nose dug in! Un-deterred he directed the handling of the kite back to the take-off point for another go but gale force winds flipped it (and two of us) over and cracked a main spar! It was perhaps just as well for the wind was very fierce, it was snowing and the proximity of walls and trees made the venue somewhat dodgy if you are planning to watch TV when you get home or see your mother again!

*** Tommy Robb is now working in England and although he couldn't make it for the dinner we hope to get Tommy along one night for a social visit.

*** On January 13th, 13 trainees passed the RAC-A-CU test down at Heaton Lane. This was a 100% pass of those who took the test, nine others failing to turn up. We lost, therefore, about 10 trainees over the course and this is no doubt partly due to having had more machinery stolen. As you may have read in the Stockport Advertiser, we had to send many trainees home who didn't have bikes of their own and it was surprising to see how well the test candidates scored considering the reduced practice time they'd had. We four instructors were proud but embarrassed at the praise of the examining panel who said they had not tested a better class before. Next Spring we hope to return to Cneadle Heath Sewage works and have new machinery from the A-CU.

*** Paul Sandbach is the winner of the Presidents Social Cup. His main rival Steve Kershaw disappeared in a car going away from the finish while competing in the last rocket trial.

Richard Stewart had us all trail up to the Cat and Fiddle in freezing mist to start this deciding event. The rocket couldn't be seen from there at all but it was a fair bet to get back down into the Goyt valley and look again. Some went via Buxton and some via Jenkins Chapel but a newcomer from the training scheme, Peter, fell off after hitting a wall while following me down to the dam. While Paul and Moses plodded on to the finish the rest of us helped Pete and his bent machine back to civilisation. Paul was the only one to finish and when he returned from the moors we beetled off for a drink - some to the Robin Hood and some to the Goyt. In the Goyt we met Mick Capper and Ann and had a serious discussion about the stupidity of flying kites while Pete bled to death in the corner!

*** Who are the clowns roaring about Stockport on a moped and a noisy British single with the new big badges on their backs?

We've got older members you've never even met mates; but they are queueing up to strangle you from what I hear. Our club badge is too well known to allow you to continue blemishing the "17"s reputation.

*** Volunteers will be wanted to erect and man a stand at the Belle Vue Show in February if Dave gets a favourable reply from AMCA supremo Don Green - the show promoter. Tell any committee member if you can help - or even loan a bike?

*** JOHN HARTLE MEMORIAL TRIAL

Held at Marksend quarry on Sunday January 20th the trial attracted 125 entries. This was the first event run by the Rosenthal team and went off very well indeed. While there may be some justification in reports that it was a bit hard - I saw at least £50 worth of damage - it was a good trial for the experts and an enjoyable one to watch. The main thing was that although 119 riders started there were no real hold-ups or queues to complain about. Dave Thorpe won the premier award (he's brilliant at Marksend) with a loss of 21 marks from Cheshire Champ Pete Salt in second place with 35.

Mark would like to thank all observers and helpers for their invaluable assistance in the smooth running of the trial and to the riders for their support. It was a glorious winter day and a first class trial.

- continued -

*** Geoff Mainwaring did a great job in getting sponsorship for the Northern Experts. Below is a list of the bonus awards and the recipients:

CCM £5	- Steve Kenworthy.
Anon £6	- Phil Mountfield.
G. Ruffley £5	- Walt. Bullock
V.F. Mudguards (2 prs.)	- E. Checklin and Clive Smith.
Motorcycle Centre £8	- Jack Mathews and Peter Salt.
Tomaseli (1 pr. levers)	- John Hemingway.
C.M. Shutt £5	- Ray Smith.
Moto X Motors 1 gall oil	- Rob Edwards
J. Sandiford £5	- Malc. Rathmell
Doug Hacking £5	- Alan Lampkin.
Anon £3	- Chris Clarke.
New Slave Bangle Co. £4	- Brian Hutchinson.
Renthal (1 pr bars)	- Adrian Clarke

*** we have some files on order from Castrol so watch out for the date on the club notice board.

Now here is part two of Moses article

"Racing a Vincent in the Manx Grand Prix" and there's more to come yet the man tells me!

For the rest of the season improvements and mods were made to the bike in preparation. The most significant improvement was the fitting of a twin hydraulic disc brake to replace the Norton single leading shoe unit. Seat position, and padding, footrests, controls etc. were altered for maximum comfort in the long race. The Senior Manx G.P. is 226 miles long, over some very rough roads. It would have been silly to make the bike reliable and then have the rider "go off" with exhaustion.

One worry was the ignition system. We had been using battery and coil with complete reliability but would the battery last for 6 laps of the Island? Anyway we decided to fit a magneto and this was duly done when the new "manx" engine was fitted. This, like all the other Vincent engines we have used, was a standard Comet; the only mods being big carburettor and port, stronger valve springs and of course an open exhaust pipe.

At this point I should mention that, as always, the work was completed only just in time and many times the lights could be seen on at hillgate well after midnight. Pete Lilley and myself were due to sail for Douglas the Friday before practice week. The Sunday before this was the Vincent Owners last meeting at Cadwell and our first and last chance to try the new engine before the Island.

The bike was finished about 1a.m. Sunday morning and of course it was too late to try the engine because of the noise. So off we went to Cadwell, a few hours sleep in the van and up again to try and start the bikes. The Vincent was a little difficult to start but seemed o.k. otherwise. During warming up for practice, the engine started to "miss" and in fact I had to pull out of practice with a bad misfire. A new plug seemed to improve things but the bikes cut out on the line for the first race. This was to have been a clutch-start and so I pushed in front to try and restart the motor. However, they couldn't wait and by the time the Vin fired the field had disappeared out of sight! I was furious of course and caught up with the two tail-enders at the end of Park straight.

- continued -

I foolishly went inside both of them on the apex of Park corner and found myself drifting out with a big heavy B.S.A. on the outside. There was an almighty wack from behind and a big wobble. "Oh Christ! I've brought him off", I thought, but a glance over my shoulder showed a worried looking bloke just managing to control a wobbling bike. I found that the back brake pedal had disappeared and assumed it had just been bent in the crash so carried on for two more laps, then something nearby threw me on a left-hander and I pulled in for a check. Apparently the B.S.A. had hit the brake lever and applied the brake very hard. The torque arm had pulled out of the brake-plate and the plate was shattered. One of the brake shoes was broken in half and we later found that the drum was cracked in half. As I said - a big heavy B.S.A!

I left Martin and Paul Sandbach with the wreckage while I went out in the one hour race for "other" bikes on the B.S.A. A 650 Triumph took the lead but soon broke down and the B.S.A. gave me its second win this year. Meanwhile, back at the ranch. Martin had scrounged a Comet back wheel from an unsuspecting spectator and somehow jammed it in the bike. With a rather makeshift torque - arm, heavily disguised with insulating tape, we tried to start the beast but with no joy. A duff magneto was diagnosed and this later proved to be the case. So there we were, four days to go and obviously a lot of work still to be done on the bike.

Fortunately I had taken this week off work as well as practice and race weeks so I was able to help with the bike preparation. This work included conversion back to coil ignition, fitting the larger fairing from the B.S.A. and checking the front brakes. Martin took the worn pads to Ferodo at Chapel-en-le-Frith only to be told that spares were totally unobtainable. However, when he explained that we had a couple of days left to prepare the bike for the Manx, the competitions manager came to the rescue and specially made some pads at no charge. All was eventually screwed together late on Thursday and we set about selecting spares and tools etc. to take with us. I won't try and list everything, suffice it to say that with two bikes and all the spares and luggage in my Transit van, there was no room for a passenger and it was fortunate that Pete was riding his bike to the Island.

Isle of Man Vincent owners, Pete and Janet Busby, run the Oxonian boarding house in Douglas and naturally this is where we were staying. Soon after arrival we found that the expected garage was not available but with no hint of the troubles to come and with bright sunshine, we were not unduly worried. On Friday evening I went to the race office to sign on, collect my numbers and papers, and have my brand new Premier helmet scrutinised. Newcomers were asked to read a letter emphasising the potential dangers of the course and the need for caution. We were also advised to take the coach trip around the course conducted by experienced travelling marshals and I signed on for this trip for the Sunday afternoon.

MOSES

FCR SALE 1968 (Sept.) CORSAIR 2000E. - £350
GOOD CONDITION etc.

APPLY: Paul Sandbach, Tel. 031-428-8969
2, Keith Drive,
Cheadle Heath,
STOCKPORT. or at the Club

MANCHESTER '77' MOTORCYCLE CLUB.

Receipts & Payments.-Year to 31 October 1973

Room Collections	£tc.	35.35	Newsletter Expenses	21.00
Trials-N/E '72 (held '73)		40.29	Transfers	11.00
J.Hartle '73		35.05	Stickers	1.00
Simister '73		29.01	Rockets	1.00
July '73		10.89	Stationery	26.61
Evening '73		4.33	Wreath	5.00
Subscriptions		77.48	Sundries	10.54
Dinner Dance		5.54	A.C.U.Levy	19.00
A.C.U.Oulton Park		14.80	Awards	101.45
Sale of Typewriter		2.00	Sundry Trial Expenses	28.71
Book Sale		3.58	Boxing Bay Trial	2.50
Auction		2.28	October Trial	1.25
Bank Interest		1.61	N/E '74 Permit	2.00
			I.S.D.T.Appeal	5.00
			Scramble '72	10.50
			Barbeque '72	2.75
			Training Scheme	5.00
			Bank Charges	7.58

	262.21		261.89
Balances-brought forward	151.03	Balances-IN Hand	151.35
	£ 413.24	(31.10.73)	£ 413.24
	#####		=====

F.T.K.TURNER.
Treasurer.

