

MANCHESTER "17" MOTORCYCLE CLUB

NEWSLETTER - DECEMBER 1974

Dear Member

Most important event of recent weeks was the A.G.M. held on Tuesday 19th November at the "Robin Hood". It was nice to see a better turn out than last year, although the promised hot pot (which probably attracted them!) failed to materialise due to a misunderstanding over cost. A rather uneventful evening ended with a lengthy discussion on the possibilities of running a scramble or grass track. It was eventually agreed to look for a suitable piece of land before reaching any further decisions. Nice to see Keith Rhodes back in circulation again who instigated the above discussion.

Committee for 1975:-

President	-	R L Attwood
Chairman	-	R Weale
Secretary	-	R D Rowland
Treasurer	-	F K Turner
Social	-	Mrs D Rowland
Trials	-	M Rosentaal
Newsletter	-	P W Sandbach
Press	-	M P Tootall
Training Scheme	-	T Cowdrey
Spare Members	-	(A Edwards
	-	(R Petherbridge
	-	(S P Thomas

From the above you will see that it is! (Paul Sandbach) and not Paul Tootall that is writing this waffle. Any items of interest to me at: 2 Keith Drive
Cheadle Heath
Stockport

From the enclosed balance sheet you will see that we are rather better off than in 1973, however in these days of hyper-inflation £1 is remarkably good value for money so see Doreen with your greenies as soon as possible, before we change our minds!

DINNER DANCE

The annual nosh and presentation of trophies will take place on Friday 31st January at the "Ravenoak", Cheadle Hulme. Only reason for moving from the "Jodrell Arms" is lack of space and we can accommodate about twenty more at the "Ravenoak". However tickets will still be in demand so see Doreen soon!

A Dance Band, Raffle, extension till 1 a.m. etc will be provided for your entertainment, price approx £3 per ticket (sorry, but rising costs, inflation, etc etc). Guests of Honour (we hope) will be Tony Robb and Frank Varey.

BOXING DAY PARTY

This is being revived after an absence of some six years. It will be held on the evening of Boxing Day at the "Robin Hood Hotel", High Lane. The famous Graham Phipps Disco and butties will be provided for a cost of 25p per person, extension till midnight. SPECIAL OFFER! FREE ENTRY TO ANYONE WHO OBSERVES AT THE BOXING DAY TRIAL.

BOXING DAY TRIAL

The Manchester "17" annual cure for Christmas hangovers will be held at Harratt Grange Farm, between Sparrowpit and Peak Forest on the main road from Chapel - En - Le - Frith to Chesterfield. Observers desperately wanted free admission to party afterwards.

TRIALS

Congratulations to Dave Thorpe for showing all the other Yorkshire stars the way home in the National Peak Trial, and to Jack Mathews & Ray Armstrong for winning the sidecar class and making a double victory for Ossa.

Jack, of course, also won the British Experts, and became British Trials Sidecar Champion for the second year in succession, also the first two stroke rider to be Champion.

Steve Thomas and Henry Rosenthal have both done well in the Cheshire Centre Championship, (really Henry, you must keep me more informed of your activities!)

ROAD RACING

Nothing much happening now of course, but Darley Moor Senior Champion, Mick Capper, tells me he will be campaigning 750 cc and 500 cc. Seeley framed Kawasakis next season with the backing of his sponsor "Russells Motorcycles" of Loughborough.

Dave Ashton, who finished second in the unlimited Championship at Darley on his Triumph 3, says he is returning his other bike, the faithful ex-works, ex-Mel Cranmer, ex-Paul Sandbach 750 B.S.A. to its original owner, Graham Sanders, for a winter tune-up. Dave finished second in the Darley Production Championship on this bike after only riding in half the races.

Nev Watts will still be on his Hondas, no doubt, and nobody seems to know anything about Brian Warburton these days. (please write to me Brian and let me know your plans for next season).

Dave Abrahams seems to have retired from everything, including the Club!

SOCIAL CUP

The last two rounds of the Social Cup were both Rocket Trials. The first, organised by Graham Phipps started with everyone at "Bowstones" looking towards the Cheshire Plain. Some three minutes after the first rocket was due to go up nothing had happened, then Paul T. saw a rocket. Everyone chased after him. Some three quarters of an hour later saw five of us gath'ered in a little lane from Higher Poynton to Pott Shrigley without seeing anything else. Then a rocket went off about 100 yards away. The electric start of Gary Racster's 250 Honda proved decisive as he won. The unreliability of the B.S.A.'s of Paul T. and Wilf relegating them to 4th and 5th spots. It later transpired that Graham was unable to get there on time and that, that was his first rocket! Paul T must have been seeing things before, or someone was having an early Bonfire night.

RESULTS

1st Gary Racster	-	25 points	4th Paul Tootall	-	18 points
2nd Paul Sandbach	-	22 "	5th Wilf Oates	-	17 "
3rd Geoff Yates	-	20 "	6th Steve Kershaw	-	6 "
			Organiser - Graham Phipps	-	20 points

The last rocket trial attracted the largest turn out for any event of the season. Once again starting on "Bowstones", but this time finishing on Eccles Pike. It was organised by long standing members Dave Lawson and Dennis Rourke.

Although reasonably easy there were several non-finishers. Brilliant newcomer in his first rocket trial, Gary Roster went on a misguided tour of the Peat District in his second. He clocked fifty miles before finally giving up! Mike Hall had a rather expensive night out when his Comando broke a con-rod.

RESULTS

1st G Kershaw	15 points	6th P Clark	15 points
2nd R Petherbridge	12 "	7th J Oates	4 "
3rd P Footall	20 "	8th G Philpps	13 "
4th P Sandbach	18 "	9th P Scootney	2 "
5th G Kates	16 "	10th P Kershaw	11 "
Non - Finishers			
G Roster	5 points		
M Hall	5 "		
D Rowland	9 "		

Below are the final results of the 1974 Presidents Social Cup series. Modesty prevents me from commenting further! Organisers, preferably with some new ideas, urgently wanted for next years series. Please see me or Paul F. with your ideas.

RESULTS

1st P Sandbach	155 points	17th D Birchwood	16 points
2nd P Footall	149 "	H Booth	16 points
3rd W Oates	142 "	D Howard	15 "
4th G Kershaw	106 "	20th H Kuzmanov	15 "
5th G Philpps	87 "	P Clark	12 "
6th G Yates	73 "	22nd J Barker	10 "
7th R Petherbridge	69 "	23rd J Granmer	10 "
8th D Fourke	37 "	24th D Abrainers	5 "
9th P Patterson	32 "	G Jones	5 "
10th P Kershaw	31 "	P Broucher	2 "
11th D Pattersall	30 "	28th P Scootney	2 "
G Roster	30 "		
D Lawson	30 "		
D Rowland	25 "		
15th R Stewart	25 "		
15th J Sollars	25 "		

Those of you who have missed deaf and dumb trials rider Graham Norris from the Clubroom lately will be pleased to know he is still very active. Despite his severe handicap Graham is one of the most enthusiastic riders in the sport (perpetual winners please take note!) Below is a letter from Graham to let you all know how he is doing.

Dear Dave Rowland

Hello! Dave, last Sunday Keith and I went to Mantwich trial you was here. I was very pleased - by Montesa from Iport Montesa Foan Sandiford. I think by Montesa maybe good future - I try this Montesa but I like C.M. Bulcao 325cc. I was rode first time Montesa at Mantwich trial. I really bad day because bad trouble of left (G/Box Lever). I hope lot better for 1975.

I write this letter - Newsletter - for W/C 17.

Hello: to all for W/C 17 club, any clubs. I never went to W/C 17 club for long while but I still full member W/C 17 club, I will go W/C 17 club later on! - because I have busy with (Sandiford - Dave Curinger Manager Stores).

Dave Curinger and I work hard for built up sidecar for Sand Race - name of bike - "Sandfly" 1,000 c.c. Warburg - we lot of spends for new parts and now we will ready for early 1975 (March - April) we will first race start Open for 1975.

cont...

We built up at home, we lot of works by hours days - weekends. We try for best parts and some special - I welder etc, tubes - make to frames 'Bones' for sidecar.

Dave Stringer and I - we very pleasure because ready for early 1975 - (Dave Stringer and I best close friend). And Graham just have a brand new Montesa from Import Sandiford - and now new Team Sandiford from Import Sandiford Montesa.

Graham was tried to Sammy Miller Honda - for I want S.M. Honda - but Sammy says me "no"! wait till 1976 - not for sale Honda yet! now wait for 1976 will come S.M. Honda for sellings and sale.

I give up and no thanks to S Miller - and now I join for J.A.S. new Montesa switch Bultaco to J.A.S. Montesa. I have just sold my S.M. Bultaco 325 c.c. I switch new J.A.S. Montesa now, but I think about for 1976 for new S.M. Honda good trial for 1976. I maybe will get new S.M. Honda for 1976. But I like very much Montesa - back now from 1968 - 1972.

Graham - now I will very busy every weekend 1975 start - sidecar sand race and trial - both ride every weekend with Sandiford and Dave Stringer, now I sand race and trial, I join both for weekend.

Graham want Dave Rowland back for trial to ride because he was great. I lot thanks to Dave Rowland for I rode trial by Dave, Graham think "Dave really good sportsman". I best close friend No. 1. Dave Rowland and Dave Stringer - but I have lot friends, Peter Salt - Dave Thorpe, Rob Edwards etc. and Rob Edwards never forgot me (Graham) because we good friend for long time.

Keith Boothroyd - he first time rode a trial, a Montesa - ex Clive Smith and Keith lives corner Graham's house, Keith was pleasure rode a trial, new club for trial Keith rode a really well because he rode not very long rode a trial, 'Teach' by Graham.

Thank you

By D Rowland

Graham Norris.

M.G.P. HELICOPTER FUND

Recent correspondence from Ian Bradshaw indicates that the "I7" received great praise for once again supplying the Rescue Helicopter for the Manx Grand Prix races. However Ian feels that the fund is losing its appeal to the public and it is becoming increasingly more difficult to raise the money, so next year a special committee of the Manx Motor Cycle Club will be formed to think of new ideas. Ian will be the Manchester "I7" representative on this committee.

As a major part of all the donkey work has been done by Ian over the last four years for this fund, I feel a big thank you is due from all club members to Ian for getting the M/C I7's name involved in this very worthwhile scheme, and to wish him the best of luck for next year. Ian will be back over here from 29th December to 5th January.

ONE FINAL COMMENT

It takes Carole Thomas, Pev Attwood, and myself an awful lot of time and trouble to produce this newsletter, not to mention the cost in stationery and postage of about a fiver per newsletter, so it would be nice to know that people actually bother to read it! Judging from the comments of one or two who complain they didn't know something was on, or want to know when something is on, they don't read it. All relevant dates are included for forthcoming events. Any (constructive) criticism would be greatly appreciated.

FORTHCOMING ATTRACTIONS

17th December - Films - Mick Andrews, Trials Champion - Champions on two wheels.

Boxing Day Trial - Harratt Grange.

Boxing Day Party - Robin Hood.

Friday 31st January - Dinner Dance - Ravenoak.

John Bell are responsible for painting and renovating the race control caravan .

As I said I cannot possibly mention everyone concerned and to them I apologise but my thanks are nevertheless extended to you.

One point puzzling me however is the tremendous amount of support given by the road going members. I cannot understand their enthusiasm. One can only assume that having ridden the many miles (?) to the course they are so much 'in the groove' it breaks their hearts to shut off and stop to give us a lift. Still someone else will help the club to make money to buy them maps, etc., for their road runs without them putting themselves out. Well I ask you, it stands to reason. Someone else always has done so why can't someone else keep on doing it.

As a sporting road going someone else, to P.S. I would suggest he folds that carefully and inserts it up his megaphone inhaling deeply as he does it.

Who else!

Envelopes and articles to be sent to me:

D J Abrahams
20 Alma Road
Levenshulme
Manchester M19 3NW

Tel: 224 5567

P.S. Please spare a thought for the poor typist who doesn't know a piston ring from a ring spanner, particularly when it's handwritten.

Tired Typist

HELLO "E" BLOCK

Oh should I have said "Good Evening Folks"!

Once again the speedway season has got off to a first class start and with almost 1/3 of the season completed Belle Vue Aces are topping Division One by some six points clear.

Without a doubt credit here must be shown to our own club member Ken Eyre who has scored consistently well this season to bring his match average to 7.68. Ken must be very proud to have achieved this figure which puts him third and ahead of team captain Tommy Roper.

Unfortunately, his leg injury of last season is still bothering him but he is determined to overcome this just as he is determined to continue turning in paid maximums as the other week. Congratulations Kenny lad, keep it up.

Last Saturday 12 June it was the turn of the Manchester '17' once again to sponsor the second half stadium scratch race at Belle Vue. The league match, a real flyer, was against Hackney, and Aces pulled off a last heat victory to win 42 to 36.

Qualifiers for the final of our scratch race were Ivan, Tommy, Soren and Bengt Jansson of Hackney. A good race won by Ivan Mauger, not unexpectedly, with the cheque presented by Diane Wailwork. Incidentally, Ivan came to within 1/5 of a second of the track record in the opening heat of the match just to prove that his polish has not dulled since his third World Championship victory last year.

For the benefit of any of the new members to the club a regular crowd of speedway enthusiasts congregate in "E" block just at the entrance to the pits bend each Saturday night at Belle Vue. Why not come along and see what this cinderwork is all about. I promise you that Speedway is far more entertaining and interesting than you will have been led to believe in the past.

Also seen on the way home from the Belle Vue Bowl last Saturday was a red head doing a "wheely" across Kirkmanshulme Lane on a five speed sink unit.....Watch it Graham!!

Cinder Catcher

THANKS

As Moses has already said our June 20th scramble will have been run by the time you read this and I hope we will have been blessed with our usual dose of good weather.

Whilst I cannot thank everyone personally for their assistance I would like to make special mention to the following people who have helped construct the brick toilets over the last few weekends; John Roberts, Graham Acton, Bob Holt, Frank Greenan and Cyril Stones. The bricks all 1800 of them loaded by hand by Dave Rowland, Bob Lydiatt and myself were kindly transported by Cliff Karle. Dave Lawson and

It was Squib's idea that we should go trials riding. Squib had been sand racing a 1929 KTT Velo for a couple of years and had replaced its 3 speed gearbox with a 4 speeder. He suggested that we could put his old box on my Velo, attach the sidecar and with a set of borrowed trade plates we would be all set and ready for off. The tyres on the bike were 2.75 x 21" front and rear, and the sidecar wheel had a 26 x 2½ x 2¼" leaded edge tyre. The sidecar body had been an aluminium alloy affair, but I lent it to a chap for sand racing, and he cut the back off it, so we nailed a box-end on, with a prop at the back, attached the chassis to the bike frame at five points and that was the sidecar ready.

The trial was a very easy one, at least it was supposed to be, but whenever we did anything noteworthy it rained. On this occasion the weather excelled itself, as we started, from the Castle at Chester, a thunderstorm broke and it followed the trial right through to a very wet finish somewhere up in the Welsh mountains. The trial was open to cars, sidecars and solos. There were over 100 entries. Due to the weather the trial was not as easy as it was meant to be but it was still easy. The big surprise came with the results, the trial was won and lost on a secret time check, and Squib had made "best performance of the day". Squib and I were not involved but I heard later that the club run developed into a flat out blind back along the Chester road, but as nearly all the members' bikes were at least ten years old, and in poor condition, no one got pinched for speeding and everyone got home safely.

Having seen a trial for the first time in their lives, and it was obviously a piece of cake if Squib on the old Velo could win at the first attempt, nothing would satisfy the club members but that we should run one of our own. It was fixed for a few weeks later in the Macclesfield Forest area, over two laps of a short easy course. About a dozen of the lads entered. Whitening powder was to be used to mark the course, it was readily available and blended in well with the lime dropped on corners by passing lorries, but on the morning of the trial Eric Winter who was doing the route marking ran out of petrol half way round the course, so he heaved the whitening over the nearest wall and set off on the long push into Macclesfield to tank up.

One or two of the competitors had a bit of trouble on the first lap, but the course was well marked on the second lap. You see it had been left to competitors to provide their own 'racing' numbers. Someone observed that a 10" 78 rpm record was round and black and shiny, and the next adopted the idea and turned up with records fastened at the front and on both sides of their bike, so after the first lap the course was well marked with bits of broken records at every corner. Freddy Whittaker won the trial on a Douglas, but he took what some thought was an unfair advantage, for getting a copy of the route card in advance he went out and studied the sections. But as he said anyone else could have done what he did provided they had a bike which would keep going for two days!

But people do seem to blame me for getting them involved. I was never more surprised than on the day that Bill Doran came up to me at Brough Aerodrome, he was riding the works AJS at that time, and said that I had started him off at the game. No! It is just that I seem to have the sort of enthusiasm that rubs off onto other people. Makes me wonder where I got my enthusiasm from. On reflection, I think it comes from an inborn laziness coupled with a love of travel.

My first experience of motorcycling was in 1920. A friend of the family had a Harley Davison sidecar outfit and took me for a ride. I was fascinated. No pedals to push round, it wasn't even necessary to put one foot in front of the other, and yet one rattled and bumped along in the grand manner. From that date on I was hooked on motorcycles.

It was a few years later that I first rode a motorcycle myself. It was a 1914 250 c.c. Levis two stroke. No gears, no clutch, just a belt drive from a pulley on the engine shaft to another on the rear wheel. The lad who owned this specimen and I used to ride it up and down a cinder path. You ran with it pushing hard to start the engine, when it fired you leapt for the footrest and saddle, if you missed..... I still have the blue scars on my knee to remind me that sometimes the bike jumped faster than I did.

In 1930 I withdrew my life's savings from the bank (and with £5, which was the nearest approach to a rich amount that I ever had given to me) and bought a 1928 172 c.c. Francis Barnett for £10. I realise now that it must have been a most horrible heap, though then it was my pride and joy. I did many tens of thousands of miles on it, rarely went a full day without falling off at least once, but never landed myself in hospital and only had to have my head stitched up once.

This leads up to April 1935 when the club started. The two people mainly responsible were Jack Hine who had been a Scout Master and Cliff Somers who had been one of his scouts. They put a notice in the window of Lane's Cafe in Chorlton-cum-Hardy to say that a meeting would be held in the cafe to form a motorcycle club. What happened was that two 'gangs' of motorcyclists turned up, one lot from the Fallowfield area, and the other from the Chorlton area. There were 17 present at the meeting and it was decided to start a club and call it "The Manchester '17' Motor Cycle Club". The programme was to be a weekly club night at the cafe and a run each Sunday. For want of a better suggestion it was agreed that the first run should be to Chester to the start of the Chester M.C. Annual Invitation Trial. Squib Cane had entered this trial, it was his first attempt at trials riding although he had done some road-racing at Wallasey. He was to ride a 350 Velo sidecar outfit belonging to me, with me in the chair. This Velo was a 1927 OHC Model 'K'. It had belonged to another of our founder members, Neale Stretch. Neale also had a 350 AJS which he rode to work daily, but unfortunately one morning a car which he was passing turned into a gateway. Neale went round with the car, but the gateway wasn't wide enough for both of them and Neale finished up against a solid stone gatepost with a bent AJS. The Velo's gearbox was a 3 speed non-constant mesh type, and there were just no teeth at all on the one and only sliding gear, so Neale needed another bike to get him to work. He knew where there was a 1926 E W Douglas (350 cc flat-twin SV) going for £2 but Neale hadn't got such a large sum handy, so he sold me the Velo for 50/-. The sidecar I bought from a friend (?) for 2/6d.

new road going members are being attracted to the club, and I asked for suggestions on this point. Perhaps, if enthusiasm in the latest series of road events can be maintained, word will get around and more people will come along. Tom also says that my criticisms are not constructive, but as previously mentioned, lively discussions and improved road trials have resulted from it. In any case, autobiographies of Tom and Wilf Earlam can hardly be called constructive, even though they do make very enjoyable reading. Living on the glories of the past is not going to help the club in the future.

Dave Rowland asks why he should take the trouble to come to the club on his bike when he can have just as good a natter if he comes in his car. This, I agree Dave, is only a small point but if prospective members come to the club on bikes and see that other people come on bikes they will be more inclined to stay than if they find the place full of people in suits and they're just talking about bikes.

xxxxxxxxxx

In this article, I have tried to justify some of the comments I made in my last article. No doubt Gordon Ruffley will still disagree violently. He thought that the last article should never have been published, even though he did not take the trouble to read it properly. His attitude is that all the club's faults should be swept under the carpet and hidden from view. He also thinks that the road members should not be associated with by anybody else until they are required for duty at a trial or scramble, and then they should spring to attention at his command. At the aforementioned discussions he had no constructive criticism to offer, he simply tried to prove his point by talking louder than anyone else.

Actually Gordon has done quite a lot of work for the club, at least Gordon says he has, but he is very rarely seen at the club, and since he has been on the committee he has only attended two or three committee meetings. If you cannot be bothered to attend the meetings, Gordon, why bother to stand for election in the first place? How about writing something in your defence, Gordon. I am sure those people who voted for you would be most interested.

For the benefit of those of you who are interested, I shall be available at the club EVERY Tuesday night, should you wish to assassinate me!

Paul Sandbach

(Late flash - Gordon attended the last Committee meeting - Ed)

-o-o-o-o-o-o-

Tom Dugdale has kindly sent a long article on the early days of the club. As this is so long, it will appear in two parts. Don't miss next month's thrilling instalment!

THE VINTAGE YEARS (Part 1)

In his recent article in the Newsletter, Wilf accused me of luring him into competitive motorcycling. I do not think I have ever consciously done that to anyone. At most I have tried to persuade a person that a different branch of the sport would be more to his or her liking when I have thought that he or she was going to get hurt or would enjoy the other branch of the sport more.

Dave Rowland's map reference road trial, Red Lion, 1.30 pm
18 July.

-o-o-o-o-o-

Don't forget the Auction on 20 July at Red Lion 8.30 pm prompt.

-o-o-o-o-o-

By the time you read this the Scramble on 20 June will have
been held and I hope you won't be feeling guilty about not
turning up to lend a hand.

-o-o-o-o-o-

Douglas
Isle of Man

MORE OF "THAT RUBBISH"

I am writing this whilst taking refuge from the hoards of
angry Manchester '17' members after my blood for my last,
none too complimentary, article. Whatever your views were
on that article, it must have done more good as it has
brought the "in crowd" and the "out crowd" together more,
and at least two lengthy discussions have been had on club
nights about road members' problems and ways to promote the
club in general. The two road events held since these dis-
cussions have been far better supported than those held
previously. The Treasure Hunt attracted eight bikes and
about 20 people and, despite my being attacked by old
bikes and a hopelessly lost, proved to be quite enjoy-
able. The map reference exercise was the map reference exercise organised
by Moses and myself. The weather was cold and wet, but seven
bikes and two cars turned up, including Rod Yarwood on his
just rebuilt, super immaculate A10, which finished the day
plastered in mud. Rod said he was going straight home to
clean it. Many thanks to Dave Rowland who came, when he could
have been riding a Shaw Club trial, and to Kenny Eyre who
seems to be bubbling over with enthusiasm for these events
lately. Another problem which raised its head at this event
was the annual one of overdue subscriptions. NONE of the first
three bikes home had paid their fees for 1971. Quite a large
percentage of club members are guilty of this crime and you
competition types should remember that a false declaration of
club membership on an entry form can lead to suspension by the
ACU.

This brings me to the matter of those brown envelopes. Very
few people have returned them to Moses, who went to so much
trouble to distribute them. Please return them with your
name and address on, or you will miss these wonderful words
of wisdom.

Another result of my article is that Keith Rhodes and Ian
Bradshaw have both bought road bikes, and Paul Tootall has
made a supreme effort to finish rebuilding his. Or perhaps
they were going to do this anyway, who knows?

Only Tom Dugdale bothered to reply in writing to my article.
He, along with several other people, seem to be under the
mistaken impression that my main grumble was that nothing was
done for road members. This is not so, my point is that no

MANCHESTER '17' MOTORCYCLE CLUB - NEWSLETTER

June 1971

I hope you will excuse yet another late issue. My excuses this time are three race meetings and a holiday in the IoM for T.T. week. This week in the Island must be the greatest annual rally anywhere in the world. The whole place just breathes bikes and if there is a model of bike running no matter how rare or new then you will see it on Douglas promenade.

Do we have a potential World Champion in the club? Neville Watts gained his first world championship points with a great ride into 5th place in the 125 c.c. T.T. race on his Honda. Well done, Neville! I bet it made up for the engine trouble in the 250 c.c. race.

No doubt plenty will be said about spectator safety after this year's T.T. and about time too! The way spectators are allowed right up to the roadside has always been one of the great attractions of the T.T. but apart from the obvious danger to spectators in this, there is also a very real danger to riders who must contend with food, wrappings, programmes and other objects which accidentally fall from the spectators precarious perches.

BITS AND PIECES

If you are interested in a run on Tuesday evenings, get to the club early and we can still be back before most people arrive.

-o-o-o-o-o-o-o-

Gordon Ruddle's car print newsletter covers in two colours so let me have your entries for the cover competition as soon as possible. Graham Acton's entry unfortunately did not get past the censors.

-o-o-o-o-o-o-o-

An enthusiast now living the South Africa would like to correspond with any motorcyclists over here and would be very grateful for magazines, etc. See Doreen Rowland for his address.

-o-o-o-o-o-o-o-

Helicopter fund now stands at about £610 (2 June).

-o-o-o-o-o-o-o-

At the next AGM it will be proposed that the spare Committee member be made responsible for road events and runs.

-o-o-o-o-o-o-o-

COMING EVENTS

Beryl's run to Trentham Gardens - 27 June.

John Robert's Treasure Hunt - Red Lion, Hazel Grove at 7.00 pm on 9 July.

Trial - Open-to-Centre: Solos and Sidecars, Marks End Quarry on Macclesfield to Kettlethume road on 4 July, 11.00 am.