

NEWSLETTER CHRISTMAS 1975

On Thursday November 18th the Annual General Meeting of the club was held at the Robin Hood and a new committee was elected.

Dave Rowland is still secretary and Doreen is in charge of subscriptions and social events. Their address is 9 Coniston Drive, Handforth, Cheshire. Tel 25412.

Triple British Trials Sidecar Champion Jack Matthews is our new president and his keen interest in all aspects of two-wheeled activity will be a real boon to the club.

Arthur Edwards is the new trials secretary residing at 308 Wellington Road North, Stockport, SK4 5BT and his first action was to form a sub-committee for ALL trials following the success of the Northern Experts sub-committee.

Alan Varey and Dave Tattersall join us with special responsibilities for the road going members - Dave holding the office of Club Captain. Gordon Ruffley and Mike Horsfield come in as additional members with wide interests and skills to offer. Ron Weale will continue to chair the meetings and Frank Turner will balance the books. Harvey Lloyd, Steve Thomas and Carole will back up on trials organisation and I am handling publicity and press etc. Trevor Cowdrey was "re-elected" as RAC - ACU Training Scheme organiser although he does not attend committee meetings these days.

It was mooted at the last meeting before the AGM that subscriptions should go up to £1.50 (and every member gets a newsletter by hand or post within a fortnight); that club members be invited to committee meetings and that minutes and agendas be published in the newsletter or on the notice board. All these innovations were announced and agreed at the AGM (although no members came to the first 'new' committee meeting on December 1st).

In Dave Kinney's days as editor the minutes were published in full and took up half the newsletter. I feel it best we revert to my 1968 method of reporting committee meetings in brief paragraphs on the main items. If any of you are really keen to know what goes on in committee you'll come along anyway.

\* Subscriptions are now due. Full membership £1.50  
Sporting membership 75p. Schoolboys 50p.

We haven't had much of a Social Cup Series this year - perhaps by the time you read this Dave will have organised a rocket trial, but apart from early camping exploits and Dave's road-race run outs it has been quiet. 1976 will see a renewed competition with set dates on the calendar, Moses having insisted at the AGM that this be done.

.....

I wish to apply for 1976 membership of the Manchester '17' Motor Cycle Club.

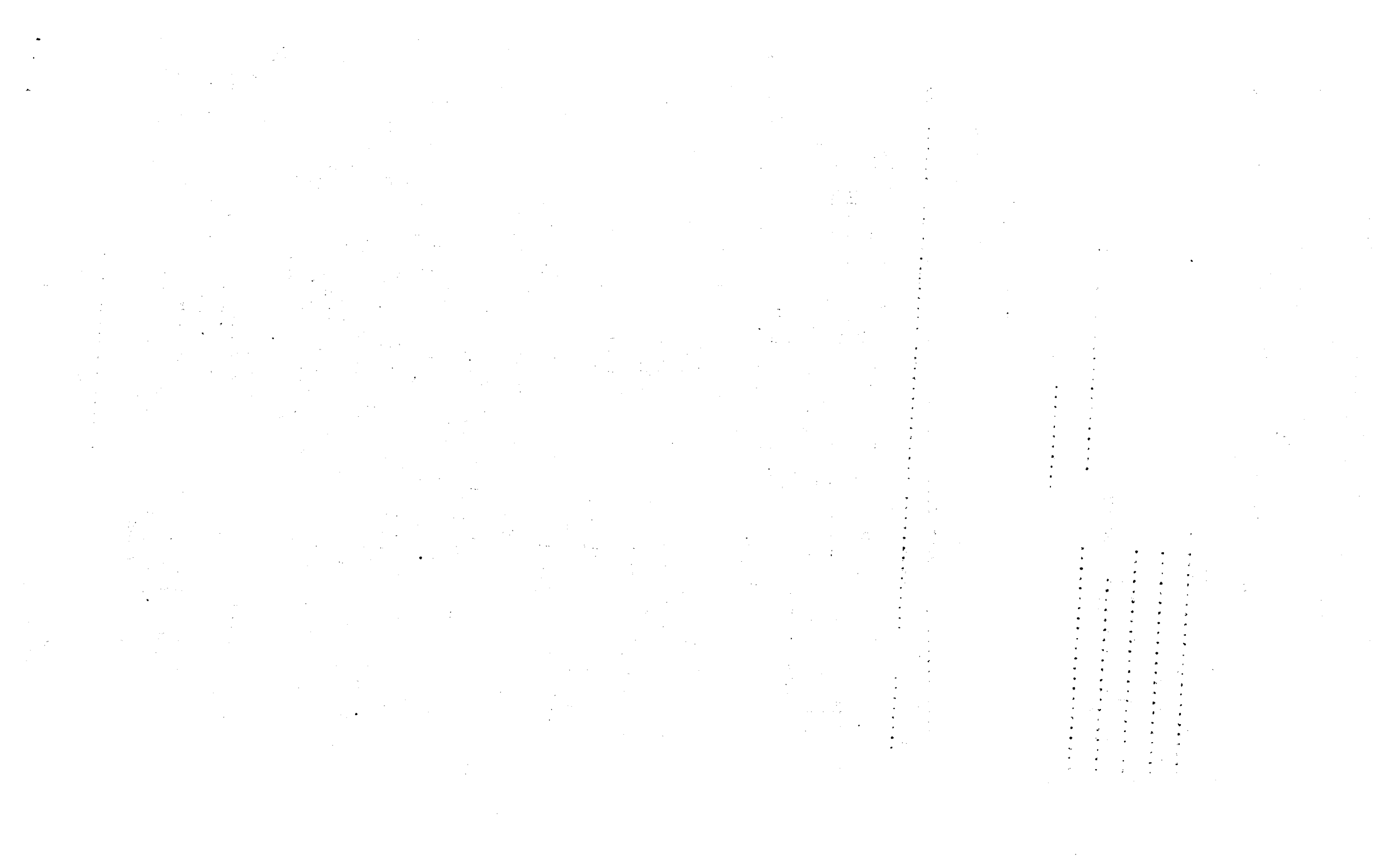
I enclose £1.50/75p/50p.

(I require a membership card  
(I am a member and my number is .....

Signed .....	Name .....
Address .....	.....
.....	.....
.....	.....
Tel: .....	.....

FOR SALE: 750 GP SUZUKI 1972 15,000 miles. £480  
(See Phil at Robin Hood).

STOP PRESS: A road run on New Years day to Hawkestone Park Scramble  
DEPART: From Rising Sun, Hazel Grove @ 10.00am. PROMPT.



Committee meeting I.12.75.

Members present: Yes!

Apologies for absence: Sorry .....

Minutes of the last meeting: Yawn ..... etc.etc.

Down to business-

- \* Arthur asked for guidance on the number of trials we ought to run over and above our annual "big five".
- \* Ideas were wanted on observers cards for multi-lap trials.
- \* More venues are sought - particularly private land lending itself to a complete trial.
- \* It was agreed a sub-committee be formed for all trials.
- \* Jack Mathews expressed concern at recent police activity at trials. Dave is to ask the Centre to liaise with the police or at best open a cordial communication system with them. Jack suggested the ACU (via the Centre) look into the problem of lights on trials bikes as regards the "poor daylight conditions" law.
- \* Newsletters will come out every six to eight weeks.
- \* There will be a Tramps Supper at the club on December 23rd. Tickets for hot food available from Doreen at 60p.
- \* The committee of the RAC - ACU scheme will be asked for a report.
- \* Members will be asked if they want a coach to the Dinner Dance.
- \* A club referendum will be held to decide future Dinner speakers.
- \* Jack expressed concern at the organisation of dates for schoolboy events, the lack of a club or base for them and insurance problems.

Calendar

14th December	-	Northern Experts, Fourways Cafe
16th December	-	Talk by ex-BMC navigator, Mike Wood
23rd December	-	Tramps Supper
26th December	-	John Hartle Memorial Trial- Harratt Grange Fm.
30th January	-	Annual Dinner Dance

.....

The Annual Dinner Dance will be held at the Belgrade Hotel, Bollington on Friday 30th January. The guest speaker will be Denis Parkinson and tickets at £3.30 are available from Doreen. Instalments in advance will be catered for.

.....

Films

We have had an abundance of films lately including "our own" 8 mm trials films and the long-awaited Yamaha films from Mick Andrews. On the night we had a car film I detected some boredom but as you know motorcycle films are limited in number. I have some ideas for "live" entertainment which will not be pre-organised - if you don't come to the club you may miss something.

.....

Green Lanes

John Cranmer and Mike Travica want to form a trail-riding section in the club - perhaps they'll write and tell me more about their plans. When we had a glut of trail machines a couple of years ago some people were venturing on forbidden land - now we have only a few such riders perhaps because of the lack of activity in the club along these lines.

.....

Inter-Club quiz

Shaw MCC won this attractive trophy in a close final against Ashton at Ashton last month. These well organised quizzes brought a large turnout at each of the four venues. Each club played the other three once and the top two teams fought out the final. We lost the third place match against Rochdale and our wooden spoon now hangs in the bar at the Robin Hood! New ideas for similar events are already

being discussed.

.....

Congratulations are due to Jack Mathews and Ray Armstrong on their third successive British Sidecar Trials championship.

Success also came the way of Dave Ashton who clinched the Darley Moor Production race title after coming back from injury. I hope to have accounts of their 1975 season from these aces for our next issue.

.....

### TRIPLE CRASH PLUS

#### ACT ONE

One day I was riding my 750 Suzuki to work through Cheadle Hulme village when two Kami-Kazi pedestrians (females) dived on to the pelican crossing from my right just as I was crossing it. Not thinking anything about this I was amazed to see a bluebottle suddenly dive from behind a bush and begin to flap his wings! I pulled up to see what the fuss was about and he began to tell fibs abouts how the two ladies were halfway over the crossing when I reached it and he promptly booked me!

A few months later at the court, I noticed on arrival that the bluebottle was nothing more than a jealous scooterist. In court I put forward my defence - not that it was any use as they had obviously already decided on a 6 months ban and a £25 fine.

#### ACT TWO

I bought one of the lightest 10 speed bicycles so I could break the speed limit but after a few weeks I got bored with overtaking panda cars so I looked towards speedway. After some advice from people at the Belle Vue training school I bought a 500 Jawa and tried to ride at Crewe, Stoke and Belle Vue.

My second ride on the bike was at Stoke (or ploughed field?) where I tried to race flat out; this resulted in a detour through the fence! Still in one piece with just a few straightening jobs done on the bike I continued my training at Belle Vue. At the end of May the best thing happened to me since I started speedway. I went to Kings Lynn Stadium on a two day training school ran by Olle Nygren. He taught me to ride the oval on full lock with good balance and throttle control. Much to my amazement instead of falling in a heap or using the fence as a quick exit, I developed a fairly good style; good enough in fact to get a ride in the novices' dash at Belle Vue at the last meeting of the season.

#### ACT THREE

I went out on to the track to find I was in the reserve dash and not the novices dash! The line up was Chris Turner, Les Collins, Derek Richardson and myself. Up went the tapes and there I was, stunned by the presence of an 80,000+ crowd, starting tapes and the brightly lit track (all things I hadn't experienced before). It seemed as though it took me 5 seconds just to move from the tapes! After a slow, nervous first bend I began to speed up. On my third lap I fell off but remounted quickly to finish the last lap.

I rode into the pits hoping I hadn't disgraced myself on my first ride at Belle Vue. Everyone seemed pleased with me except for my slight pirouette when I didn't reach the clutch quick enough as I fell. I quickly returned to the track for the hose pipe and flour bomb battle.

Since the season ended I have been riding at Sheffield's Training school but a crash with a fallen rider caused me to have four weeks on N.H.S. This was time enough to rebuild a worn out engine, straighten my forks and rebuild a front wheel - thus spending £75 I haven't got!

P.S. Don't ride speedway unless you have an understanding bank manager.

Pete Kershaw.

If I wrote about the British Experts' debacle I'd be talking about something I don't understand. How about a comment from some of you trials riders?

.....

How about a series of "live" debates to brighten up the winter months in the clubroom? We all sit around in groups discussing motorcycle politics so why not involve the whole club. As I see it we could have two speakers - one for and one against a certain motion e.g. the helmet law. After each has put his case members could add their comments through a chairman. The main speakers could then argue with comments against their beliefs and after half an hour we would "vote" on the topic to find the winner.

.....

We hope to be invited to take a stand at the Belle Vue Motorcycle Show in February. Any ideas on this plus offers from joiners and artists would be appreciated.

.....

I think we ought to have a 'Ladies Column' in the newsletter but nobody has so far volunteered to contribute - how about it girls?

.....

Graham Phipps wants to go on some international rallies next summer - anyone else interested.

.....

It's a while since we had a slide show. Dig out all your 1975 photographs and we'll pick a date at the next committee meeting.

.....

Harvey Lloyd, Ken Byre and I were recently involved in the organisation of a dance at Buxton to raise funds for the dependants of the late Wolverhampton speedway rider Gary Peterson. We raised over £800.

.....

Eric Boocock and Mick Grant have both agreed to come to the club for an informal talk but I haven't managed to contact either of them since October!

Watch this space.....

.....

#### NOVICE & SCHOOLBOY TRIAL - 23rd NOVEMBER

The Club held a Novice and Schoolboy trial at Hawks Nest, Staffordshire on Sunday 23rd November organised by Mr & Mrs Edwards, and judged by all to be a great success.

An entry of 26 Novices and 31 Schoolboys showed clearly that there is a great demand for trials catering for what are, after all, the most important classes in trials.

All the sections were well within the limits of the competitors, but at the same time, were capable of deciding clear winners, in all classes, with one exception.

Schoolboys B & C were asked to complete 5 laps of 10 sections, whilst Schoolboys A and Novices were given 5 laps of 12 sections.

A cold windy day, coupled with showers and drizzle, helped to create a good atmosphere, not to mention greasy rocks. Nine sections were situated in or around the stream, the other three were above the road.

Section 12 probably presented the best challenge of the day; a long steepish rocky climb, with many large loose rocks to negotiate. Speed seemed to be the only answer here, and although a few riders were clean many were reduced, or content, to paddle past the ends cards.

The other section which presented problems was the "steps" section (8). This had two quite high steps, the first of which was fairly straightforward,

but the second combined a climb and a turn.

The Novice class was won by A Hulme (16 years old). He was riding in the adult class at his own request, and dropped 11 marks.

Youth Div 'B' class produced a tie between M Holland and Scott Rowland riding in his first trial. The decision went to M Holland who went furthest losing least.

The Youth Div 'C' class had only one entrant, 10 years old A Walker. He dropped only 105 marks, and deserves the award not only for finishing, but also for dropping far fewer marks than many adult entrants.

I thoroughly enjoyed the day, and would like to thank everyone who helped organise the trial, particularly Arthur, who is now ready to agree that for the next Novice/Schoolboy trial (hopefully at Stoneyfold Quarry, Macclesfield on February 8th 1976) a few more hands will be required. Special thanks also, to the observers, who suffered quite nasty conditions for 3 hours or more, and last, but not least, to Mr Robinson, for the valued use of his land.

Pete Steckles.

RESULTS

	<u>BEST PERFORMANCE</u>				<u>1ST CLASS AWARDS</u>		
ADULTS	A HULME	BULT 250	11	G HAWKINS	MONT 247	20	
				P W STECKLES	OSSA 244	35	
				G BOOTH		37	
				C HOLMES	HONDAI25	37	
YOUTH DIV 'A'	A SHUTT	BULT 250	10	J HULME	BULT 250	13	
				C L DAVIES	BULT 250	14	
				A AINSWORTH	BULT 250	27	
YOUTH DIV 'B'	M HOLLAND	YAM 80	21	S ROWLAND	MONT 123	21	
				H S JACKMAN	MONT 123	25	
YOUTH DIV 'C'	A WALKER	YAM 80	105				

.....

Championship Trial - 26th October

As usual our trial was the final round of the Cheshire Centre Championships, but this year the leader Peter Salt had already clinched the title for the 4th time.

The 65 entrants started from High Edge and used a different course from the one normally used for this event incorporating Owl Hole - Etchings, Hollinsclough, Manor Steps, Hawks Nest - Robinsons Rocks and High Edge, with a total of 20 sections being attempted twice.

The trial was up to our expected standard and took 37 marks off winner Scott Ellis (325 Bultaco) with Steve Thomas, Ray Darlington, Mike Leddy and Henry Rosenthal close behind receiving first class awards. Best Intermediate was B Longshaw and Best Novice A Howard.

Steve Thomas now takes over the lead in the club championship from Dave Thorpe by 1 point.

Club Championship Points after 3 Rounds

S P THOMAS	21 Points	P SCOTTNEY	7 Points
D THORPE	20	G BOUGHTON	5
C A CLARKE	17	D MOON	5
H LLOYD	17	A MACDONALD	4
H ROSENTHAL	16	J MACDONALD	4
D MACDONALD	15	A C RENSHAW	4
S ELLIS	10	J LEE	2
A J CLARKE	9	J CANTRELL	1
D K MURRAY	6		

Next month I also expect an article from Moses on his 1975 Senior Manx Grand Prix ride and a "Club Captains Report" from Dave Tattersall.

.....

### I S D T-1975 ISLE OF MAN

With the kind words of encouragement - "you'll be cold, wet, seasick" etc echoing in our ears we set off for Liverpool on Monday morning to catch the II am boat for Douglas. A steady run down the East Lancs saw John Ward's MZ creating its usual smoke screen, Peter Potts' Montesa motoring happily along dwarfed by the huge rucksack on the rear and Dave Howard on Gordon Ruffley's Honda, who at the last minute decided to come over with us. The sea was a mill pond all the way across and with blue sky and sunshine who could have wished for more. There were a surprising number of bikes making the journey with us - we thought they would have all gone Saturday or Sunday. B.M.W's seemed fairly commonplace and a wide variety of "ploughing irons". On leaving the boat at Douglas myself and Peter set off for Glen Dhoo camp site at Hillberry and Dave went to search for his digs. As we approached the traffic lights to turn right towards the Grand Stand a competitor slid by seemingly encouraged by the constabulary to mix it with the rest of the traffic! Having set up the tent and unloaded the rest of the equipment the bikes' rear suspension units breathed a sigh of relief and handling became somewhat more predictable, the MZ hadn't been very happy from the outset with an annoying wobble at about 20 - 25 mph when braking.

Tuesday morning saw us at the Lhen where we watched competitors motoring along the beach and judging by the gear changing going on the sand was taking its toll of the motors' power. This wasn't much of a spectacle so we motored to Peel Hill and watched some wheelie demonstrations as the riders climbed the hill. It was quite an eye-opener to see the amount of speed and power wrung from the small capacity machines and the German Simsons at 73 cc really motored. A very keen wind on the hill and severe calorie deficiency soon convinced us that the local chippy needed locating, so it was fish and chips sat in the sun on Peel beach overlooking the harbour.

Suitably restored it was over to Douglas Head for the daily speed test on the scrambles course where some pretty rapid performances were seen - particularly amongst the small capacity machines whose riders seemed to be real tryers.

Wednesday morning we were up early to see the start at 7.30 am at the Grand Stand and fortunately it was a bright clear morning which gave some incentive to emerge from the depth of the sleeping bag. An amazing amount of tyre changing was in progress (presumably the moulding pimples had been worn off!) and this together with a general air of activity was well worth viewing, the Rokon riders looked odd kneeling on the seat to pull the starter cords and the Hercules Wankels sounded beautiful when the power was turned on.

Dave was leaving that morning on the 9 am boat so we nipped down to the front to wave him off - poor sod! The weather didn't look at all promising as we headed towards Snaefell to see the riders on some open moorland (pure bog) and the rain rained the mist misted and the wind winded! Peter suggested we visit Murray's Museum and acquire an ISDT badge with the hope of some hot soup (fat chance) however one tea and two plastic cheese butties later we were meandering slowly amongst some of the most beautifully restored old machinery. I have ever seen under one roof. Woolers, Scotts, Velos, Nortons to name but a few plus an intriguing array of accessories and various other bric-a-brac.

As the riders were shortly due through the moorland section we reluctantly set forth again and on arriving there met up with John Cranmer and Frank Lallouette who despite their blue noses assured us they were quite warm. Having watched the results of the overhelpful but misguided onlookers to direct riders through the boggy areas it was fairly obvious that international relations could be improved if the riders were left to their own devices. Having stood on the hillside for a couple of hours I thought a quick ride up the path to the top of Snaefell would restore the

circulation and I can vouch for the fact that after pushing, pulling, running with and occasionally riding, the MZ I in fact rode it two thirds of the way up and had steam coming from my ears! (Must see Ron for a smaller gear box sprocket - can't be beaten by a pimple like that).

Thursday: didn't get up very early; decided to keep the sleeping bag warm and when we finally emerged we headed towards the centre of the Island to Cornelly Mines which were not very impressive although from a riders point of view the Forestry Commission track that followed should have kept the adrenalin flowing. Not so far away on a single track road approached downhill is Druidale Ford which was good for the occasional wheelie or as most seemed to prefer it a good soak with the feet out forwards.

Finally back to the Grand Stand to see the machines being checked over before being handed in for the night into the Park Ferme, there was much scraping off the mud from the wheel rims and attention to chains, and tyres together with refueling for the morning start.

Friday dawned bright clear and frosty, Peter decided at some time during the night to wear a woolly hat in order to retain some of the 50% of bodyheat he was losing. After a quick breakfast we went to the time check at Crosby and had a chat with the British support crew who had all the times of arrival of our riders listed so as to readily say how long they had for maintenance before clocking in and being on their way again. Some of the other countries support crews seemed to have four course meals and all mod cons laid on prior to the time check, whether this make much difference seems debatable. We then headed up Stoney Mountain through another time check and to a part of the going not unreminiscent of the old Picton and seeing the way some riders tackled it would make a one day trials man weep - dry your eyes Peter lad - they were only foreigners. Onwards then into Castletown for a quick ham and chips and then to Marine Drive to watch the acceleration tests, only to be too late and only see two bikes one of which was a 650 Triumph which went off the line like he'd forgotten where to find the twist grip.

Saturday, frosty and misty start, perish the thought we must pack up today as the fly sheet is dripping with condensation. Anyway first things first, eat all you can't carry or give it away and then attempt to fit it into the bikes. Finally got all the gear stowed and set off for Douglas and having accelerated to about 40 mph shut off the MZ for a corner and it developed a tank slapping wobble so I had to redistribute the weight some-what - can't understand why about a hundredweight to rear of the rear wheel spindle should affect the handling, after all the front wheel was still on the ground! The Speed Test was to commence at 1 pm so at 12.30 we were duly installed at a suitable vantage point just down the road from Hillberry. Some interesting methods of cornering on knobblies when faced with an oncoming dry-stone wall were noted i.e. open up more and lift the front seemed to be the accepted method. In the small capacity class the Simsons certainly showed a good turn of speed and despite the number of gear changes made during the week the gear levers had lasted well. Three Americans on one Yamaha without a crash hat in sight seemed to go unnoticed by the Bobby on duty at the cross roads! Anyway time to leave the circuit to catch the boat at 4 pm together with quite a few others heading home, the boat had a five'as it left the harbour and with a prang like that I presumed the captain must be a typical car driver.

The journey from Liverpool was uneventful apart from Peter trying to pass off foreign currency in return for petrol only to be reminded by the forecourt attendant that you can't spend this here!