

Well, here we are again, folks, and welcome to the third Sandbach edited edition of the newsletter. British summertime is now upon us, with its long light evenings ideal for going rides, organising trials etc, and so, it seems, is winter! Those of you who ventured up into the hills on Good Friday will have come across deep snow and bitterly cold weather. Those of you who ventured as far as the other side of the hills will have come across Darley Moor, basking in glorious sunshine, which admittedly seemed to do little to raise the temperature! One way to get warm, however, was to shove Dave Ashton's Formula 750 Trident up and down the paddock for half an hour until it eventually reluctantly fired. All this effort was to be of no avail, as shortly afterwards the little black box, containing the transistorised ignition, decided to pack up. Dave fared little better on his ex-Ray Knight production racing Trident. After second place in the Production Race this bike finished the day as a twin with neither brakes nor gears. Dave started the 1975 season a fortnight earlier at Cadwell with three fine wins and a second. Mick Capper made his 1975 debut at Darley with his 750 Seeley Kawasaki with ex-works motor. Although Mick was taking it very easy he was most impressed with its speed. Mick's day ended with a split exhaust pipe.

Nev Watts has already had three outings this year, and although increasingly being blown off by Yamahas, seems to enjoy his racing more than anybody. At Oulton on Easter Monday Nev was slowed with a serious misfire.

Easter Monday saw the final round of the American Match Races at Oulton Park with a large contingent of Manchester "17" members marshalling at Lodge Corner, in fact nearly all the marshals at Lodge were from the "17", the new Chief Marshal organising things so all clubs are kept together. (why previous Chiefs haven't thought of this, I don't know). The meeting was spoiled by the dismal weather and by the usual lack of interest in rider safety by Oulton's top brass. On arrival at the circuit we discovered Lodge to be liberally coated with mud. Much sweeping did little to improve matters, and a request was sent to race control for a fire engine or at least a hose pipe. We were told none was available, and instead two milk churns full of water arrived. These, of course, proved useless. Many riders slid on the greasy surface, but fortunately only two came off. (The only two casualties for the whole circuit during practice). During the first leg of the match race Randy Cleek dropped it in spectacular fashion at Lodge, emptying some four gallons of two stroke fuel all across the apex of the bend, one American and two English lads promptly came to grief on the resulting skid pad. A complaint by Stan Woods brought forth Vernon Cooper (who, as A.C.U. Steward, must surely have ultimate responsibility for conditions at the circuit). After a brief inspection (during which he didn't even bother to get out of his car) nothing was done and racing got under way again. Once again the track could have been cleared in a few minutes with a hose pipe. After this racing round Lodge became a farce, it being a considerable achievement even to stay upright. Altogether twenty one riders fell off on a surface which would have made an excellent curling ring. If Vernon Cooper (as organiser in Chief of the T.T.) shows this apathy to riders complaints in the Isle of Man, then I am not surprised more and more riders are staying away. Certainly someone at Oulton needs a good kick up the backside and to think a little more about the riders and less about profits.

Big news on the Trials scene this month was, of course, the Inter-Centre Team Trial organised by the "17" for the first time, and our most important event so far. Run over the usual "Northern Experts" type course, starting at the "Fourways Diner" near Winkle, the day started rather wet and dismal, but by the time the first riders were getting away at half past ten the weather had brightened up somewhat and the sun made several brief appearances during the day. Things looked even better after a visit to the "Travellers Rest" at Flash Bar. Members present, besides myself, were Pev Attwood, Paul Tootall, Dave Lawson, John Craner, Mike Travica, Dennis Rourke and a rare appearance of John Yates. (a better turn-out than some club nights!) After spectating at a couple of sections Dave Lawson and I went on to observe at Plantation. There that great ambassador and public relations officer for Trials, (and walking advert for Iron Lungs) Don Smith, told me he thought the trial was very well organised and was really enjoying himself. Unfortunately this piece

of flattery did not get him a clean climb! Of a total entry of one hundred only one rider failed to finish - this was number thirteen! Thirteen is never used in Road Races, perhaps British riders aren't superstitious!

As the programme rightly said, this was our biggest event for a number of years. That is even more pleasing it was the best event we have ever run, thanks are due to all the members of the Club who along with others, pulled more than their weight to ensure we had this superb Trial.

To keep everyone happy (we hope) results were posted to one and all on the Monday night following.

The worth of the Trials Sub Committee is well and truly reflected in the success of our events since it was formed.

RESULTS

Best four riders in each Team to count.

<u>1st. Yorkshire</u>	<u>2nd East Yorkshire</u>	<u>3rd North West</u>
9 N Shepherd 41	1 J B Hutchinson 42	5 A Gill 63
29 R Shepherd 21	21 G R Sharp 43	25 E V Smith 47
49 M Rathrell 30	41 R Sunter 134	45 R Smith 73x 202
69 D Thorpe 42	61 B Husband 75x	65 G Smith 36
89 M Wilkinson 52x	81 J Galloway 27	85 M Ellis 56
<u>4th Northern</u>	<u>5th South Western</u>	<u>6th East Midland</u>
19 N Birkett 31	15 M Strang 70	20 W E Breffitt 85x
39 G R Sharp 82	35 J F Luckett 56	49 C Milner 36
59 I Abbott 53	55 E A Dommett 92x 245	69 R Moor 76 248
79 P Remington M.S.	75 I K Haydon 66	80 P Ledgerwood 60
99 H E Myers 58	95 B J Higgins 53	100 P Oakley 76
<u>7th Cheshire</u>	<u>8th Midland</u>	<u>9th Southern</u>
16 H Rosenthal 90x	6 A T Wright 82	12 R Painter 122x
36 M Leddy 56	26 K J Rowbotham 78	32 W Gunner 92
56 S P Thomas 69	46 G D Wilson 45 254	52 G Guy 88 269
76 R Darlington 59	66 M Bowers 49	72 P Legg 68
96 P Salt 68	86 J Gaskell 84x	92 G Chandler 21
<u>10th Wessex</u>	<u>11th Western</u>	<u>12th South Midland</u>
14 A Evans 114x	7 D Nolan 117	3 D Banks 85
34 B Shuttleworth 60	27 W Andrews M.A.	23 J Lee 97x
54 J Miller 96	47 J Bliss 93 301	43 D Parton 75 321
74 C Watts 77	67 M Kemp 42	63 B Deveraux 89
94 G Parker 60	87 A J Davis 49	83 D Smith 72
<u>13th South East</u>	<u>14th Eastern</u>	<u>15th Cornwall</u>
10 T Bateup 104x	17 J E Kendall 87	A P Jose 122x
30 C Harris 96	37 D Cordle 166x	24 G Lawry 120
50 C Watts 101	57 E J Cordle 112 357	44 C Dommett 102 407
70 G A Budgen 88	77 A Collier 72	64 D Phillips 96
90 R Whitebread 68	97 M Denny 86	84 M Youlton 89
<u>16th Isle of Man</u>	<u>17th East South Wales</u>	<u>18th Mid Wales</u>
2 I Gale 165x	8 M D Rees 164x	11 B Gore 105
22 G Cannell 154	28 J A Davies 119	31 V Madeley 127
42 S Clague 102	48 G Evans 127 489	51 G Goodwin 139 501
62 P Corrin 99	68 J Maddock 126	71 J Richards 139
82 T Sutherland 110	88 R Griffiths 117	91 D Vaughan 147x

The Scottish A G U and North East Teams did not complete the course and by this renders the Teams as Retired.

Dave R.