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Dear Member,

Self-appointed work-horse, Dave Rowland, in his role as circulation manager of this newsheet, has the opportunity to have the last word on any comments which have been made earlier but we can prevent this by relieving him of the duplicator and thus leave him more time to carry out his duties as A-CU tree-photographer!

On a serious note may I point out that Dave has enough on his plate with secretarial and A-CU matters without the chore of duplicating club papers and operating the projector. We would be grateful in one or two responsible members would volunteer to take these jobs over and accommodate the equipment; please step forward any Tuesday!

#### JOKE OF THE MONTH

Paul Sandbach and I took five hours, two beers, five levers, three inner tubes and a trip to Manchester to put a new Michelin on the back of his Ducati recently!

DAVE ASHTON saw stars at Darley but these were little red ones before his eyes not Tait or Haslam. Dave was challenging two riders at the Esses with Mick Capper on his tail after a bad start when crunch - seven riders on the deck. Mick remounted but the unfortunate Dave ended up in Derby Royal with broken ankle and wrist bones. Nev Watts wasn't going to be outdone and became the third "17" member to inspect the tarmac at close quarters in the later 125 final!

Paul Sandbach is happily settled in Winchcombe and the locals report he is already leading them on runs down lanes they didn't know existed. Paul claimed he had nothing to do with the Silverstone riots when we met him there on the Sunday.

RENTHAL I dropped in at Henry and Andy's place in Macclesfield the other day to find that their handlebar business is really flourishing. From an idea first mooted over a pint in the late 60s the two trials enthusiasts are now considering a move to new premises with 6,800 sq. ft. of space. The trials and speedway bars (spec  $\frac{7}{8}$ " x 8 swg. ET 15 TF high - tensile aluminium alloy) can each be bought through the Renthal retail network in four high quality anodised colours - blue, black, red and gold and in three different patterns. Production is now running at 1000 bars a week, 77% of which are exported. The secret of Henry and Andy's virtual monopoly is in the anodising technique which others have failed to copy, and in the pegging of price rises to 6% despite material escalation of 48%.

#### BABIES

There's more happening on this front than several other club "activities" this summer - perhaps we'd better award the President's Social Cup to one of these proud parents!

Wilf and Diane Oates celebrated the birth of Ann-Marie in late June and Carole is due to make Steve Thomas a proud father on September 6th.

Not to be outdone, "veterans" Frank Turner and Dave Lawson will have some news for us in November and December respectively and the Isle of Man population went up by two when Chris Bradshaw presented Ian with twin girls in late July.

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Dear Paul,

I would like to thank all the members of the Manchester "17" for their kind "get well" message received while I was in Derby Royal Infirmary following my Darley Moor prang on July 20th. I'm now back at home with my foot in plaster and a wrist which will not be set until mid-September but while I will have to miss my first Manx G.P. ride I hope to do the last couple of Darley meetings and will certainly be down at the Robin Hood before long.

Best Wishes,

Dave Ashton.

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Eric Boocock introduced me to Mick Grant the other week (I've never been one for name dropping). The occasion was a Monday night training session at Belle Vue and Mick was doing a few laps on Geoff Pusey's machine. In an exclusive interview, when he again offered to give us a talk at the Robin Hood, Mick claimed "I can honestly say I won't be going as fast as I did yesterday at Silverstone!" What did surprise me was his repeat of Barry Ditchburn's statement that the Green Meanies are about as fast as the works Suzukis when all Silverstone spectators would swear they had the edge on the straights over Sheene and Lansivuori.

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#### A-CU National Rally

Three members took part in this year's 600 mile marathon although Cyril Jones was officially a member of the Shaw team. Trevor and I planned to travel together and rode to Burton on Trent in fine weather to start. It was no surprise to find Cyril and his mates there as Trevor had pinched their route! All went well until we got near Banbury when it started to rain., What we first thought was thunder turned out to be Trevor's stomach rumbling in protest over being neglected for 18 hours so we resolved to find a cafe and in the meantime shared my sandwiches.

Six checkpoints later we were both very hungry and frustrated as all the cafes were closed or full up but we eventually had a Wimpy meal in St. Albans and it looked like the rain was stopping as dusk fell. This years' optimum route forced us to wander around the home counties and then all the way down the north circular road to the Thames and back in fine drizzle on rubber coated tarmac - hair raising! At Barking Trevor discovered his battery wasn't charging and things looked "black" but all seemed OK on the main-beam setting so off we went leaving Cyril shaking his head in disbelief!

At the next checkpoint one of the Shaw boys joined us when he found himself lost but five minutes later he and Trevor went adrift and after half an hour's search I pressed on.

The rain was on in earnest now and it was dark when I met Cyril about fifty miles north of London.

We joined up and continued through the night comparing the amount of water in our boots at each check point !. A new by-pass at Newmarket fooled us and we overshoot by 20 miles before the M11 SOUTH loomed up and the 20 miles back was done at full bore!.

As dawn arrived it was my turn to goof the map reading as we left Grantham on the A627 heading SOUTH and were in Melton Mowbray before realising that Lincoln was (by now) 50 miles in the other direction!. Those 50 miles were covered in 40 minutes and we rolled into Lincoln back on our time schedule to find Trevor and partner who was now a pillion passenger having abandoned his bike in Cheshunt.

As usual the last 70 miles were very pleasant with the sun up on a dry clear day with the wide traffic free Lincolnshire roads to ourselves ( 850 of us). We didnt bother with the pot-luck nidgey nadgery of the special test and headed straight for a wash and brush up and breakfast at Skegness.

Cyril was met by his missus and Trevor was staying for a holiday, so after a suitable rest I rode home alone. After only 10 miles I was so tired and saddle sore I joined the hundreds of other competitors asleep in fields and grass verges throughout Lincolnshire and had to rest twice more before arriving home.

My trip meter refused to go past 229 when it kept reverting to 220 but calculations show an estimated total milage of 870 for Cyril and I, and we expect our plaques in time for Christmas. Only bother I had was again the rear number plate which vibrated in half along the pressed letters until it snapped. Oil consumption -  $\frac{1}{2}$  pint !111.

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Moses is doing the 500 Manx GP on a BSA with Ernie ~~bugging~~ bogging along as mechanic - dont know which is the funniest!.

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Pete Kersl~~son~~ (of Radio Manchester fame) is practising speedway in Moses' leathers and Paul is making full use of Petes tank top carrier in his jaunts round the Cotswolds. Moses is wondering what he can borrow off Paul !.

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Our RAC/ACU Training Scheme starts again on SEPTEMBER 7th at Cheadle Heath Sewerage Works. Mature members willing to work or help to instruct please contact Virginia who is now also taking enrolments. Send your local hooligans to 51 Thornway, Bramhall for details.

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The team spirit fell a bit flat on the Belle Vue Aces visit to Oxford recently. Peter Collins won a bottle of champagne in the scratch race final and thinking he had left the Stadium for a dash to Czecheslovakia Eric Boocock accepted the bubbly on his behalf at the disco after the meeting. Alan Wilkinson promptly uncoked the bottle and everyone toasted Peters health and prosperity. Just then in walked Collins but he didnt see the joke and went off in a huff putting a bit of a damper on the party. I suppose after six races in a temperature of 90 he was locking forwrd to the pickings but as I write the rest of the Aces are plotting to 'make ammends' with another bottle of champagne at Ipswich tonight (August 14th) and this one will contain good old corporation pop!!

John Wilson and Denise are emigrating to Calgary Alberta soon. John is a real enthusiast who has ridden in trials and road races and we will miss them both on the club scene. May I wish them all the best on behalf of the Manchester "17".

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You may see this next theme in other columns about now but it requires thinking about. With the increasing number of motorcycling about, including the moped brigade, it is noticeable that we are once again making bad headlines in the press - increasing numbers of accidents, riots at Silverstone etc. I have also noticed the return of street corner and cafe "gangs" whose natural loud enthusiasm is mistaken for hooliganism. I feel it is our responsibility to encourage the sixteeners into the RAC/A-CU training scheme and also pull up near any other group of riders parked up in a public place and invite them to the club on a Tuesday.

Perhaps you feel we haven't much to offer them at the moment but Doreen has just ordered films for the next twelve months and I have a road trial in the pipeline. The autumn round of rocket trials will soon be coming up and informal runs to race meetings etc. should provide an attractive calendar to new members.

Paul T.

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Doreen thanks Rhet for supporting the book sale, and is pleased at least ONE member can be bothered to do something !!!

In October we are booked to have another Ashton V M/c 17 Challenge Competition, it will be similar to the last one we had. Members who attended these nights will know it was very successful, we need someone to set some bonus and starter questions. This time there will be four Clubs involved so for some good nights entertainment make sure you dont miss out.

We welcome to the M/c 17 Scott Ellis, a regular competitor in the Midlands he has moved to Oakamoor which is just in the Cheshire Centre. He won the British Experts Trial not too long ago, and always figures in the awards in most of the trials, and can still 'blow off' the acknowledged 'aces'. He was works rider for Triumph, Greeves and BSA so look to your laurels lads.

As sarcasm is my weak point I will not answer the Editors earlier comments, sorry Paul, you'll have to find someone else to bicker with.

Dave R.

For sale.

Bultaco 325 in very good condition, only 11 months old. Miller frame, tank, you know whos handlebars, plus other goodies. £480. Also other standard 'bits' - frame, tank etc. etc. - offers. See Pete Scottney at 4 Clough Lane, Little Hayfield, he will tell you why it is for sale.