

It is now about eleven years since I joined the Manchester I7 and I have served on the committee for about eight of those years.

I cannot imagine what life would be like without the club and have many happy memories of the various events and holidays we have organised to carry on re-living and recollecting for the rest of my life. Being involved in committee activities has doubled the interest I would otherwise have held and I can recommend you all to try a spell on "the management".

The Annual General Meeting will be held at the Club on Tuesday, November 16th, when all the committee positions come up for re-election so the chance is there for anyone seeking to be nominated - just find a friend to pop your name on the list in the post you fancy standing for.

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At the Committee Meeting on September 20th almost the whole night was devoted to discussing the problems outlined in the last newsletter. The large numbers of motorcyclists crowding the Robin Hood every week - not only Tuesdays - and unfortunately the growing element of 1960 style undesirables - was a matter which had to be resolved.

The result was that a "Members Only" restriction was put on the clubroom and for a few weeks we would check membership at the door. The membership - being well over 200 - was to be closed subject to the discretion of the committee and an effort would be made to remind members of the obligatory IOp football card levy.

The results can now be seen and must be agreed to be satisfactory. At first there seemed a danger that the apparent bureaucracy would put everyone off but we explained our motives to the club and they were accepted with few reservations. Outside the clubroom door it was a different story. Two persons were barred from the pub by the landlady and the aforementioned undesirable element caused some concern to the regulars by their very presence in large numbers but as hoped for, they soon became bored with the situation and have now almost all moved on to another pub up the road where the landlord is reported to be "worried".

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The RAC/ACU Training scheme is presumed to be alive and well as we have had little contact with them at committee level. As I have dropped out of that sphere due to studies etc, I have been unable to report to committee.

Can't you get someone to come along George? Trevor? Mark? Tony?

The Stockport Press recently announced the launch of a training scheme to be sponsored by local dealers aimed at immediate training for young novice riders. I was involved in discussions on this scheme six months ago and it was then agreed that only first class instructors should be appointed.

Existing RAC/ACU staff declined due to being involved half the Sundays in a year already but the Road Safety Officer did eventually get a list of volunteers from elsewhere plus a co-ordinator. Now they have lost contact with him and his list so they are appealing in the press for help.

Alas this publicity has omitted any reference to our existing long-term RAC/ACU course and now the organisers risk the possible creation of a second rate hotch-potch alternative which could have adverse effects on our Course and our reputation in Stockport.

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Discussed at the last three committee meetings was a scheme of mine which now requires a piece of suitable ground if it is ever to become a reality. Briefly, the idea would be to promote a "trial" along showjumping lines with spectators, scorecard/programmes, public address system and prizemoney.

We need land which lends itself to a group of ten or twelve sections but also has a car park and room for a couple of thousand spectators. Any ideas anybody?

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Comment

Is it any wonder that people are reluctant to observe at trials when there are riders who argue with them about marking and organisers who don't bother to say thank-you at the end of the day?

Paul Tootall 31.10.76.

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Manx Grand Prix 1976

Really, Moses, Mick or Ernie should write this piece but I must avoid delays and try to circulate the newsletter before the AGM.

Moses was competing in his fourth Manx - the third on the Vincent - and Mick was making his debut. Their results were almost contradictory. Mick had a good race on his 250 Yamaha and collected a silver replica but poor old Moses never really started before he retired.

Despite many problems with the Vincent during practice Moses lined up on the Friday (the race being postponed due to gales on Thursday) confident that he would hold his own in the race. Alas, plug failure (a possibility overlooked when assembling a toolkit and spares) prevented the bike from firing at all and after an hour of pushing, sweating, swearing? and adjusting he retired at Quarter Bridge.

While on the Island we had a peek at the Two Day Trial and spotted Jack Mathews, Ray Armstrong and Chris Clarke - the only three I7 members in the event! Nick-Jeffries (who was staying next to my digs) continued his practice form up and down the cliff path in Douglas when he resumed the trial on Sunday with the amazing Honda special to come out a clear winner.

During the week we renewed our acquaintance with Ian Bradshaw and Chris and had some enjoyable spins round the Island's lesser known roads.

The journey home was best forgotten. Paul Sandbach had to leave Thursday but those of us sailing Friday and Saturday had very rough crossings and seasickness prevailed - for want of a better word!

On the Island this year were Sharman and I, Paul Sandbach, Dave Effer and Erid Bridget, Pete Scottney and lady friend, Joe Nowicki and Paul Norbory plus the two competitors and their camp followers.

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TYRES AT COMPETITIVE DISCOUNTS!

A deal with ATS Tyres (North West) at Bredbury has been arranged for Manchester I7 members. You can recover the cost of your subs for the next three years with one purchase!

Details of the scheme are available from Dave Tattersall, Dave Rowland, Steve Thomas, Harvey Lloyd, Ron Weale and myself who also hold the privilege purchase cards needed before you buy,

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Arthur Edwards has decided to stand down as Trials Secretary after one very full calendar year. On announcing his decision he expressed the view that the post could well be split into various duties to make the task easier and agreed to take on the less time-consuming role of co-ordinating equipment numbers, markers etc.

Problems which Arthur highlighted are postal costs (£10) to send out regs) and massive headaches with late entries and lack of observers.

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Dennis Rourke and I intend to promote a map-reading trial for green lane enthusiasts but I first need the loan of a suitable machine on which to plot the course!.....?

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Melvin and Mike are currently planning a trial for green lane and enduro machines at Booth Farm. We hope to report on that in the next issue - the

date was to be November 14th.

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STOP PRESS!

(RAC/ACU Training scheme)

Correction. Wilf Irlam has had a letter published in the Stockport Express which will remind everyone of our 18 years in Road Safety in Stockport.

Well done Wilf!

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Sunday August 22nd

Dave Nurse, Dave Tattersall, Ric Innocent, John Ring and Phil, Sharman and I visited the British Grass Track Grand Prix at Hereford where a massive crowd saw seven hours of sport inbetween the dust, the side shows, bands, stunts and delays for accidents. Yes, the overall impression was not too good.

The track was so big that you had to be near to the ropes before you felt you were at the meeting at all. For some reason the event was not as good as it's fore-runner at Ludlow last year but the atmosphere was pleasant and the racing hard and skilful if not complicated in it's format.

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The Superbikes meeting at Oulton on August 30th passed without any significant incidents to riders or "I7" marshals. Mick Grant blew Mr Sheene off quite comfortably.

Not so smooth was the club meeting at Oulton on October 9th, when Rodney North was killed on the Avenue. The I7 contingent were mainly at Old Hall and the start so our information came second hand but it seems that the Clerk of the Course displayed once again his inhuman, autocratic approach to racing when the marshals at the accident were reprimanded for stopping the race.

We heard tha they then walked out of the meeting en masse. Not only are marshals forbidden to form a liaison group to represent their views but again they are rebuked for using discretion in the fact of a horrible fatal accident involving ten bikes.

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Once again may I remind you of the Annual Dinner Dance on January 28th at the Belgrade Hotel, Bollington. The Blue Axis band have been booked and Eric Boocock and Mick Grant have agreed to be Guests of Honour.

Tickets have been printed with a face price of £4 but there is a motion before the committee to subsidise this amount by 25p a head which is yet to be sanctioned.

Tickets for the Dance only will be available after all the Dinner tickets are sold.

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Social Events in the last couple of months included the Film - On Any Sunday - shown at Disley and culminating in Moses throwing himself up the road at Lyme Park bends on the way home. Helpful passers-by were amazed as our nonchalant road-racing friend picked up and straightened the pieces to a background of sarcasm and ribald humour from his clubmates.

Seriously: it is pitiful in these enlightened times when researchers at the TRRL can advise the government on hazards to motorcyclists, and Shell can invent an almost skid resistant road surface only for the local council thickies to put the stuff down on a dangerous bend and leave a loose top surface overnight.

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Vic Doyle of Renolds Chains came to the club on October 19th and gave a short talk on chains.

For the uninitiated, this helpful gentleman answered many members questions

but he shamelessly promoted Renolds goods to the disregard of all others and sounded a little tired of the chain and racing business which he has been in for so long.

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I have received a letter from the House of Commons saying that Ken Marks MP has been transferred away from his duties in the Department of Transport and will not be able to give a talk at the club after all. They also say that his successor will not be able to come either so that's that.

The numerous changes in the various Ministries which governments make only serves to enforce the realisation that these men are merely figureheads and not specialists. The real decisions are made by Civil Servants while the politicians hop about from Employment to Education to British Rail, Drought or Sport according to the P.M's fancy.

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As an afterthought to the above, perhaps we would learn just as much about legislation in motorcycle matters from the British Motorcyclists Federation who are at present considering a reduction in levies so that more clubs might join them.

I will try to contact one of the BMF executive and ask them to pay us a visit.

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Road Trial - October 3rd

Les Penson organised this excellent event but unfortunately has not been seen since so there have been no results published or awards given!

About nine bikes assembled at the Robin Hood in heavy rain on the Sunday morning and set off with enthusiasm and a Peak District Map at about 10.30 am.

After sorting the clues into a logical order we splashed up to Didley, Kettlethulme, Goyt Valley and Wildboarclough then Flash, Longnor, Fenny Bentley and Newhaven where we had lunch.

By this time most competitors were soaked to the skin but after a few pints six of us elected to continue. A soggy Dave Tattersall agreed to take my soggy wife home and Bob Kerr and Roger were among those who retired at this stage.

Soon after leaving Newhaven the rain came down so hard that we could hardly see. I reckoned that if I did one more hour I would have outlasted the opposition and would win the event. As it happened Dave Effer, Dave Duckett and Geoff Yates did retire and the others must have also called off the crusade because I was the only one to finish.

I was about to pack in after Bakewell but the clues intrigued me and I wasn't getting any wetter so on I went and was rewarded by clear skies and sunshine at Ladybower reservoir. From there I went on to ~~Strines~~ and over Woodhead to Hollingworth and Werneth Low, getting home in time to pick up a rejuvenated wife and club captain before going to Halifax speedway.

This was a well planned event along traditional lines and you should all be ashamed for retiring in the face of a little rain! My only other grumble is that after making the effort I really would like my award Les.....?

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Presidents Cup Road Trial - October 24th

This long awaited event was superbly organised by John Ward, Peter Potts, Ron Armsden and Malcolm Morton. It showed that more bodies, time and thought are needed to run a good road trial but to me this was exactly what a good road trial should be.

Eleven entries were made before the day but two non starters were cancelled out by two latecomers. Dave Nurse and Andy Gregory arrived at the start but declined to compete - Dave going round with the organisers and Andy with Dave Duckett.

The clues and map references were as per usual but special tests were thrown in to add interest and variety. Two time manoeuvreability tests were supplemented by checks on tyre pressures, legal documents tool kits and a

simple free wheeling exercise to estimate two revolutions of the back wheel.

As a tie breaker we had to guess the air temperature on the Langsett reservoir dam and the winner was bang on to the last degree.

I would like to thank John and Pete, Malc and Ron for their efforts and hope that if we can persuade them to do it again next year we will get an even better turn out.

The route was - Marple, Lane Ends, Charlesworth, Hayfield, Chinley, Eccles Pike, Chapel en le Frith, Sparrowpit, Edale and Hope for the lunch check.

From there we rode through Thornhill to Ladybower then Strines, Penistone, Dunford Bridge and down Woodhead to finish at Glossop.

PAUL TOOTALL.

The organisers comments and results are printed below:-

First we will mention those who would sooner forget - or hope that we would, William Lamb, Vic Berry, Nigel Wood and Michael Bramhall - altogether "aahh" - better luck? next time.

Mike Penson and John Burgess coped well despite the Brainrottinmaptearinbiketwistinsunshinin - problems Paul Tootall gave the trial away early on by miss-calculating the size of his rear wheel - ask Paul about the 40" Dia. Honda rear wheel conversion!

Dave Tattersall was supreme in the special tests, being so far ahead of his rivals that I believe Ian Driver may be interested for Czechoslovakia in '77.

David Effer is not being mentioned due to his threatening behaviour towards the poor innocent-by-standers who organised and ran the trial, also not being mentioned is David Duckett who has his glory.

Carl Taylor made consistent headway throughout the day to achieve his second place. To the two who didn't make the start and shall be nameless write to one of those technical queries columns, because changing the hour on a clock is probably not as difficult as you may have imagined.

On behalf of the organising team of Peter Potts, Ron Armsden, Malcolm Morton and John Ward - our thanks to the riders for a good turn-out, which makes it all worthwhile.

John Ward.

Breakdown of Marks lost

	Spec test Total	AM Route	PM Route	Tie Breaker
David Duckett	-34	-2	-10	0
David Tattersall	-20	-33	-34	-14
David Effer	-29	-27	-37	-11
Paul Tootall	-77	-12	-4	-11
Carl Taylor	-31	-20	-33	-9
Mike Penson	-58	-41	-55	-6
John Burgess	-90	-46	-59	-4
Vic Berry	Retired			
Nigel Wood	Retired			
Michael Bramhall	Retired			
William Lamb	Retired			
C Newton	Non starter			
Kev Brayshaw	Non Starter			

Final Positions as follows:-

1.	David Duckett	46	marks	lost
2.	Carl Taylor	84	"	"
3.	David Tattersall	87	"	"
4.	David Effer	93	"	"
4.	Paul Tootall	93	"	"
6.	Mike Penson	154	"	"
7.	John Burgess	195	"	"

by John Ward

Road Run Reports

September 5th - Circuit By the Sea

I wondered what kind of a day it would be, as we rode through the mist. It wasn't until we began to drop down into Holmfirth that the gloom changed to bright sunlight. (Hurray)

In Holmfirth we joined up with Mark Craven and ladyfriend. He led the way up to Wakefield, York and finally Scarborough.

After parking the bikes we climbed up to the circuit by a cunning route, over some fences, so being £1.80 better off, but in doing so we had split up from Ric and Dave.

The racing was really good, especially the sidecar and invitation solo events. With the racing over and the group back together we rode into Scarborough where we had fish and chips on the quayside followed by a pint. Next came icecream for some while others went buying rock.

After a stroll along the mainstreet, watching bikes racing up and down (just like the island) we mounted up and headed home after a great day at the races. Pity so many missed it.

Dave, Dave, Ric, Mark and Lyn.

September 12th - Race of the Year

It was raining when we set off but an improvement on the previous week's mist. Craven led the way; wobbly way for him on his slippery jap tyres. (dig dig).

The route was as follows: Hazel Grove, Ashbourne, Burton On Trent, Ashby de la Zouch, Hinkley, Mallory Park.

Once again we all got split up in the crowds on the Hairpin, so myself and Ric looked around some of the trade stands, then found a good spot on the Kirkby Straight near the start/finish line. During the lunch break there was plenty going on including Dave Taylor's trick riding. There was some other stunt team there leaping bikes about over people, and driving a car and a bike straight into the lake, a crazy act, but good for a laugh.

The racing was nothing short of sensational. If you didn't make this meeting then you missed possibly the best racing of the year.

After the racing had finished, we looked round some more stalls, then made our way to the bikes. On the way we met Phil and John. They had parked in a different bike park so we agreed to meet at a roundabout we had passed on the way.

After waiting 20 minutes, we went on home as it was getting late. A good fast ride home, with only slight confusion on my part over a turnoff.

Anne & Chris, Lyn & Mark, Ric, Dave, Phil, John.

Trials Scene - by Dave Rowland

Becoming involved with M.C.N. is certainly very time consuming, but nevertheless extremely interesting. Most Cheshire events have to be 'covered' which runs up quite a sizeable telephone bill, and plenty of mileage. going to as many events as possible, so as to get as much detail and effect, which makes up a true and unbiased report.

The Scott trial, which must surely be the toughest one day trial in Britain once again lived up to its reputation this year. The spectators which follow this rugged trial turn up in their hundreds, block lanes and swarm around the sections, making it a difficult event to steward. Malcolm Rathmell didn't seem bothered by all these people and like the true professional, pressed on to win the event for the second year. The programme shows Norman Eyre having won 2 spoons, John Roberts 5 and yours truly 4 - to those who don't know, a Scott spoon is a treasured possession which is the equivalent of a first class award, incredibly Arthur Lampkin has won 15, and Sammy Miller hasn't any at all, but Sam has won the Scott Trophy 7 times!

Our own Dz

Our own Dave Thorpe was riding well, but along with Chris Clarke was getting water in the works which accounted for several long minutes 'tuning'. Overall an excellent trial, one that should be attempted by all good riders - it would likely make them better, ask Alan Blood.

The Hepworth Trophy trial was the final round of the Cheshire Centre Championship series for 1976, and we had a sunny, dry day, but very cold. At 11.00 am prompt the 82 riders started off from Cluelow Cross to attempt an unusual but interesting course. Egertons three sections were attempted first - John Cantrell was reported as having jumped down the stream hotly pursued by an out of control Bultaco! Then on to Three Shires (3), Cheeks(4), and Danebower(4) (two laps), then Cumberland Corner (3), Plantation (4), Clough House (2), Murrays worries (2) and finished at Stalwort Chris Worsley's Wash (1).

What a pleasure it was to find so many volunteer observers, mainly thanks to John Garlick and his persuasive manner the previous club night - from me, thank you. Other workers who deserve a mention are Arthur, Steve, Harvey, Andy, Ron & Family, and the ever helpful Dave (chips) Murray, in fact to all who made this a most successful trial - thanks. Steve Thomas continued his run of wins to beat the best in Cheshire and hoist himself into second place in the Championship, and carry off the "I7" Club Championship. Well done.

Dave Rowland.

RESULTS

Best Performance	Steve Thomas	25	marks	lost
Ist Class awards	Mike Leddy	28	"	"
	Peter Salt	30	"	"
	Ian Dodd	37	"	"
Best Intermediate	Alan Hulme	56	"	"
Ist Class Awards	John Shirt	74	"	"
	John Cantrell	77	"	"
Best Novice	D Danks	99	"	"
Ist Class Awards	Pete Steckles	101	"	"
	A Ratcliffe	105	"	"
	R Wheaver	107	"	"
Best over 40	John Cantrell	77	"	"

INTER CLUB QUIZ

Ashton MCC have again organised this series of "University Challenge" style quizzes. This year we play Shaw and Ashton in a series of qualifying rounds while Rochdale, Bolton and Bury play off in another group. The regional winners contest the final.

After rounds at Ashton and Shaw the position is Shaw 15 points, Manchester 17 6 points, Ashton 3 points, so we need to win both rounds at our club to even draw with Shaw and force a tie breaker to see who qualifies for the final. All credit must go to Ashton for their organisation but under the scheme whereby each group supplies the other group's questions we have met with some peculiar ideas on what constitutes a "motorcycle quiz".

CALENDAR

Tuesday November 16	AGM.	Sunday December 12	Northern
" " 23	Dunlop Talk	" " 14	Experts Trial
Sunday " 28	Junior Trial	" " 14	Mike Wood
	- Stoneyfold		- talk on
Tuesday " 30	Inter Club Quiz		Rallies
		Sunday January 16	John Hartle
			Trial
		Friday January 28	Dinner Dance

