

It is always pleasing to look in my folder as I begin a newsletter to find plenty of contributions from members. This time I have six articles on road runs (very nice) and none for trials. Not that the trials types will not contribute - Dave, Steve, Arthur and Harvey have all put pen to paper but usually only under pressure.

This means either a newsletter void of trials reports, one with sketchy versions by myself, or one which is very late as we wait for articles from the people best qualified to write them.

If things seem out of chronological order then you now will understand why!

March 7th

Club Run to Santa Pod Raceway

It was windy and cold as four bikes headed southward from the Rising Sun car park. It was a good ride down, apart from the cold and the occasional hail and snow blizzards.

The main stop was at the bus depot cafe in Market Harborough where we all warmed up with hot drinks (apart from Ric who had to be different and drank a cold orange complete with straw no less!)

By the time we reached Santa Pod the meeting was well under way. I think we missed most of the bike races because only a few heats were run with bikes while we were there.

While watching the cars do their thing, we met up with Bob who hadn't made it to the Rising Sun because of carb trouble.

By the time the meeting was over we were all cold. The general opinion of drag racing was: YUK! And some of us were thinking, we would have been better going to Mallory Park.

It was a good ride home thanks to the superb navigation of Dave and Kay. Only stopping at the bus cafe and to warm numb toes and fingers.

Those who braved the cold were, Dave and Kay, Ric and Julie, Richard, Bob and myself.

Dave Tattersall

March 21st

Club Run to Cadwell Park

Three intrepid road riders: myself, Ian Jones and Mark Craven or 'Greebo', braved the heavy rain as we set off for Cadwell Park.

Everything going well and only stopping to warm our hands, it was still raining when about 10 miles outside Chesterfield we were suddenly riding through snow! Once on the other side of Worksop the roads dried out and it got warmer.

When we arrived at Cadwell, we were all surprised to see how many bikes had turned up. We found a good spectating position opposite the start/finish where we could see quite a bit of the circuit as well.

The racing was nothing short of fantastic; really close with lots of dicing and some superb wheelies off the mountain by Steve Parrish.

We sat watching the racing and basking in the warm sun at the same time so it seemed fair to think that we would have a good ride home, but this was not to be.

It was decided to go back one of Greebo's weird and wonderful ways. It was great until Doncaster: dry roads with lots of tight bends. Then it went very damp and cold.

As we approached the Woodhead Pass the heavy rain turned to heavy snow.

Which was about 4ins deep in some parts. This really slowed us down because of it being so slippery. The rest of the way it was just wet, but the good racing made the trip very worthwhile.

Dave Tattersall.

March 23rd

Since the last newsletter we have had another debate in the clubroom - this time on the Auto-Cycle Union. Half the objective was achieved in that many newer members learned something about the structure of the ACU. I had hoped for the queries raised to be discussed with a view to "what could be done to improve matters", but most people wanted to know "why certain decisions were made in the first place".

Money was a heated topic. Where was it going? The outcome was a decision to request the presence of a top ACU official plus the chance to see an ACU balance sheet. Having missed a couple of committee meetings I can't tell you how that is progressing!

March 28th

The FIRST Inter-Centre Sidecar Team Trial, run at Cluelow Cross, dreamt up and organised by this club. A very well organised and well supported event on a glorious spring day. Many competitors congratulated the clerk of the course Dave Rowland and his team of travelling marshals as they signed off.

There was only one non-starter, sign of the crews' interest in the event. Alas Phil Mountfield's absence left a weak Cheshire side with no chance at all and the 'host' centre ended up stone last! Surely some diplomatic Cheshire big-wig could have talked Jack and Ray into joining our team - as it was they defected to the North West and led the eventual runners up.

As press - officer I failed in a big way to cash in on this big event by missing the post with my press-release. We received widespread - but very limited - publicity and Motor Cycle News really let us down with very poor coverage; they sent no reporter.

Observer of the year Chris Worsley did the dance of the year in the last section to escape an out-of control Walter Bulloch and stuck to his guns by giving Walt a five!

Being a publicity man I can only admire the trials organisers who managed their specialist event superbly. My only unease was at the start where we had some confusion between three points - the cafe where everyone expected HQ to be, the lanes where they insist on parking, and the actual HQ in the caravan up the lane. Unfortunately Cluelow Cross doesn't lend itself very well to a tidier arrangement.

1st East Midlands	88
2nd North West	90
3rd Southern	92
13th Cheshire	333

Individual Best: Colin Dommett 8

March 29th

Moses and I nipped down to Ashton to see the celebrated MCN collection of motorcycle films. Very interesting but all much the same as each other and 16 mm is somewhat dim when projected down a full length cinema. We met old friend Brian Kennedy still taking an interest in bikes.

April 4th

"Sandwiches in Burton"

At 7.15 on Sunday morning the sun was shining so brightly it was difficult to imagine storm clouds, but at 11.15 am. in the Swan car park at Kettlethulme, donning overtrousers and other protective clothing, it was difficult to remember the sun!

Through the rain we rode up past Windgather Rocks, Jenkins Chapel, across

the end of Lamaload dam to the A537. Once in the Bottom-of-the-Oven the rain ceased, and a right turn took us to Wildboardclough. A very dramatic and picturesque view was gained of Cheshire and Staffordshire outside the Hanging Gate.

After Sutton Lane Ends we attempted Toot Hill in Macclesfield Forest, and did it "clean" - without the use of trench coats! At the Cat and Fiddle, our backs to the wind, we could see Buxton where we enjoyed our sandwiches.

Duly fortified we passed through Ashwood Dale, Wye Dale, and Taddington Dale to Bakewell. Following a short stroll by the river Wye, mimicking the ducks and celebrating the return of the sun we made our way up to Great Longstone and Monsall Head; no room in the car park so on to Wardlow. Having been overtaken by a very nice BMW, we headed for the glider fields at Great Hucklow and thence to Little Hucklow.

At the top of Earls Cement quarry we had a good view of Hathersage, Bamford Moor, Hope and Mam Tor. Down the steep hill to Castleton, which resembled Blackpool prom. in the height of the season, then on to Hope and turn left towards Edale. Going up the 1:4, 1:7 we saw a large kite in a field. After a while it moved up near the top of the hill and reared up to reveal a man in harness trying to defy Newton's laws of gravity. After a good glide down the hill about 20 feet above the ground, gravity re-asserted itself and kite, harness, and man, made a very painful-looking heap on the ground (There must be a moral here, I think).

Recovering from our amazement, we proceeded along Rushup Edge to Chapel En Le Frith and a friendly petrol station - funny how people rub hands when you pull out pound notes, (cold hands?)

On to Chapel Milton, Chinley, Bridgemont, Furness Vale and back to New Mills for 3.15 pm. Here we discussed the kindness of the weather, Richard's new chain, Richard's bald rear tyre and agreed to meet at the Robin Hood on Tuesday evening.

David, Richard, Richard and Julie.

April 4th

Inter Centre Tean Trial - another bad day for Cheshire!

April 6th

Slide show at the club. A pleasant hour of members' slides with the usual packed clubroom.

The wide variety of our interests was evident with trials, scrambles, road racing, enduros and speedway all featured.

April 11th

A Junior Trial was run at Hawks Nest and Robinsons Rocks. I asked a newcomer in his first trial to write his views on this event and he hasn't been seen since! However, his report has reached me so thank you Mark Bosson:-

The 11th April, Hawks Nest was the setting for the Manchester '17' Junior Trial. The trial was held on private land, over a distance of $\frac{1}{2}$ square mile. The sections were plotted over the circuit and consisted of rock and stream. There were 12 sections and five laps of the course, the weather on the day was very good and so were conditions. The spectators seemed to enjoy a good afternoon out and there was a good turn out for such a remote junior trial. I myself entering my first trial found the sections of a hard standard, and later had to retire with bike trouble.

Mark Bosson.

RESULTS

Best Performance 'A' Class	A Hulme	7	250 Bultaco
1st Class Award 'A' Class	S Thomas	10	250 Bultaco
	J Hulme	15	250 Ossa
	C L Davies	17	250 Bultaco

Best Performance 'B' Class	H Jackman	3	I70 Montesa
Ist Class Awards 'B' Class	A N Gardner	6	I70 Montesa
	S Rowland	7	I23 Montesa

Easter Sport.

Perhaps before we go to print some more articles will arrive on the editor's desk. I know club captain Dave Tattersall has been leading his merry band up and down the country following the Transatlantic Match Races.

Geoff Yates, Moses, Dave Lawson, Paul Sandbach, Sharman and I went to Baitings Dam near Ripponden on Easter Sunday to watch Mel and John Cranmer tackle the Batley MCC's hill climb. John was on his Cheney six-days Triumph and Mel on the ISDT Jawa. The British bike came out tops by over two seconds - John being just over four seconds down on FED. A good day's sport was the general feeling by competitors and spectators alike. We again bumped into Brian Kennedy, this time with Ann who is expecting another baby in the Autumn.

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On the same day as the two Ricks, Dave & Julie had their "Sandwiches in Buxton" Moses was also out in the Peak District with his hang-glider. It was not Moses they saw above Edale but at about the same time our hero was also in bother - his "undercarriage" gave way and he broke an arm. Don't send him a card - he must have had dozens from this club over the years! Dave Linney drove Moses to Buxton to be plastered up.

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As you will have gathered, Paul Sandbach came north for Easter and showed everyone his latest status symbol - a one week old 900 cc Kawasaki.

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No news of Mick Capper's comeback or Brian Warburton's progress but Nev Watts is still rushing round on his Hondas and Dave Ashton had a second and a fourth recently at Darley both on the BSA. By the way lads, I still have your photographs.

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Jack Mathews and Ray Armstrong are fighting to get on terms in the British Championship but over Easter they cleaned up the French round of the European series on the Ossa.

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As the problems with the crowds at Oulton Park came to a head on Easter Monday, we members of the 'I7' who marshal there feel it's about time something was done about poor viewing facilities or at least about inadequate spectator fencing.

If we can't improve the former then the latter must be done in the interests of safety. At present there are very few good vantage spots at Oulton and we marshals had to contend with about half the 45,000 spectators climbing over the fences and sitting on the trackside. It was dangerous in parts, annoying to both parties, and very tiring for us.

Letters have been sent to MCD and Wirral IOO officials informing them that we have asked Chief Marshal Peter Robinson to call a marshals' meeting to try and get something done.

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ACU National Rally - July 17th/18th

This year's marathon road trial finishes at York Racecourse which leaves a reasonably short sprint home for Manchester 17 entrants. Trevor Cowdrey will be going for something like his fifteenth plaque and I will be after my fourth. I have asked for more regs. from Belgrave Square and hope to encourage many of you road going members to join us.

Given a map with 70-plus control points and distances laid down between them the object is to complete 600 "official" miles en route to York racecourse. Along the way the rules stipulate you must call at a check point at least every 50 miles. In fact the idea is to visit as many as possible in the permitted mileage as each control is worth two

points.

This giant map -reading and endurance test takes place between 10 am Saturday and 10 am Sunday with a short speed test (slow) at the end.

See me for entry forms and regulations.

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RAC/ACU Training Scheme

This side of the club is going very well at present. The current class of about forty will be taking the test in early May. We now have just enough machines, a good squad of instructors/lecturers and ideal facilities for training.

Just a few additions could be made in the way of classroom equipment and storage space and we will then have a course difficult to emulate.

Unfortunately the Road Safety Officers in Stockport still have a problem. The town's dealers have asked them to assist in basic training for their 16 year old moped customers as soon as the bike is taken from the showroom. The R S O asked the Manchester 17 RAC/ACU team and of course we were unable to help. We already devote 24 Sundays a year to an established course of some length and detail.

Unfortunately our scheme does not attract the majority of sixteeners and the other fault in the system is that we only enrol twice a year when these kids need immediate guidance.

Any ideas or offers of help to me or the RSO, Petersgate House, Petersgate Stockport.

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April 25th

Road Trial

It is a long time since we had a road trial and the competitors on this excellent event-organised by Dave Duckett - were either rusty in their technique or newcomers to the whole idea! Certainly Dave went to a lot of trouble to put on a smooth event and it was disappointing to have only twelve entries after more than thirty had indicated their intention to ride.

For the twelve who started there was no easy re-introduction to road trials with 78 miles to do and about 30 clues to be answered along the way.

We started by answering Highway Code questions and then received, in exchange for 25p, a route made up of worded directions, spot heights and map references.

Buxton was the lunch stop and by then we were well scattered about; some leaving half an hour before others arrived. The route was in fact remarkably similar to the "Sandwiches in Buxton" story above so I won't repeat it! (?)

I hope newcomers to road trials were not put off by the cold and will come along again. You have to weigh up the frustration of missing the clues against the pleasure of being out for a run with club mates in a fine scenic area. The idea is that entry fees will cover the cost of a plaque for the winner and leave a few bob for the organisers petrol expenses. If you don't come then one of those will go by the board!

Results:

Position	Name	Marks	Mileage Pen.	Total
1	Rick Innocent	445	21	424
2	Paul Tootall	403	5	398
3	Geoff Yates	343	8	335
4	Nigel Millard	333	16	317
5	Paul Norbury	313	-	313
6	Joe Nowicki	308	-	308
7	Dave Tattersall	290	2	288

8	Rick Hurst	269	I0	259
9	Steve Millard	269	I2	257
I0	John Chatterton	227	I3	Retired 2I4

GUEST	Steve Mottram	439	I	438
IN CARS	Janet & Moses	422	-	422
	Ret Phil Broome	Retired - No score.		

STOP PRESS: £10 allocated by committee for plaques.

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During the first week in June the club usually help out on the Stockport and District Taxi Drivers' outing for deprived and handicapped children. The "I7" have always provided riders to assist the police motorcyclists in escorting the convoy and George Long will soon be asking for volunteers from experienced members with larger machines. A highly recommended day out.

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Pete Korshaw had another ride at Belle Vue recently but unfortunately repeated his earlier feat and fell on the pits corner. This time he knocked open the pits gate and nearly disappeared down the tunnel! He'll have to stay on for four laps before that "Full Lock" guy will sit up and take notice.

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Hope all club members who entered the Scottish Six Days had a good ride!

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The Committee are discussing the possibility of inviting more guest speakers to the club and we are trying to get the latest Anglo-American match race films and "On Any Sunday".

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Next years Annual Dinner Dance will be at the Belgrade Hotel, Bollington on January 28th 1977 with the Blue Axis group supplying the music.

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Brian Kennedy has returned to two wheels and bought a Suzuki at Jack Mathew's.

Finally three pieces by Dave Tattersall. Omitted last month were his adventures last year following the various sports and we now have some Easter race meeting stories.

1975 Road Run Scene

Event-wise, last year was pretty varied for me. For roughly three quarters of the year I owned a Honda XL250 trail bike so it was mainly assorted dirt bike events and local road races.

As much as I enjoyed the off-road events, I must express a slight disappointment in the dirt bike scene. Perhaps I was expecting too much. The only meetings which came up to my expectations were the 500 cc Moto Cross Championship at Hawkstone Park, the Welsh Two Day Event and the big grass track meeting at Ludlow.

The other meetings, and there were a lot of them, lacked the atmosphere and professionalism associated with the three events above.

Slowly I was drifting back towards Road Racing. It had the qualities mentioned. Even at humble club events like Darley and Longridge for instance.

So far the last part of the year it was nearly all road racing and a few dirt bike events. In those few months I had more adventures than in the previous nine months or so.

A group of us journeyed all through the night on public roads to Brands Hatch to see the Hutch '100' meeting. It was well worth it because the racing was superb. We came back on the motorway at 70, two up on the XL.

It was a journey not to be forgotten.

With doing these long trips on motorways and two up, it was obvious the XL was no longer suitable. I changed it for a Honda CB500T. The only regret is that I miss riding the trails, but you can't have everything.

The rest of the road racing season was very lively, with lap records falling at nearly every circuit. There was also the struggle between Kawasaki "Green Meanies" and Suzuki for the MCN Superbike Championship.

The best event I went to was the Thruxton 400 miler. This was absolutely fantastic and so was the journey down.

We battled against heavy showers and terrific winds which we learnt later were 100 mph-plus gale winds! Of course Vic had his now usual bike troubles; this time it was his battery.

One time he really had me worried. That was coming home from the two day meeting at Brands Hatch at the end of the season. His bike just died, right bang in the middle of London. No lights, nothing! We got it going (don't ask me how), and got home OK.

This Brands trip was full of events. After riding through thick fog we found a place for the night. To the owner we were known as the boys: he even let us put the bikes in his garage. In the morning we had breakfast in the company of Keith Martin, then sponsored by Gladwins Insurance on a 700 Yam.

Before we left, the owner borrowed my full-face helmet and started to pounce about, scaring the wits out of his staff! That soon came to a halt, when he was chased out of the bar by a wet mop!

That's the way it went for the last quarter of the year, up to the Brands Hatch meeting mentioned: All adventures and laughs. I just hope '76' will be as good, if not better. Roll on March.

Dave Tattersall.

1975

Transatlantic Trophy Races

Brands Hatch. With the sun shining, the bike loaded up and Vic Finegan on the pillion left Hazel Grove for Brands Hatch at 2.30 in the afternoon on Thursday April 15th.

We had decided to cut across to Chesterfield, then straight on to the MI for London. At 4.30 we stopped at the Watford Gap services for coffee, toilets and fuel.

The trip so far had gone very smoothly. Even when we reached London it was straight through with no trouble. We arrived at our overnight stop - the Farningham Hotel - at 6.45. Only three miles to Brands Hatch in the morning.

After secretly eating a packed tea in our room, we went down to the bar. While supping a couple of beers we looked at the landlord's collection of army hats and badges which hung all over the place.

Later on, when we were talking to the landlord he told us his supply of Russian hats and badges had dried up because the supplier is now behind bars! We then started talking about unique collections in other pubs. The best one he told us about was a pub in Wales which has a superb collection of piss-pots suspended from the ceiling.

We joined up with a couple of lads from Liverpool who were following all three rounds like ourselves and then thrashed them game after game at pool. They got fed up and disappeared, so we had another beer and went to bed.

Sitting down to a good breakfast at 9.00 we could hear more and more bikes passing the hotel and after getting all our gear together and paying up, we left for Brands.

Crawling through the traffic, we arrived at 10.30 and surprise, surprise, there was no mist! After buying a ticket for our favourite grandstand we watched some practice then it was off for a look round the paddock.

It was very interesting and we took some good photos. It was funny how Vic took his shot of Percy Tait. He had been hanging around trying to take the picture, but Percy had his back towards Vic. This guy behind Vic was just as fed up, and shouted "Hey Percy!" what does Percy do? He turned round and smiled at Vic!

After the paddock we returned to our grandstand to watch the racing which was really close, even in the supporting events.

With racing finished it was time to go home and on the way back to the bike we met the competition Secretary of the Honda Owners Club GB. We talked to him for ten minutes or so, then went on to the bike.

We decided to follow M1 - M6 for the journey home. As on the way down we had no problems apart from at the Watford Gap where someone had collapsed in the cafe and held everything up. Vic had the biggest meal you have ever seen, even the cashier couldn't believe her eyes.

We arrived back at my house at 12.15, thus ending a very enjoyable trip to Brands Hatch.

Dave Tattersall .

Transatlantic Trophy Races

Mallory Park It was damp and windy when we left the Rising Sun car park heading for M6 via Knutsford. After an hour or so we turned off at junction two for Nuneaton then we followed signs along country roads for Mallory Park.

When we had nearly reached the circuit our hearts sank as we saw the queue of cars stretching over the hill and into the distance. As it turned out things weren't as bad as we thought and we could ride along the outside of most of the cars.

With bikes parked up we paid to get in but where was Robert? We waited but he didn't come through the gates so we walked on on club night - I found out he and his mate couldn't find us in the crowd. The next job was to seek a good vantage point, which we found near the starting grid. Rick and Rick went off to the pits while the rest of us watched the practice.

When they came back Vic and I gave them 50p each and used their tickets. Robbo and Nick did the same. So it only cost 50p instead of £1.50 to look round the paddock.

The Transatlantic races were fantastic; really close and the lead changing several times. When Barry Sheene learned he had lapped at just over the ton he said it must have been something to do with the "Andreas" he took that morning!

Just before all the riders in the transatlantic went round the track on a low loader, Sheene and Nixon had one of the JPS girls across the bonnet of a car. Yes folks, it all happens on the starting grid.

With one race to go we walked back to the bikes finding Robert's bike had now gone. We left our gear next to the bikes and went to look at the other machines.

Soon we set off for home. the only confusing part was when all four bikes went different ways at a roundabout. We got it altogether again and continued to the M6 where we stopped at the first services for a drink while both Ricks decided to press on for home.

When we reached Hazel Grove we dropped Nick off at the Bus terminus, and that ended yet another good trip.

Robert and friend, Rick, Rick, Robbo, Nick, Vic were my companions.

Dave Tattersall.

Calendar

Sunday May 15th	-	Donnington (if it's on)
Sunday May 30th	-	Lyn Traders Trial (s'car round) Speedway Team Cup, Ipswich Mallory, British Champs
Monday May 31st	-	Darley Moor
May 31st - June 11th	-	TT Isle of Man
Saturday June 5th	-	Belle Vue. New Nat League Best Pairs
Sunday June 6th	-	Club Novice Trial
Wednesday June 9th	-	Belle Vue - v - USSR
Sunday June 13th	-	Post TT Mallory
Monday June 14th	-	Club Committee

Dave Abraham is back in racing! After many months of recuperation with the owners of the 500 Vincent he went in the Tank Grand Prix in 1972/4, he is now to be sponsored on the bike jointly by Willgate Electronics and the Vincent Spares Shop. The Tank Grand Prix is once again the main objective but Dave will be doing several club races in the meantime to get back in the groove. Initially the aid will be limited to supplying spares and paying entry fees.

Alan Tempster and his family arrived back in England the other week, intending to settle down in the North after a couple of years working in West Germany. Alan was always a keen supporter of Club events especially road trials and no doubt he will soon be scooping all the trophies in those events and preparing for the National rally.

Doreen Youland is finding herself fully occupied with rehearsal fees, badges, and assisting Dave with secretarial duties. On top of that she organises the Annual Dinner Dance and books the film shows. She would be quite happy for other members to make arrangements for guest speakers and quizzes.

THANK YOU

Iy grateful thanks to Carol's Thomas for typing this mammoth issue of the news-letter between looking after her baby daughter and a trip to the Scottish six Days.

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STOP PRESS ...

23rd

Road trial ...Sunday May 15th.

Start at the Robin Hood 10 am.

Peak District Tap.

See Notice Board for full list of Club runs and Road Trials.

