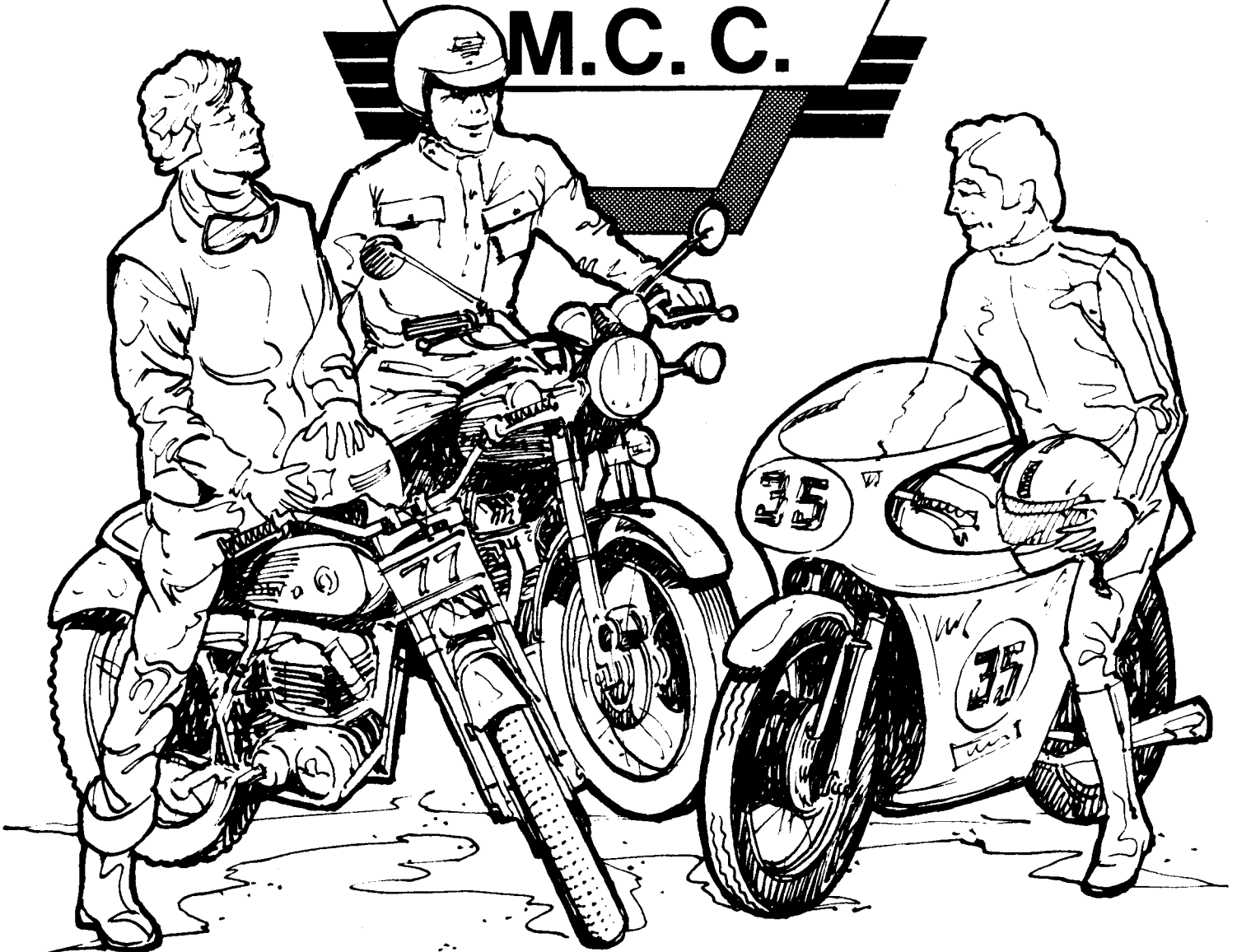


THE MANCHESTER '17' MOTOR CYCLE CLUB

(Founded 1935)



Meetings: Tuesdays, 8.30pm. Robin Hood Hotel, High Lane. (A6)

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MANCHESTER '17' MOTORCYCLE CLUB

NEWSLETTER - MAY 1978

Editor: Dave Tattersall
61 Sandown Road
Hazel Grove
Stockport
Tel: 061-456-4163

This is the time of year when a young mans fancy turns to ...er, what its been turned to all winter I guess!

I bet you like me are waiting for those summer days and long winding roads, but the way its going all we're going to get is liquid sunshine.

Trials are the big news in this edition. Why you may ask? That's a statement designed to make you read this edition till you find out. Not too many people are supporting the road runs, I hope if better weather comes more people will turn out for Sunday runs.

There's more interesting stuff to read on the other pages so sit in that favourite chair, kick ya boots off and set a while .

PS. For those who like scandal, gossip etc. The Chairmans taken up Badminton and Roger Richards can't change tyres. Has anyone seen Dave Effer!!

Happy Redlining.

Dave

Club Run to Butterton March 19th 1978

This was the second run that the club has made to the Black Lion at Butterton, and although the number of Road Bikes participating was down on last year we had the welcome support of the off road section of the club who made their own way to the lunch venue.

The run was through Disley across the Goyt Valley Dam to Buxton. Then to Taddington and Monyash, Hartington and Butterton, the weather holding fine until we were a short distance from the Black Lion which we reached at 12.15 pm. The off road riders were not quite so lucky, and arriving 15 minutes later, came in dripping water all over the place.

Eighteen members sat down to a lunch of soup, pasties and gravy with cheese and biscuits as an optional sweet and coffee to finish the meal off. Everyone enjoyed it and the fact that it was rather wet outside did not dampen our spi'its.

Paul was nominated to guide us back via the Manifold valley to the diner at Wincle where we had a cup of tea/coffee and thence home.

Verdict - A good day out when is the next one - October.

Keith Haining (captain)

Club Run to Hawkstone Park

A club run to this famous scramble course to see the 2nd round of the 1978 British Moto Cross Championship on Sunday 2nd April. The weather was fine and four bikes set off from the Robin Hood carrying yours truly, Nick, Andy, Pete and Son, and Eddy. At the course we were joined by Paul and met Carole, Steve and Nicola.

The day was fantastic and I mean that most sincerely folks. The sun shone, and yet the track surface was just damp enough to stop any dust rising, and the riders were fantastic. Graham Noyce was unbeatable on the Red Barrelled Honda powering round in the lead. Bob Wright on the 500 CCM taking a consistantly hair raising line from one side of the track to the other just in front of the leap caused Ron Hooper to part company with his machine and proceed to do ariel accrobatics by himself. Luckily he was not badly hurt.

A good day out, must take the sun cream next time.

Keith Haining (Captain)

Run to Oliver's Mount on Sunday 7th May

8 o'clock Sunday morning, weather bad, if I hadn't laid on the run to Scarborough' it wouldn't have taken much to make me stay at home. Nick had broken his hand and so I was without a passenger, drew a blank at the Robin Hood but struck lucky at Cheadle. Geoff Winstanley was waiting with the 250 MZ. Took a vote and decided to press on over the Pennines.

What a change - out came the sun and although it was cold on the bike, once we got to Scarborough' it was like a summer's day..

Club member Mick Capper was riding and this always adds to the enjoyment of going to a race meeting. It gives you a focal point of interest instead of a continuous stream of Yamahas.

A good days racing with spills and thrills galore in fact at the mountside hairpin the chairs were more like dodgems barging one another off the track. Don't forget our next visit to this venue is the W/E 9 and 10th September 1978.

Keith Haining (Captain)

The 1978 Scottish Six Days Trial (or Haggis Hunting in the Trossachs)

Once again we found ourselves heading towards Fort William for the Scottish Six Days Trial. Over twenty club members came up for the week and several more just for a couple of days. Myself, John Garlick and Nick Lee set off on Friday night and passed what can only be described as a convoy of hundreds of caravans on their way up the motorway to the Lake District. We got as far as Crawford in Scotland before stopping for the night. The only thing wrong with the hotel was that the main railway line to Glasgow ran past about one hundred and fifty yards away across the fields. I had counted about twenty trains before I managed to go to sleep but was soon awakened by Nick sending his bed-side lamp crashing to the floor. I must have counted another dozen or so before it was time to get up for breakfast.

On Saturday we had an easy run up to Fort William, stopping off to look at the now disused sectionst at Edramucky and passing through Glen Coe. When we arrived, the town looked deserted but things soon changed as people started to pour in for the event. On Saturday the car park on the sea front was empty, on Sunday it was jam-packed with hundreds of bikes, cars and people. After spending most of the day watching the riders check in, the

three of us went for a look up Glen Nevis and ended up climbing half way up the side of a waterfall which seemed to come right from the top of the mountain.

Also staying at our hotel were several Scottish riders and the Hulme family. Only John Hulme was riding, this year being his first attempt. Ron and Joyce were doing the fuel checks for all the works SWM and Ossa riders, while Alan came along with us every day. Luckily John didn't have an early start on Monday as he had a late number.

After watching the first riders set off from the start, we made our way back up Glen Coe to spend the day watching at the sections at Altnafeadh. The scenery was breathtaking and the sections were mark-taking with only the experts cleaning most of the sections. The weather was cold and windy at first but cleared up later on.

On returning to Fort William at the end of the day, we heard the bad news that Arthur Robinson had finished the day and parked his bike at the finish only to realise that his leg was broken after a nasty fall in a rocky section during the afternoon. The other club lads, Steve Thomas, John Hulme and Bob Lydiatt, had all had a reasonable first day. Mick Andrews looked as if he was on his way to an easy victory but there were still another five days in which anything could happen.

Tuesday was perfect with not a cloud in the sky. In the morning we went to the first group of sections which were at Kilmonivaig and were all in a difficult rocky stream bed which rose steeply underneath the deer fence and round a tight corner with a rock step straight after it. Not many people managed to get as far as the step, let alone up it. By this time some of the foreign riders were beginning to impress everybody, Ulf Karlsson and Jaime Subira being two. The sections were so difficult to keep going up that a delay of one

a half hours built up.

The afternoon took us to the last group of sections of the day at Muirshearlich on the opposite side of the Caledonian Canal. These sections were four continuous subs up a narrow rock gully with a steep step at the top which stopped many and sent them crashing back down. The most memorable climb of the day must have been that of Les Crowder (alias The Phylosan Kid). The crowd were cheering and applauding as he wrestled his bike up and over the step, and out of the section for a well earned "three". Everybody was waiting for Mick Andrews who treated us to a clean after nearly stopping on the step.

After tea we went to the sauna at the swimming baths and I was nearly caught flashing me nasty when I was surprised to find that the attendant in the changing room was a woman! Later on we went to see yet again the all time classic 'On Any Sunday' at the Fort William flea pit.

Wednesday saw the first rain of the week as we drove once more up Glen Coe to the sections at the Chair Lift, or rather some distance away from the Chair Lift as we found when we set off walking to them. The rain eventually eased off and it was fairly warm but damp as we watched the riders perform up yet another tight rocky stream bed. The first man through was Malcolm Rathmell who proceeded to have a five on what can only be described as one of the many unimpressive suzukis. The strain was beginning to show on Debbie Evans' face as she struggled on putting in a brave performance. Les Crowder came close to dislocating his naughty bits as he legged his way up the sections, still smiling and always ready with a funny comment. On returning to the car we found that a note had been left under the wiper blade. It informed us that the lesser-spotted Rick Stewart had migrated north for the rest of the week and could be found nesting up Glen Nevis in a tent - rather him than me at this time of year.

Wednesday night saw the Manchester '17' holding a club meeting in the Mercury Hotel (the only decent place we found in Fort William) with nearly twenty members present. Arthur Robinson held an autograph signing session on his plaster cast.

The Mercury hotel is the only place where I have heard piped music, (chamber music?) in the toilets. I thought I was hearing things until I saw the speaker on the wall.

Thursday was the longest day with the riders covering over one hundred and twelve miles round the Moidart peninsular. The cloud was down and the rain fell all morning as we drove out to the sections at camp hill. The scenery was wild and rugged. The sections weren't much better with a large step over tree roots and plenty of large rocks. Many marks were taken but Martin Lampkin was showing his top form and Rob Edwards was not giving up as he cleaned the worst of the first subs.

After refreshment at the Glenuig Hotel we went on to the sections at Rubharuadh (Rhybarb to you), following the route most of the way. Thursday is well known as being a road race for the riders with many miles being on the tarmac roads, most of which are single track and things can get quite hairy.

After the difficult sections at Rubharuadh, where John had a good ride in the first subs, we shot off to catch the ferry across the loch at Corran before the queue built up. We were lucky and only had to wait about quarter of an hour. Ron and Joyce who had been refuelling again had to wait for Pete Oakley who was a late number and ended up waiting about one and a half hours in the queue even though there were two ferries on specially for the event.

On Friday I went round with Ron and Joyce making sure that John went through the fuel checks alright. The first stop was Kinlochleven where we were just in time to catch him refuelling. He had, had to stop to repair a front wheel puncture on his way and had a split front tyre but was soon on his way again. We then came all the way back and on up to Spean Bridge to the next fuel check where we saw Mick Andrews doing one of his lightning tyre and tube changes. John arrived with a split back mudguard, the result of a trip up the road on his backside, but was still on time and set off after some quick repairs.

After Spean Bridge, we went up Glen Nevis to see him through alright and where a Scotsman was quite amazed to see me apparently feeding pebbles to the semi-tame finches which were hopping around my feet. I was only trying to take photographs of them close up and I had no bread on me so, white pebbles had to do. He called me a 'bloody tight Englishman' and went off to tell his Italian friend what he had seen.

Down at the Ten Nevis sections, I met up with Nick, John and Alan again and after watching the riders for an hour or so, we climbed up the hillside and spent ages trundling big boulders down a waterfall (rock on Tommy).

It now looked as if Mick Andrews had lost his chance of a victory and a place in the record books and Martin Lampkin seemed a certain winner although anything could still happen.

Saturday was spent at Pipeline near Kinlochleven where the Suzukis showed what a load of rubbish they really were, with only Brian Higgins' bike looking any good. Les Crowder once again got a big round of applause as he legged his way up to the top. Rob Shepherd nearly got an endorsement for speeding as he flew up the sections about twice as fast as anyone else. John Reynolds had the best ride all day but the two most unfortunate riders must have been Ted Thompson and Pete Oakley. Both were involved in head on collisions with other riders on the way to pipeline. Both riders received broken arms but Ted Thompson was able to strap his up with tape and carry on, only failing to enter one section on his way back.

At the finish at Fort William there must have been many riders who were just glad to have finished the week no matter how many marks they had lost. Both John Hulme and Steve Thomas finished and so did Bob Lydiatt but he didn't have one good word for his Suzuki.

Debbie Evans went round the car park trying every bike she could get her hands on and ended up doing head stands on Don Smith's Fantic while he balanced on the front forks.

The presentation ceremony at the Milton Hotel was a bit of a let down. The place was packed out before the riders got there and after the raffle had been drawn, there was a long delay as we waited for the final results to be completed. Second prize in the raffle was a free entry for next years Scottish and was won by Steve Thomas, Joyce Hulme won a bottle of whisky. It was more or less impossible to get to the bar at the Milton so we went back to the Mercury for last orders and found that somehow somebody had already got the full results.

Back at our Hotel, the night was spent with booby trapped beds collapsing and mattresses being thrown about. Somebody nearly got thrown in the loch but we were too tired to bother dragging them out at that time of night.

Two people who deserve a mention are John Cantrell and John Shirt. First of all John Cantrell had a brush with the law and was lucky when he just passed the 'blow in the bag' test, and later on he had a puncture in the car park at the Mercury where Ron Hulme could be heard laughing his head off.

Secondly I have been asked to mention the fact that, John Shirt was actually caught doing the washing up during the week and even Hoovering up once which must go down somewhere in the history books.

Two other unfortunate riders must have been Marland Whaley and Nick Jeffries who both put up good performances on their four strokes only to retire at Mid-week. Whaley siezed up twice and was out on time, while Jeffries struggled right from the start with a split petrol tank which finally gave out.

A special mention also for Geoff 'W' and wife who would have done any Oxfam shop window proud.

The Golden Crotch award for the week goes to Geoff Chandler's Swedish wife. Anybody who has seen her will know what I mean, and the best performer of the week would have gone to Debbie Evans but nobody got the chance!

There was so much that happened during the week that I have not got time to write it all down. The weather was great, the scenery magnificent (nudge, nudge!) and you have to be there to realise just why the Scottish Six Days Trial is one of the top motor cycling events of the year.

All that I can say now is 'Roll on Next Year'!!!

Andy Gregory

John Simister Memorial Trophy Trial - 12th March

I always know what sort of day its going to be, by the way I am aroused from the pit. The thing is, I don't sleep, I die for eight hours every night. Today our junior demolition expert (affectionately known as "rat bag") woke me up by pulling my left ear and trying to shove a packed of Rothmans up my nose. Good start!

Getting downstairs to be met by the wife fully organised and packing the car 'I'm ready'. So I managed to keep my 100% record for being late, arriving at the Banger Track at 10.20. Getting worse!

Handing out numbers, trying to sort out some of the idiotic mistakes on entry forms and collect money from half the entry. Linda (thats the one who beats me and acts as jailer to the kids) had a rotten job. By 11 o'clock all was well but even after demonstrating Mr Ford's expertise in designing horns (thats audible warning device not what cows have!) only three people had appeared at the start. By half past most had been got away but people were still arriving.

Then it started to rain! Can't get worse!

"Back in about half an hour" I said to the family. I was just going to do a lap to ensure all was well, Cheeks - to be greeted by Dave Rowland 'OK', 'Yes' but one of the 'better riders' (who shall have to remain nameless and will be mentioned again later) had an early number but had gone up Cheeks LAST. A quick word with the observers all OK - keen lot here, you have to be at this spot. It's sort of a gap between two hills and acts like a wind tunnel and is cold on a warm day, today is cold and wet - god their keen!

Now down the road, left at the Travellers Rest. Surprise! no-one's nipped in for a quick one, they must be taking this trial seriously. Down the road past the Hang Gliders practising heavy landings then down two green lanes with unbelievable views to Hollinsclough.

This place is in fact a lane but makes three good sections. It's really wet by now and Vernon is looking really miserable observing section two. Even Mr Stewart on section one who is used to observing in bad weather comments on the cold.

A short diversion here, back up the lane to see if I could help a scouser with a Honda 125 and a broken chain. A spare link out of my butty bag, broken spring but it should get him back to the start.

All well at Washgates again using green lanes for access. This place is really nice, a stream in a little wooded valley with an 'original packet horse bridge'. This is what all the fuss is about with green lanes, I suppose. I have never seen a place like this and there's no way you would know this type of place existed if you only used tarmac roads.

Now to Booth Farm, knowing what to expect. Yesterday in sunshine the sections were great and possible. Using my ability as a yardstick I could manage - just - all the sections here except number three. When I arrived they were all beyond the whole entry with a three the best on any section. So no alternative on the first two sections but to run them backwards for the second lap. The other three sections were much modified and still very difficult.

By the time I arrived at High Edge and the start area the observers were frozen. Carole Thomas was observing from inside her car, (trouserless), Mr and Mrs Thomas (senior) were trying to find shelter behind one of the huge rocks, John Wright wishing like me he was at home in front of a fire like any sensible person would be. Thanks to the chap on High Edge two - I didn't catch your name, same with the young lad on number five who's Dad was riding and the lady who took over when he got so cold he couldn't stand it.

Then I went back to the start to find our "late at cheeks" friend having a cup of tea at his car with a lap still to go. Good job most riders think about observers in bad weather.

My half hour trip had lasted two hours and when I got back to my car there was no family. My daughter Sheila had been rushed off to see a doctor complaining of somach pains. (She is OK now).

By this time the clouds were closing in and it was touch and go if we could continue but luckily the wind cleared the cloud and the trial was completed as planned.

Not a good day at all! From the riders point of view a good trial

possibly too difficult for the less experienced but most of the experts commented on how much they had enjoyed having their ability tested to the full.

Our unpredictable weather almost ruined things, putting even hardened observers off and almost curtailing things on the second lap.

Ken Roberts.

RESULTS

Best Performance - G Darlington	63
Best Over 40 - J Cantrell	101
Best Novice) - A Needham	74
Best Under 19)	
Best Intermediate- B Byrne	91

First Class Awards

R P Salt	64	H Rosenthal	68
R Darlington	71	M Carney	73
J Hulme	75	D MacDonald	78

Events

For those unlucky enough not to receive the last Newsletter, you have missed out on the club's fixture list of trials and roadruns. But no sweat, every Tuesday I leave a few near the notice board, or failing that ask me for one, (a fixture list thick).

Not content having an advanced summer fixture list our busier than busier social secretary Andy Gregory has a full winter programme of films lined up. They are listed below.

August 29th	Trials Film (Mick Andrews)
September 12th	Mick Andrews Trial Champion
September 26th	International Six Days Trial
October 10th	Focus 500
	Imola 200
October 31st	Tribute to Saarinen
November 14th	Cross Torque
	Forbidden Glaciers
November 28th	Narrow Edge (Road Racing)
December 12th	Yamaha G.P. 1972

Talking of events, I refuse to write about the dart board quiz, that was held some weeks back now. Andy G and a few others put a lot of hard work into that. During the course of the evening Mr Chairman had to address the audience in a blunt manner (shut up or get out). This attitude by club members isn't on. Lets hope at future events we have no more hassle.

EVER SEEN A TRIAL?

Fancy seeing several dozen ways of falling off without hurting yourself or your pride and joy? OR seeing a bunch of ordinary mortals riding up ridiculously steep hills only to come down again (usually backwards) then describing it as sport!

Come and see one of our club trials. Any of the riders will tell you how to find where its happening.

TRIALS SCHOOL

Consisting of a film show and a chat on a Thursday night, plus a full weekend (2 days) tuition with short trial at the end.

Venue:

The film is to be arranged

Tuition and Trial will be held at Shirty's Rocks at Buxton.

Date: To be arranged but will be held during the summer.

Cost: This will be a nominal charge to cover the cost of running with any surplus going to club funds.

YOU MUST PROVIDE YOUR OWN BIKE.

Any full or Junior club member can enrol by writing to:-

Norman Eyre
44 White Knowle Road
Buxton
Derbyshire

You must enclose a stamped addressed envelope.

Vehicle Registrations

Anyone amongst you that has a vintage or late fifties motorcycle, appreciating in your dusty old garage, may be interested to know that Big Brother, commonly known as the Central Vehicle Licensing office at Swansea, is destroying "the manual vehicle record files". These are the files held at local taxation offices which in the past would register, change of ownership and retax a vehicle for you at the touch of a forelock and nod of the head. Although microfilm copies are held at Swansea it may be sometime before they can retrieve yours.

You may upon application have a vehicle registered in your name and keep it untaxed provided you don't ride it on the road. If it has a lot of history regarding ownership and dating, you would do well to check that it is properly registered in your name. This also applies to cars, trucks, tractors. Yes there are vintage trucks and tractors.

Keep On Truckin

Dave T.

HELP! - Your club needs you.

We are trying to get the club a National licence to enable us to run a full National trial next year.

On Sunday 23rd July we are running a trial in the Buxton area, at which a special ACU appointed observer will judge our performance. Providing our organisation is satisfactory we should gain this National licence.

If you would like to help out in any way contact Pete Steckles or Ken Roberts any club night.

B.M.F.?

B.M.F.?

B.M.F.?

When secretary Frank Pickard, handed out B.M.F. (British Motorcycle Federation) membership cards to members a few weeks ago, there were many puzzled looking characters around the clubroom (Dummy's)

For those who don't know, the club has joined the B.M.F. That makes you an affiliated club member to the B.M.F. Apart from supporting a very worthwhile ~~cause~~, it entitles you to some special deals.

One such deal is with the National Breakdown Recovery Club. B.M.F. members can deduct 50p from the subscription. More details can be found in the B.M.F. bi-monthly mag (March-April 78) called Motorcycle Rider. Which should be on or by the notice board along with a leaflet about the N.B.R.C. Or write to the N.B.R.C. at Recovery House, Claremont, Bradford, BD7 1BG for an application form and more information.

Three Midland firms are offering discount to B.M.F. members they are:-

Sigma of Birmingham
40 Bracebridge Street
Birmingham B6 4PJ

These offer 10% discount on their quality panniers and carriers.

Silhill Products of Birmingham
226 Mary Street
Birmingham B12 9RJ

They offer 10% discount on their range of tools and motorcycle accessories.

Tex-Gee
433/435 Moat Road
Oldbury, Warley
West Midlands

"Special Terms" are available for B.M.F. members on all motorcycle clothing and accessories. They also offer a free tyre fitting service.

So read the copies of Motorcycle Rider, you can learn much to your advantage.

Three or Four?

At a trial the other weekend, I was eagerly following several riders - watching the different riding techniques of the expert and not so expert, and keeping score of their penalties - only to find that at the end of the day the difference in their abilities was barely discernible on paper.

Under the present scoring system one point is lost for putting your foot down once, two points for two 'dabs' three points for three or more 'dabs' or for continuous paddling, and five points if all forward motion ceases.

Consider first the experienced rider who walks the section first and then despite using all known techniques in balance, braking, throttle control, and gear work unfortunately needs to 'dab' his foot down three times - he is penalised three points.

Next consider the rider who perhaps lacks keen competitive spirit or expertise, so that a tough section will prove too difficult and he will have to resort to 'paddling' to get himself out of trouble and through the section - he too, is penalised three points.

Surely here is a serious discrepancy - would it not be fairer for the first rider, who only needed to 'dab' three times, to be penalised say three points, and for the second rider who need to 'paddle' his way through the section to be penalised say four points to discriminate between the two standards achieved?

Dave Duckett

The Latest On Tools

We have a set of four vacuum gages with adaptors to fit most bikes including Ducati, Honda, Suzuki, Kawasaki and any other with screw type fittings on manifolds.

We have a piston top dead centre dial indicator for you two strokers, and trials men.

We have an impact screw driver with two crosshead bits and two ordinary screw head bits, this last item was strike bound in the docks of Holland until recently, so it must be worth borrowing.

Contact me for details on New Mills (66) 44855, or a Tuesday night or a committee member.

Dave Duckett