

AND HERE ARE THE MAIN POINTS AGAIN.

Well folks, here it is at long last, the club Newsletter making one of its rare appearances. Unfortunately, Paul Tootall, who volunteered his services as Editor at the A.G.M. had to bow out through pressure of work without having had time to produce a Newsletter. I then offered to have a go to see what I could produce.

The main problem has been getting hold of articles. Some stuff from last year has been passed from person to person before it reached me and other people have had to be pressurised into coming up with material promised weeks ago.

I would like to take this opportunity to ask club members to try and come up with some interesting articles for the next newsletter, something different and unusual. I am sure that most people are fed up with reading about that crappy old M.Z. belonging to you know who, and endless reports on boring trail rides.

Lets have something about a good run out you've had, places of interest to visit, technical tips and things you've found helpful when riding your bike or improvements to machinery.

How about a trials rider's impression of an event he has ridden in. Are there any dispatch riders in the club who could write about their job?

I think that newsletters should contain a greater variety of shorter articles on different topics rather than a handful of long drawn out articles on the same subject i.e. trail riding. They should also contain up to date results of club events, lists of forthcoming trials and runs etc. and a social calendar. It's nearly six months since the last Newsletter so how do you expect to know what is going on.

For this edition, I have had nothing from the CHAIRMAN, nothing from the Publicity Officer because we haven't got one, nothing from the RALLY SECRETARY, and nothing from the CLUB CAPTAIN or TRIALS SECRETARY - haven't you got any runs planned? What about the Youth side? I know that they have their own excellent newsletter but they are part of this club and we would like to know what they are getting up to.

Apart from the running of trials, the only active part of the club both at weekends and on club night, is the trail and enduro side, hence all the previous articles on trail runs. What is happening on the road side? And have all the rally-ists stopped going out at weekends, getting cold, wet, muddy and pissed? What's going on, on the social side - nothing? Come on, club members - wake up! This club used to be a good club with a good name, now it gives the impression of being a good name with nothing much behind it!

A.J. Gregory.
Temporary Newsletter Ed.

MEMBERSHIP SECRETARY.

Membership Subscriptions for 1981 are OVERDUE so if anyone wishes to pay their subs then come to the club any Tuesday evening - I am the good looking one, sat in the club room drinking cokes ! If you don't come to the club then my address is:-

49 Woodsmoor Lane
Woodsmoor.
Stockport. SK2 7AZ. Tel: 456 4941.

The subs for 1981 are £2.00 full members, and £1.00 Youth Members.

Do not rely on me to notify you individually that you haven't paid, as postage is too expensive. Unless you can show a receipt at sporting events, then it will be assumed that you have not paid.

The road riders response to renewing their memberships is very poor this year. We need more members to come up to the club on a Tuesday night, so that opinions can be obtained on what the members would like to do during the year and to give the Committee some support with organising functions.

Roger Richards.

SECRETARY'S SPOT:

I have been marshalling at Oulton Park now for six years and it is fair to say that I know very few of the other marshals apart from our own club members.

The reason is that we only meet about six times a year at race meetings and even then we only meet those on our own section. That was until last year when the Cheshire Motor Cycle Marshals Association was formed to bring marshals and officials together socially and to try to improve facilities and safety, particularly at Oulton Park. At only £1. a year subscription, it is well worth joining if you are a marshal or would like to become one.

Anyway, what all this is leading up to is that I have become a Committee member for the Association and this is the first time that the 17 club has had a representative.

For some time now I have been concerned about the level of safety for marshals and riders and particularly the lack of training for marshals (I have had no training whatsoever during the six years I have been marshalling).

SECRETARY'S SPOT continued..

Also, there are far too many riders ignoring warning flags. This is highly dangerous and should be stopped.

I was involved in an incident at Lodge Corner, two years ago which resulted in two riders and a marshal (1 17 member at the time) being seriously injured, partially because riders ignored a waving yellow flag, and partially because of lack of experience and training on the part of the marshal.

The A.C.U. have complained several times about marshal's panicking and calling for an ambulance when it was not needed. This was due to inexperienced and untrained marshals picking up the phone to Race Control without authority from the Sector Marshall. The A.C.U. must share some of the blame here for failing to provide proper training and instruction.

In today's factories, under the Health and Safety at Work Act, to send untrained people to work with fast-moving unprotected and potentially lethal machinery would not only be stupid and dangerous but also highly illegal.

Ian Bottomley.

JAPANESE AEROLASTIC ?

Have you noticed how rapidly your rear chain and sprockets disappear - probably you haven't because they've always disappeared at this rate.

Myself, and Peter Potts were discussing chains and we both remarked how much smoother the transmission is through a Renold chain than through Japanese Izumi or D.I.D. I had fitted an Izumi to the MZ after being assured 'they're all the same, just as good as Renold' and after 10,000 miles of covorted well lubricated use, it was knackered and on examining the gearbos sprocket which was fitted new with the chain, the wear on the teeth was equivalent to 20,000 miles of use with a Renold chain that I had originally used.

I rushed to my dealer for another Renold chain and after being advised how dear they were compared with Japanese Aerolastic quality - only £2 - £3 dearer, I fitted the Renold and after the first journey realised I had a smooth almost snatch-free transmission which had not been evident before and the lack of friction in the top and bottom covers had to be seen to be believed.

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JAPANESE AEROLASTIC continued.....

The chain to date, has covered 2,000 miles and has been adjusted once after initial bedding in and if it follows the same pattern of the original Renold chain, adjustments will once again be bi-annually instead of monthly and will last 20,000 miles including the gearbos sprocket. You may be forgiven for thinking I am biased but ask Peter Potts what his SP 370 Suzuki is like when improved with a Renold chain?

I would contend that Renold have forgotten more than the Japs will ever know about chain manufacture. Jap. chains may be O.K. for suspending flowering baskets from but when it comes to driving motorcycles, my chain will have a British flag on it.

John Ward - the Smooth-Drive

7 day original M.Z.

MAPLE VOYAGE.

Mid November.

Or so it may have appeared to Phil Stain after passengering for Jim Maple, after a trip along the quarry roads through the various water splashes, Phil found Jim's Guzzi Trail Outfit developed an unfortunate knack of collecting water in the chair and he must have sat in a puddle all day after that. Seven machines set off from Marple Bridge, two outfits and five solos, John Hoxworth was christening his XL500 Honda and the rupp from Strines to Brookbottom saw a few flailing legs and stationary outfits. Onwards to the top of Mellor and into Birch Vale to take the quarry road past Shedyard cross roads (of Pig Washing fame), dropping down into Chinley and through wash towards The Wanted Inn, bearing left to Eldon Hill to take Dirlow Rake across to Pindale. We viewed the Peak Trial sections here whilst having a butty, a natter and re-aligning Jim's outfit. Bamford Clough, the steep climb on the unsurfaced 1 in 3 out of the village caused some problems, Peter Potts and son Glen made it in fine style on the SP 370 outfit, the Maple combo was noticeably absent at the summit, John Hoxworth thought he'd made it, then lost concentration, got a wheel in each of two different ruts and gained the horizontal Honda Trophy - usually reserved for Brian Starkie. Phil Rosson and Brother Howard two up on the DR Suzuki owe John Ward a fiver because whilst they cleared the hill, the wager was for a one handed climb, as I seem to remember. Shatton Loop, just outside Hope was next, with its extensive views of the countryside and relatively good surface, so after this respite the M.Z. found some good clag at Hucklow which stopped them all.

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MAPLE VOYAGE Continued.....

Les Fader, 175 Yamaha was footing lustily but making little progress, Simon Emmerson, Montesa Enduro should have burned us all off but seemed content to pour out blue smoke in a vain attempt to catch the flaying M.Z. (sorry Simon, MZ's are never beaten and rarely equalled) Phil Rosson got well bogged down, John Hoxworth looked tired but warm - steaming - Peter Potts required manual assistance, Jim Maple and Phil showed how to look busy whilst actually stopped or going backwards and so a halt was called at the top to allow the rosy cheeks to cool. Onwards towards Wheston where the ford at Brookbottom was crossed and Haydale with its slippery limestone and mud surface followed, with the ruts claiming the occasional victim before the first corner was reached. Bee Low just outside Chapel en le Frith was pleasantly moist earth without problems and as a final lane to wash off some of the day's mud we retraced our steps along the quarry roads to Birch Vale and finally Marple Bridge to finish.

For the trainees, it was an experience - if they enjoyed the experience so much the better.

John Ward - the MZ Big Gripper Again.

TO THE NEWSLETTER EDITOR FROM THE SOCIAL SECRETARY.

As I promised at the outset of my term of office as Social Secretary, I said that I intended to organise trips, for any members who may be interested to places of interest.

In March 1980, I organised a trip to C.C.M. Ltd. at Bolton which I thought was very interesting and most other people thought so too.

So, I wrote a few letters to other companies asking if a Guided Tour was possible and Honda (UK) Ltd were more than pleased to oblige us, so this then led to the:-

HONDA (U.K.) LTD TRIP

on 19th September 1980.

See overleaf for details...

HONDA (UK) LIMITED TRIP - 19th Sept. 1980.

Eight club members arranged to meet at the Windmill public house near Lymm - this was chosen because of its proximity to the motorway and hence the drive down to 'the smoke'.

The people who met at The Windmill were all motorcyclists (that makes a change for the '17' club) and consisted of Paul Rushton, (850 Suzuki), Mike Edmunds (Honda CBX), Tony Noble and his wife Sue astride their new Suzuki GS1000E, Ken Turner and his better half Wendy on their Kawasaki 1000 and of course, me on my Honda 750 with Diane Jackson acting as ballast.

We had previously arranged to meet Alan Toft (who was hoping to pick up some spares for his broken Gold Wing) Ian Bottomley and Tony McConville who were travelling down in Tony's car, outside the Honda factory in Chiswick, at about noon.

We were very fortunate weather-wise on the ride down, as it had been raining non-stop the whole of the previous week and, in fact, in London when we arrived, it was shirt sleeves job.

We parked our machines at the Honda Car Park, announced our arrival to the receptionist who advised us to dine first at the hostelry which was 200 yards up the road but just as we set off to walk who should be coming out of the pub but our dynamic car-borne trio ! - so without much arm twisting, they agreed to come back in for some extra fortification.

On returning back to the Honda factory, we were met by the Assistant Service Manager, Mr. Brian O'Riley, who then proceeded to guide us to a classroom which was normally used for teaching mechanics the ins and outs of Honda motorcycles.

In the classroom was a vast array of Honda engines (not just motorcycle engines) and just as a matter of interest, the engine from the forthcoming joint Honda/B.L. car venture - The 'Bounty' was explained to us in detail.

After spending about half an hour in the classroom and being lectured to about Honda history and future developments, we proceeded to visit other departments.

One particular department was evaluating motorcycles which were designed primarily for the American market and trying to find if they were suitable for the U.K. market.

One such machine was a CB 900 (4 cylinders) decked out U.S. style, i.e. high handlebars, small fuel tank, very wide back tyre etc. and Mr. O'Riley explained that they had done an evaluation on the machine and they had found it unsuitable for U.K. conditions. What he didn't mention was the fact that it had a 10 speed gearbox ! and was later mentioned in Motor Cycle News - quite recently in fact.

HONDA VISIT continued....

Another department we visited contained (under dust covers) Honda's first attempts at Formula II Car Racing, in the early to mid 60's.

Next on the agenda was the car evaluation department and their prime interest here was a car to be introduced quite soon and called the "Quintet" - and a superb looking car it was - Sue Noble was drooling all over it !!

The Moto-cross racing section was the next to be visited and here was contained 2 G.P. bikes and also Alex George's racing machines - one of them was rather twisted as this was the bike that Alex had his near-fatal crash on, whilst racing in the T.T.

Carefully arranged out on the bench were titanium engine and cycle parts (very strong, very light, very expensive !!!) from another racing machine - we were advised by Mr O'Riley to handle them very arefully as one of the eagle-eyed Japanese mechanics who was there preparing the bike was a black-belt in Origami !!!

Last venue was the spares department and, of course, it contained the obvious but Mr. O'Riley did point out a few interesting items that were still in stock, things like an exhaust system for a long forgotten model and still selling for its original price of £2. 17. 6d. and as a parting gesture we also toured the Honda style clothing premises.

Anyway, we finally said our goodbyes and thank yous and we then drove our separate ways - the car borne trio for home and the rest of us to Islington where Sue and Tony Noble had previously arranged overnight accomodation with a girl friend of theirs who, most kindly, was prepared to put us up for the night.

Unfortunately, for all of us, an otherwise excellent trip ended on a very low key when we discovered next morning that all the seats (excepting Ken Turner's) on our machines had been slashed during the night.

Due to a commitment, I had to be home by dinner on Saturday and so I left homeward on my own but the other intrepid riders and passengers were heading for Somerset to attend a motor cycle rally for the remainder of the weekend, so I'll say that quite a few miles were travelled between them !

G. Watson.

A TRAIL RUN - 23 NOVEMBER 1980.

A totally unbiased report , not written by John Ward or any other employee of the MZ factory. This report carries a Government Health Warning - M.Z.'s can seriously damage your health!

As a fairly large group of trail riders had gathered at the Setter Dog car park, including Ben Hur's Moto-Guzzi 1000 chariot (alias Jim Maple) it was decided that we would split into two groups. John Ward, the paid MZ rider led the geriatrics, sidecar men and learner trail riders and I led the real riders who consisted of myself, Phil Rosson - Suzuki DR 400, Frank Bartram - borrowed Yamaha DT 175 MX, Simon Emmerson - Montana 250 HG, Ian Dagnall - Honda XL 185 and Brian Starkie XR 500 Honda.

After doing Charity Lane and Cumberland Comer togher both groups split, I took my group along Three Shire Heads then onto the rocky and slimy Tenterhill.

After crossing the river at the bottom and have a five minute break, we then climbed up Washgate where Simon's Montesa took a liking to climbing walls. From Booth Farm we headed to Earl Sterndale by a very narrow road where Ian Dagnall panicked when two cars came from the opposite direction and promptly threw his Honda down the road in a big way in front of the second car. The moronic car driver peered out of his window, saw that Ian was living, then drove round him and off into the distance.

We patched up Ian's bike and sent him home feeling a little bit de-tuned.

The four of us than continued along the Quarry Road at Earl Sterndale, then due to a slight navigational error on my part we did not do Priestcliffe and Putwell Hill but carried on by road to Bakewell then proceeded along the green lane that leads to Hassop. The surface in the forest was a bit greasy and caused all sorts of problems with Frank's Yamaha wanting to lie down to rest in the trees and breaking the clutch lever. We all crossed the four inch wide bridge over the stream without mishap but Brian Starkie's Honda lost the vertical hold just before we reached the main road and as Brian experienced much difficulty in getting 36 BHP transmitted to the ground with a bald trials tyre in 12" of mud, I almost split my sides laughing and I'm sure I heard Brian mutter off Phil ! - or words to that effect.

By now, valuable drinking time was being wasted so we pressed on without problems via Bleaklow, High Rake and High Fields to the pub in Stoney Middleton. After an excellent lunch of bitter, whiskey, drak rum, chips, scampi and cheeseburgers, we all felt rather brave (rather sick don't you mean ! - Ed) so we headed towards Excelsior (this is a very short but very steep green lane with large helpings of tree roots, large rocks and muck).

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A TRAIL RUN. continued.....

Everybody managed it with a bit of a struggle except Brian who got stuck halfway up. Being a helpful sort, I thought I'd be clever and ride up again (showing off!!) and give Brian a helping hand. Things didn't quite turn out right as I wheeled the mighty Suzuki up a tree and it was me who needed Brian's helping hand.

We then progressed without mishap (that's the second time you've left her behind- Ed) up Highcliffe to the two lanes at Hucklow where Simon parted company with the Montesa several times. Then on to Holmes, over the Portway, Eldon Hill, Royal Clough, Rowarth, Marple Bridge and then home by road.

Everybody had a most enjoyable day which was helped by the warm autumn sunshine. Despite the fact that everybody laughed at me that morning when I turned up in my 'go faster posing gear' I think I had the last laugh seeing them all sweating in their dirty, greasy waxed cotton suits.

Phil Rosson.

The Boringly Reliable, Super, Exciting
Suzuki D.R.400.

A YANK AT WETRA'S COURT.

(Impressions of the Beacons 2-Day Enduro)

The plane dropped through broken clouds to a promising sunrise at Heathrow, October 24th. However, they told me it had been raining most of the week up north and, true to form, the London to Manchester shuttle flight put me right back into the damp, typical English weather. I had returned to England three days early (job assignment near Manchester) to accept Vernon Leigh's invitation to find out what the British Enduro scene was like, an opportunity too good to pass up. So, after a quick forty winks, I was on my way from Glossop ('home') to Stockport in the middle of Friday rush-hour.

Vernon is an active dirt rider and owner of the Trials, Trails and Enduro Centre, Stockport, in northwest England's Cheshire county. Along with Dennis Taylor, the three of us were to be roving marshalls at the Welsh Trail Rider Association's annual Beacons 2-Day Enduro one of the toughest championship events of the active British Enduro schedule. At Vernon's shop we loaded his 125 Fantic and Dennis' 175 KTM and piled lots of foul-weather gear and ourselves in the Cortina for the three hour drive to Cardiff in South Wales.

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A YANK AT WETRA'S COURT. continued.....

There we spent the night at the home of our host, Tony Harding. Early Saturday morning, we were awakened by the smell of breakfast cooking downstairs. Tony's gracious wife Margaret was preparing a "proper British Breakfast" that would hold us for most of the day: juice, Weetabix and milk, toast and coffee, fried eggs and sausage, and some of the best thick slices of lean bacon and fried tomatoes you ever ate ! After breakfast we gathered our Belstaffs and Wellingtons (they'r easier to get in and out of than competition boots and besides - they're waterproof) and took off for the 1½ hour drive northwest to Llandovery through the mist and low clouds. Brian Gupwell, a Fantic rider sponsored by Vernon, travelled with our group in Tony's car.

About 9.30 we pulled into the side road leading up to the Quarry at the Crychan Forest. Tony left immediately in his car for his post at the first checkpoint. He kindly left his 185 Honda for me to ride. Brian had plenty of time to circulate around the paddock until his 10.25 start time. The rest of us suited up after a cup of coffee, and as the sun tentatively broke through the clouds we headed out along well graded dirt roads and narrow tarmac to monitor spectators riding in the area. Spectators were not a real problem Saturday, but by the second day, word of the event had spread locally and lots in inexperienced riders did show up to see how the other half lived. It was these latent 1990 ISDT hopefuls that were our greatest concern - they have a habit of riding the trails against the traffic !!!

The Beacons this year drew about 170 entries, starting two at a time, to cover the 53 mile course that included a lot of tight trails, a few dirt or tarmac roads, some rocky hills and mud, mud, bogs, greasy trails, water and more mud. If you have ever ridden an enduro through Indiana cornfields after the spring thaw, you might have a vague notion of what the Beacons was all about.

The championship class, including the British I S D T team easily kept on the gold - the cross-country special test both days sorted them out with only seconds between their scores. They covered three laps of the course. The Expert, Four-Stroker and Clubman classes had progressively easier schedules and only two laps each day. The Experts had to scratch to keep close to their schedule and, as you can imagine, the Clubmen had difficulty staying within their hour. The four checkpoints each lap took ominous tolls of all but the Championship class.

Because of the excessive rain this season the trails were either greasy, rutted hog-backs or incredible bogs. My guides took me through one muddy path under the pines in one of the forest plantations. Shortly the route turned sharp right and down a steep break between the tree plots. Normally I consider a fresh line to one side of the rut. I know this is not always best, but it often works. Well, if you now have guessed that I guessed wrong - you're right !

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A YANK AT WETRA'S COURT. Continued..

This straight break down through the trees looked quite innocent - at first. Very quickly I learned that not all bogs are in low marshlands. In Great Britain they are not subject to such strict topographic limitations. The tall green grass and low bushes were growing on this no-return downhill terrain in earth that is generally the consistency of marshmallow fluff on sticky peanut butter ! Just a little too much on the front brake caused a mound to appear mysteriously blocking my front wheel and I was suddenly slithering on my back in the mud.

Well, I finish the section in the deep rut where there was at least a stable bottom. Paddling the rest of the way down brought on no further problems. Vernon and Dennis had wanted me to experience just one "representative" trail at the Beacons and I'm grateful to them for making it downhill so I could get out under my own steam and enjoy the remainder of the weekend. There was another rider at the event who wasn't so lucky.

By way of preamble, a high ranking MXer in Britain, Nic Aldridge (A.M.C.A.) had written to one of the Motorcycle newspapers to the effect that Britain might have finished better than 9th in the I S D T had the country's "best" riders (motocross, that is) been on the team. He had helped out on a couple of Welsh 2-Day Enduros (an easy-going "social" event) and got the impression that a Landrover could have passed any of the enduro riders without any effort. Arthur Brick, Manager of the British I S D T effort allowed as how Nic might be right and if his claim that he could win the Beacons was true, he surely would be considered for next year's team. In fact, anyone who completed the gruelling course on the gold would be considered.

So Nic was supplied with a well- equipped enduro bike and he left the starting line at 10.06 a.m. Saturday morning. He only dropped 3 minutes at the first check - the only check he was to see in his entire ride.

To quote an item in "Trials & Motocross News" - The event was a hard Enduro and rumour had it that Aldridge had to be carried off his machine at the first check suffering from severe exhaustion. A lot of people would like to believe that, but I felt fine until the old eyes got filled in (with mud from riding sans front mud-guard).

"However, Nic is now the first to admit that he is not cut out to be an enduro rider"

Only 79 of the scheduled starters were at the line Sunday morning Only 44 of those were to complete the course within their hour. In contrast to the relatively sunny day Saturday, Sunday was wet and misty until late afternoon - then it rained.

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And finally, the economics of enduro organisation in England are different to those in the U.S.A. Rider event insurance is expensive and the organising group has to pay by the man-mile for land use. Most of the closed land is either government owned or leased for plantations. So you can see why enduro entry fees range from £7.50 to £20.00 (for a two-day event) -roughly \$18.00 to \$50.00 per entry. Add to that the high cost of petrol (close to \$2.50 per U.S. gallon) and overnight lodging if you come from afar, and you can spend a minimum of \$100.00 per event. British enduro riders are not only tough, but they're also dedicated to the sport despite its cost.

Arnold Behre.
Salem, Massachusetts, U.S.A.
Member New England Trail Riders Assoc.

Regs Available.

CLUB TRIAL - 24th May 1st Round of Duron Trophy.

It will be easier this year (See Ken Roberts if it isn't !!- Ed)

For Regs - Send S.A.E. (4" x 9") to:-

Ken Roberts
17 Mill Lane
Hazel Grove
Stockport.
Cheshire.

Phone: Poynton (0625) 871474

Remember - No S.A.E. - NO ENTRY FORM.

OBSERVATIONS ON OBTAINING OBSERVERS.

Have you ever seen those Beauty Contests where some stuffy sod gets a chance to get a close-up eyeful of some scantily clad bird? He asks the statutory daft question like "What will you do with the money if you win?" "What are your hobbies?" "Why do you wear high heel shoes when you've got yer bikini on?"

The beauty flashes six inch eyelashes and gives the same old reply "I like meeting people and strangling cats." You may be wondering what this has to do with the article heading - don't wonder - read on !

It is the tradition of Manchester 17 that at its Trials, the softest, most gullible unsuspecting fool is given the job of meeting people (i.e. getting observers). Unfortunately John Garlick ended up where they (the gullible, unsuspecting fools, all do) - at the altar on a Saturday afternoon followed by the compulsory working on the house on Sundays !

But as always, our prayers were answered when a black mini pick-up with a white canvas cover, resembling a pint of Guinness, rolled up. Yes - you've guessed it - Pete Steckles, that part time loon and full time foot fetishist had arrived. So while other people were tucking into their scrambled eggs and ketchup butties, Peter was trying to dispose of twenty plastic bags full of observers boards.

I got involved when I saw Pete having some difficulty in explaining to some cretin the basic logic of trials "What's the string for ?" "To stop people from nicking the pencil" Pete said with some authority. "What pencil?" the bloke said. "The one you..... would use for marking if someone hadn't nicked it" Pete's quick thinking reply going without appreciation as the properspective observer tried to understand his workds.

As we toured the car park, I began to enjoy some of the excuses dreamed up to not observe:-

Like the bloke from Denby and Mold who reckoned he couldn't speak English !

"I told you last time I was here, I would observe for yer if I knew how, but I've never done it, so I can't do it cos I don't know how "

"I've got to get back early - we're having the wife's mother for dinner " "To make sure she's thoroughly cooked I suppose" said Pete.

I'M only staying till mi' lad finishes or retires. I don't care which so long as he's quick!"

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OBSERVERS. continued..

"I've forgotten my reading glasses so I won't be able to read the rider's numbers!"

"Sorry, it's cold and I've got no coat, so I can't , can I?"

"Sorry, its wet and I've no waterproofs with me" etc.

"I didn't want to ride, so I brought my bike with me so I can get some practicing in".

The list can be as long as one's imagination. As well as excuses for not doing the job there are the "avoid the question" techniques such as

"If I breathe deep enough, I'll steam up the windows so much they'll never find me in here"

"With mi Brownie (camera) round mi neck, they'll think I'm a reporter from one of the comics"

"Pretend to be a pile of coats (or in a lot of cases a pile of dirty rags) in the back of the car " system.

"With a leg in plaster and using two crutches, they will never ask me" - (mistake)

"Head under bonnet, 'funny rattle on the way here' - tactic

"With this riding number bib on they will never know" master move.

With a combination of the 'dodge and weave' types and the 'I've got an answer for anything' quick wits, this most difficult sport of observer stalking is painful in the least. It takes a strange combination of talents to do the job effectively i.e. the diplomacy of Edgar (father of Superbars), quick wits of Gordon (I can sell anything to anyone) Ruffley, good looks of the wife (she beats me if I tell the truth), persistence of Graham (yet another football card) Watson, and the personality of a mixture of the TISWAS Team and John (MZ seven day original deceased) Ward.

Anyway, the club's answer to the K.K.K. better known as 'The Trials Committee' will be discussing punitive action on this subject.

A set of rules will be published on what is a good reason not to observe in the next Newsletter.

Ken Roberts.

1981 RESULTSJohn Hartle Memorial Trophy 11.1.81.

Premier Award MICK ANDREWS - 1 mark lost

1st Class Awards

Glen Scholey	-	3
Chris Clark	-	3
Addy Morrison	-	7
Tony Calvert	-	9
David Hooke	-	11
Colin Sager	-	11
Andy Gardner	-	12
Mike Leddy	-	15

Best Intermediate:

Carl Baker - 27 marks lost

Runner Up: Howard Doncaster - 34

Best Novice:

Jeremy Darlington - 34 marks lost

Runner Up: Paul Sagar - 61

CLUB CHAMPIONSHIP POINTS SO FAR.

Glen Scholey	-	9 points
Chris Clark	-	7
Tony Calvert	-	5
Steve Thomas	-	2
John Hulme	-	1

1981 CLUB TRIALS.

26 April John Simister Round of C.C. CHAMPIONSHIP	(R) High Edge Raceway	Mrs S. Rosenthal 18 Bollinbrook Road Macclesfield.
24 May Duron 1.	(C) Arbor Low	K. Roberts 17 Mill Lane. Hazel Grove. Stockport.
14 June Duron 2	(C) Arbor Low	J. East Level Lane. Buxton
5 July Dave Rowland National	(N) Duron Car Park	Doreen Rowland 31 Horsefair Avenue Chapel-en-le-Frith.
23 August Duron 3.	(C) Arbor Low	P. Steckles 9 Hartland Close Offerton. Stockport.
20 September Duron 4.	(C) Arbor Low	C. Mather 23 Beech Lane. Romiley. Stockport.
25 October Fisher Trophy	(R) Harrat Grange	Mrs. C. Thomas 3 Mount Drive Urmston Manchester.
29 November Northern Experts	(NR) Peak	R. Weale Disley Post Office Disley. Stockport.
13 December	(C) Dale Farm	C. Mather 23 Beech Lane Romiley. Stockport.
10 January John Hartle	(R) Harrat Grange	R. Stewart 261 Coppice Rd. Poynton.

COME TO THE CLUB ON TUESDAY 26TH MAY.

PRESENTATION IN RECOGNITION OF APPRECIATION TO THE
RETIRING COMMITTEE MEMBERS

This unique occasion will be held at the Club on
TUESDAY 26TH MAY 1981.

- D. Rowland
- F. Turner
- J. Maple
- J. Hoxworth
- A. Toft
- F. Pickard
- D. Searle
- D. Duckett

Recognition will be shown to D. Rowland and F. Turner
for their long service to the Club.

W. J. HOLLEY
SMITH 77
John Burgess

175
H
538

AGNES

Seat 3 (25 miles)

Jewel & Mary Gyle

24 JUNE