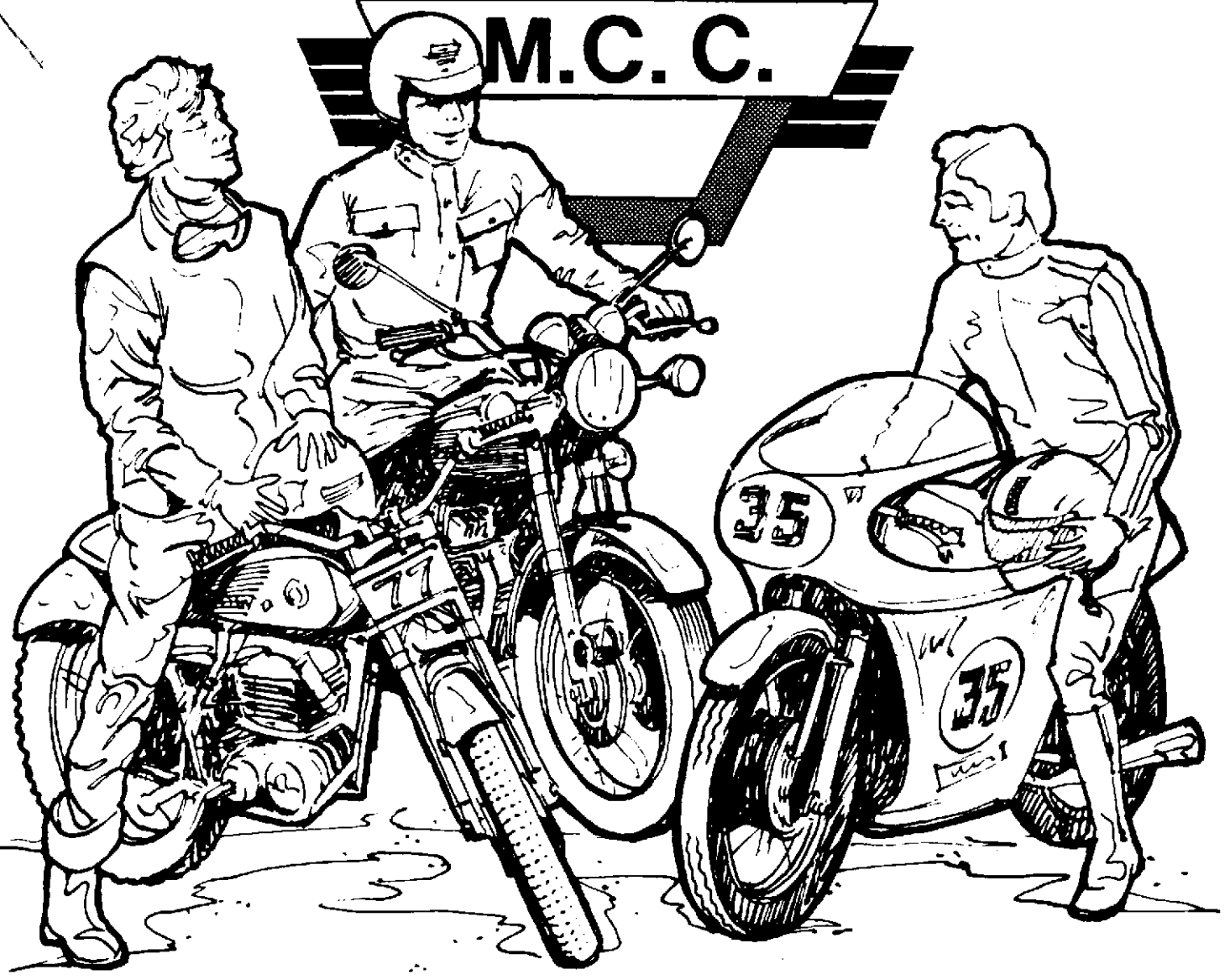


OCT 1982

THE MANCHESTER '17' MOTOR CYCLE CLUB

(Founded 1935)



Meetings: Tuesdays, 8-30pm. Robin Hood Hotel, High Lane. (A6)

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MANCHESTER 17 MOTOR CYCLE CLUB.

NEWSLETTER - OCTOBER. 1982.

SPECIAL CLASSIC BIKE SHOW NUMBER.

The Manchester 17 Motor Cycle Club welcomes you to our stand, this issue of our club newsletter is the 13th. consecutive monthly edition since our editor Keith Haining took over the job. Each one of our members receives the newsletter either at the regular club night at the Robin Hood or it is sent to him or her in the post. It is the policy of the club to send courtesy copies to five other clubs in the Cheshire Centre as well as the Chairman and Secretary of the ACU Cheshire Centre, the BMF to which we are affiliated and the local paper.

The club was formed in 1935 by two groups of motorcyclists who at the inaugural meeting counted the number of persons in the room and called themselves the Manchester 17.

Four of the original 17 still correspond with us, three of whom still live in the Manchester area, and as the club approaches its 'Golden Jubilee' in 1985 we have been trying to find the whereabouts of other members of the 17 who are still alive.

The club is active in various sections of motorcycle sport, we have a very strong 'Trials Section', whose activities culminated this year with the holding of the 5th round of the British Solo Championship in the Dave Rowland Trial. In September we ran our second annual Enduro, this is now a regular event in our calendar.

On the less competitive side we organise Road Runs, Treasure Hunts and Camping Week Ends as well as our 'Dead Ants Rally'. Our clubroom activities include Film Shows with our modern projection equipment, talks and quiz games.

Whilst we do not organise Road Racing or Motocross our members assist as marshalls at Oulton Park and we can put newcomers in touch with the racing riders in the club.

In other words the Manchester 17 continues to encourage the responsible motorcyclist to get the best out of motorcycling.

Ron Weale.

President.

THE STAND.

The Manchester 17 Motor Cycle Club ask you to view our stand as one depicting an interval of time in the field of motor cycle design. We feel that the word 'CLASSIC' in the title of the show should not be interpreted as age but with outstanding clean lines that are easy on the eye.

It is of course very difficult to get away from the British conception of what a motorcycle should be like, based on the ease of maintenance with the owner also servicing it himself and riding it to work as his only means of transport.

So with this in mind we turn to the four machines.

Machine No.422. B.S.A. Works Trials Bantam 1967.

The current owner of this machine is Mr. Ewan Cameron who lives in the Fort William area where this bike had its greatest triumph. Second place in the 1967 Scottish Six Days Trial on its first outing.

Prepared by Bonky Bowers in the competition department at Smallheath and called the Bushman the 175cc. 2 stroke machine was delivered to the rider who was to make it famous, Dave Rowland, on the Friday before the trial. As was the practice in those days Dave and his brother Roy stripped the bike down and rebuilt it checking that everything was as near perfect as they could make it. This attention to detail applied in particular to the seat which David didn't like at all.

By 1967 trials machines were all fitted with swinging arm rear suspension, but it should be remembered that the engine relied on the fixed ports in the wall of the cylinder, reed valves that transformed the later Japanese two strokes had yet to come.

The machine as you see it is virtually as it was in 1967 it is not a collectors relic, it is used regularly by Mr. Cameron to whom we are indebted for lending it to us.

Machine No.423. The Majesty 320 cc. Trials Machine. 1982.

Developed by John Shirt whose centre of operations is in Buxton from the Yamaha TY range of trials machines. The 320 cc. capacity machine is the largest and the model on show embodies all the work carried out by John for Yamaha Europe based in Amsterdam.

The engine is one of a small batch made by Yamaha based on development work carried out by John as well as having many parts made of magnesium. Despite its small dimensions the crankcase/gearbox has six speeds.

The frame is again one that has been built by John Shirt and the improved ground clearance and the angled shock absorbers at the back give the rider the opportunity to tackle any trials obstacle.

You are invited to compare the two trials machines 15 years separates them.

Machine No. 424. The Sunbeam S.7. 1951.

The resurrection of one of the most famous names in motor cycle history by the BSA Company that had taken over title was heralded with the introduction of a revolutionary new model in 1946.

The S.7 was a luxury tourer, with a spring frame complimented by large fat tyres and powered by a 498cc. in line twin engine that was supported on flexible mountings. Amongst its other notable features are a cast iron crankshaft, overhead camshaft, single plate clutch and shaft drive.

The handlebars were rubber mounted and the seat was sprung from the nose being unsupported at the rear. Lucas developed a special pancake dynamo that was fitted to the front of the crankcase. In nearly all respects it was like a car engine with a wet sump and a manifold to feed the two cylinders from a single carburettor.

The machine on display is owned by the President of the Manchester 17 Motor Cycle Club, Ron Weale.

Machine No. 425. BMW/EML/Watsonian/Maple Combination.

This outfit's specification reads like one of Mrs. Beatons very extravagant recipes. Take 1 brand new BMW R.100. RT; 1 Dutch EML Rolling Chassis; 1 Watsonian Monaco sidecar; a dash of genius and a lot of elbow grease and you end up with an outfit that is a joy to handle and with a performance second to none.

BMW's reputation as a sidecar machine and its racing successes are well known, unfortunately the current range of machines are deemed unsuitable for the attachment of a chair and the manufacturers warn against doing so. Faced with this problem Jim Maple obtained from Holland an EML rolling chassis and fitted the BMW engine and transmission into it.

The Watsonian sidecar chassis was then modified and fitted to the bike with special non-clamp fittings designed and manufactured by the constructor. The third wheel suspension was discarded and replaced by a new 14" swinging arm assembly that carries a 12" diameter EML wheel and a 6" hydraulically operated disc brake which is coupled into the rear braking system of the bike.

S & W air shocks provide all round suspension with the rear and sidecar units being controlled from the fairing dashboard through an air command system fitted under the rear fairing.

Jim took approximately 3 months to build the outfit which has already won the Concourse D'Elegance BMW Irish Rally 1981; Best Combination BMW Club 1982 and Best Outfit BMW Easter Rally 1982.

EDITORIAL.

Dear Members,

With this edition we start the thirteenth month of my Editorship, and the day of reckoning is fast approaching, the day that is when we see if receiving a regular newsletter helps members to know what types of event are being organised for them, and for the committee to legitimately ask them "Why didn't you come to the Trial, the Enduro, the Rally, the Road Run, the Camping week end, etc?"

That was the reason that I took on the job, I felt that it was no use complaining that members didn't do anything if they didn't know what there was to do. The reaction of members to the regular newsletter is worth recording.

"I've already had one", was a frequent comment for the first four months.

"When is the next newsletter coming out?" asks the Rally Secretary, "I've got something for it", as I hand him his copy.

"When is the next committee meeting?" asks the committee member who obviously hasn't read his newsletter.

"When is the next road run" asks the member who doesn't come on the next one even when you fill a blank space in the calendar of events with him especially in mind.

One thing that I have noticed is that 'Posters' are no longer put up announcing events, the squawker no longer heralds an announcement because everybody knows what is happening one month in advance. So what do I mean when I say the Day of Reckoning approaches, well last December I posted approximately 380 newsletters containing renewal forms, In February I posted approximately 180 newsletters to those members who had paid their club subscriptions for 1982. This year has seen the membership creep back up to 300 and I hope that January 1983 will see us with a paid up membership of the same number.

This month's newsletter has a back cover to it and as I promised at the last AGM, members have had an opportunity to take up one of the squares to advertise their business interests. Compared with the response that I had from the Motor Cycle dealers who took space inside the front cover it has been a very difficult job to fill the fifteen squares, and you will see that I have only managed to sell 13 of them. These squares will remain blank for the next twelve months as I cannot spare the time to find a way of inserting an advertisement into 5000 back covers, however if you would like to see me about 1984 then that's alright.

To the dealers that patronised the club during 1982 I hope that you enjoyed reading the newsletter even if you found it difficult to measure the financial return from your advertisement, I hope that you will all renew with us for 1983 and as we will be printing a new batch of front covers, if you wish to make a small alteration to your advertisement then now is the time to think about it. I will be coming down your way at the end of November. 82.

K. Haining.

ANNUAL GENERAL MEETING.

The Annual General Meeting of the Manchester 17 Motor Cycle Club will be held on the 24th. November 1982 at the Robin Hood Hotel, High Lane (A6) Stockport, at 8-Opm. prompt.

The names and addresses of all the club officials and committee members appears in this issue at the back instead of the usual place at the front. In accordance with our normal practice a list of committee secretaries will be posted in the clubroom for three weeks before the date of the AGM. Next months newsletter will publish the names of the club officials together with their record of attendances during the past twelve months. It will also name those officials who are prepared to stand for a further twelve months. Where officials have been unable to attend due to circumstances beyond their control this will be stated, very often the work that members do for the club is more valuable than attendance at meetings.

The committee urges all club members to make a special effort to attend the AGM if for no other reason than to show their appreciation of the work that the officers have made on their behalf.

COMMITTEE MEETING 1st. SEPTEMBER.1982.

In order that the visitor to the show is not confused by a lengthy report that relates to club activities that he or she may not know about. These will be reported briefly under the various section items such as Trials, Gallies etc.

The committee members attending on 1st. Sept. were, Ron Weale, Vernon Leigh, Ken Roberts, Roger Richards, Jim Capper, Paul Rushton, Dennis Taylor, Ken Howard, Geoff Winstanley, Keith Haining, Anne Wood, Ian Bottomley.

NEXT COMMITTEE MEETING 3rd. NOVEMBER.82.

BERT LACEY one of the original 17 is selling up and will shortly be leaving this country to spend his retirement in Canada. One time Ariel works rider and speedway exponent we are sorry that it took us so long to make contact with Bert who is an honorary member of the Manchester 17.

We hope that Bert and Mrs. Lacey will enjoy their new life and extend to them both our best wishes for the future.

HOW THE BUSHMAN WON THROUGH. Foreword by K. Haining.

Machine No. 422. the works machine for the 1967 Scottish Six Days Trial has been described on page 2, and in December 1981 Dave Rowland, the rider whose photographs show him in that event, wrote for the newsletter an account of that memorable week in the highlands. We felt that you would like to read that account again.

Michael (Bonkey) Bowers who worked for BSA delivered to me on the Friday a works tuned 175cc. Bantam Bushman, which as older members may remember was an experimental trials bike, some of you may laugh, but at the time and with more development this bike could have sold well and possibly saved B.S.A. from its later downfall. To resume,

An evening and half a day to strip and rebuild one trials bike, yes this was what we works riders did, because the factory only replaced parts and just to make sure that we finished in a trial and to make personal adjustments etc. we felt that the task was worth the effort. My brother Roy and I did what we could on the Friday night but what 'bugged' me most was the seat that had been fitted. It must have been at least 4" to 5" deep and looked and felt like an afterthought.

Determined to do something about the seat Roy and I decided to fit a smaller one on the Saturday when by rights we should have been on our way northwards to Edinburgh. In those days there were no motorways so of course the journey took much longer. So it was first stop at Webbs, now the M/C Centre, and buy a nice slim single seat, then on to Eric Castles to fit it, with Eric doing the brazing and his mum providing an unending supply of pint mugs of piping hot tea.

With this job done, as well as a few others, it was full speed to Edinburgh in my A55 pick-up, and even with Roy's C15 on board, for he was riding as well, we made good time and had an uneventful journey.

Sunday as usual was weigh-in day, so down to the cattle market we go to do the usual things and watch some of the riders putting their bikes together. Chat up Vic Doyle for a few free Renold chain bits and pieces, and meet others that one only sees at this unique trial. Roy's C15 had 'caught' a horrible misfire which we, together with Reg May and several other knowledgeable bods could not solve. This model had an upright distributor, and Roy found that if he left the clamp screw loose and fiddled with the setting, retard when cold and gradually advance it as it warmed up he could get over the problem. In spite of this Roy won a first class award and Don Smith said to him at the end "Well done, I never thought that you would finish." One last memory of that weigh-in was of Sammy Miller and Jim Sandiford calling me "The Thing Rider" and laughing- well I inwardly boiled and said to myself "Right, I'll show you two."

B.S.A. had booked the whole team in at the Highland Hotel, Mick Andrews was also staying there. His Ossa broke its rear sprocket on the Tuesday, and on Wednesday morning at breakfast we were discussing his misfortune and consequent retirement when he said, "How are you doing?" I said "O.K. I'm second but I don't know if I can keep it up", to which Mick replied, "Of course you can, just don't think about it". For those words of encouragement at the right time I was ever grateful to Mick Andrews.

On Saturday Miller was leading with only 13 marks lost, I was second on 33 and Dennis Jones third on 35. Pipeline was the only formidable section that day, and the night before Dennis had said, "I'll have you tomorrow, your Bantie won't get up there". This of course was a spur to me to show him that it would. Flat out in the lowest of the four gears the Bantie sailed up for one of the few clean starts that day. Miller and Jones had 'fives', and I had a silly 'one' on the last section of the trial at Tyndrum. So the final positions were- Miller 1st. losing 18, me 2nd. with 34, Jones 3rd. with 40, Bill Wilkinson 4th. with 41, Gordon Farley 5th. with 42, Don Smith 6th. with 50, and Jim Sandiford 7th. with 50. So my inner vow to beat S.M. had not worked, but 2nd. was not too bad, certainly very satisfying.

Dave Rowland.

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LETTERS TO THE EDITOR.

DEAR MASCOT -----

20th. September 82.

I was travelling home in the rush hour traffic, safely enclosed inside my Ford hutch and feeling fairly secure in my two second time zone when ----- A damned motorcycle arrives in my braking gap and then by applying his brakes hoped that I would do the same and so re-create the gap that he had aquired. Having done a bit of riding myself and being a considerate sort, my first reaction was --- not to brake and continue driving as if he wasn't there - meat in the sandwich principle - as practised by artics. This reaction seemed to upset the rider who not being used to having half a ton of metal not more than two feet from his rear number plate showed his irritation, by braking hard every so often convinced me that he wished to become my radiator mascot.

This behaviour gradually upset my calm demeanor and by a bit of determined and careful manouvering I forced him to cut out and move further along the queue to inflict his own brand of roadcraft on some other unfortunate.

The only reason that I have written this is to ask, What would have been the reaction of a non-motorcycling motorist? or was I provoked.

John Ward.

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We understand that Reg Hallam, one of the original 17 died about four years ago, he was a golfing pro. at a club in Liverpool.

TRIALS NOTES. by Jim Capper. Trials Secretary.

As this newsletter is to be published at the time of the Classic Bike Show I thought it might be a suitable time to review the Trials programme and our contribution to the "Seventeen Club"

Naturally as trials devotees we feel that we play a very important part along with the Enduro lads in providing the 'Off Road' competition element to the varied interests of the club.

Our intention is always to try to cater for all, from beginners to National Riders. As far as possible we try to ensure that anyone who arrives at the Club is given all the advice and information that we have at our disposal. Membership, A.C.U. Competition licence, Centre Handbook, List of events, where to practice, in fact we hope everything for a beginner to get started. (Even down to recommending the type of machine most suitable for the would to be World Champion.)

Unfortunately we are not currently involved in the Youth Trials Scene but we cater for the 16 year old who rides 'A'Class or 'Novice'.

I would mention that we welcome not only the rider but anyone who is interested in assisting with the organisation of the events and other administrative tasks vital to making it all work.

Looking at our 1983 programme we shall be providing a full years riding with our National the 'Dave Rowland' trial once again the premier event. This is of course a great trial to watch even if you are not of the standard to take part. Better still get in on the running of the event, a great deal of satisfaction can be achieved by being involved.

Our usual list of 'Name' trials will again be held, The John Hartle Memorial Trial in February, the John Simister Centre Championship Trial in May. The Club Championship for Experts, Intermediates, Novices, 'A' Class and Over 40 members is contested for on a points system over the four Duron Series in June, July, August and November. The Fisher open to centre trial is held in October.

We are hopeful that our other status trial the Northern Experts will be held in the Cheshire Centre in 1983. Two more restricted trials for good measure make for a pretty good years competition riding and organising.

We look forward to seeing you at the Robin Hood on our Tuesday clubnight.

Don't forget that our Annual Dinner and Awards Presentation will be held at the Belgrade Hotel, Dialstone Lane, Stockport on the 5th. Feb.83.

THE ENDURO SECTION. by K. Haining.

Everyone has heard about MOTO-CROSS its the posh name for what used to be called Scrambling. The posh name put at least £1000 on the price of the bikes and you now need a ladder to get on to the saddle. The gear worn by the moto-crosser is more in keeping with American football, and you need to have the constution of a horse.

A trials rider on the other hand requires the touch of an artist and the ability to make his bike go where no other bike has gone before.

Now couple these two motor cycle events together and you have - An Enduro. The name comes from the latin Enduro and is the reason why only 19 out of 90 starters finished at Brinks Farm on Sunday the 5th. September. The course which was approximately 10 miles long contained part of a scrambles course and some of the best trials sections in the county. Having said that and considering that it has to be covered seven times against the clock taxed even me to the limit, and I was walking round.

The trouble spots could be seen miles away by the blue haze of smoke from hot exhaust pipes, and even hotter language as riders slithered and struggled often with their machines buried up to the hubs in a quagmire.

One of the first obstacles was a minature 'Beechers' filled with liquid treacle, black treacle. Some of the riders actually tried to get round this one by going outside the posts, but some callous person quickly got some tapes and soon put a stop to this shikanery.

Then it was up up and away across the moor past Saint John and his band of followers down past John Hoxworth and his gleaming steed to the Maple campsite where Jim and Pete made sure that you hadn't cut a crafty corner. Thence to the stream, and then another stream, and then well it used to be the same stream but by now, 'Ugh' I couldn't help wondering what color Ron Weals's bath water would be before he got into it that night. Ours is bad enough when it only rains on Kinder.

I was asked for help, I tried to help, but you know the danger of going to the rescue of a drowning man, you are liable to get pulled down yourself, and some of these lads were almost beyond help. A shovel and a short prayer might have been more appropriate to the occasion. Still they manages to get themselves out and on to where Pete Conway was collecting anything that they likee to throw at him, speedometers inner tubes, spanners.

More miles, more muck, more cheerfull waves from spectators, and the sight of me trudging along, turning away from the route so that I would be sure of getting back to the start before the last rider finished. Well don't forget they were riding round whilst I was afoot.

The effort put into the organisation of this annual event by the two Brians, Vernon, Rons and Johns, Petes and Dave, Gordon and Denis to mention but a few was a credit to the club. The fact that these members regularly ride in events that last two days is the measure of their enthusiasm and we are proud of them.

So don't forget if Enduros are your scene the Manchester 17 does that too.

From: - The SOCIAL SECRETARY, Graham Watson to Club Members.

No I haven't died - although being on night-shift is a sort of living death, and this is the reason that I have been AWOL for a long time on club nights.

Another reason for my absence from club outings at week ends is the Rot Box which has been standing outside my house for the last 2 years without moving its wheels, and on this topic I shall now enlighten you.

For this years holiday my wife and I decided to go to France camping, and as we are members of the Debt Set, Nouveau Riche etc. i.e. we have two cars; it was a difficult decision for us to make - should we go in the mini crammed in like sardines or go in the Simca estate that hadn't moved in 2 years and was unreliable.

Eventually we plumped to go in the Simca Estate with its extra room and I felt that with my mechanical expertise I could cope with the occasional engine out, rumbling main bearings, ruptured spleen, halitosis of the exhaust quite comfortably.

You can imagine the task of preparing the car, whopping great holes in the wings, seized engine etc.- it took me every week end until the holidays. Still it was worth it and off we went to France, and as you would expect the car ran perfectly in the land of its birth, then on the first night back it overheated and I've either cracked the head or the block. So its back in its static site in front of the house, probably for another two years!! So be warned all you young riders, stick to two wheels, they are less hassle.

However, enough of my problems and on to Social Matters. On the 5th. October there is a film show. It includes "Austrian Enduro" which Dennis Taylor missed last time, make a note of the date Dennis.

Even if you miss the film show, don't miss the talk on October the 12th. This is entitled "Motorcycle Development at Manchester University" and it will be given by Dr. G. Roe and Dr. Thorpe. The talk which will be illustrated with slides should prove to be the best social event this year, and I suggest that you cancel your other plans and be in the clubroom at 8-30pm on Tuesday 12th. October, put it in your diary NOW!

In signing off, I hope to see you all soon, but until then, safe and happy riding.

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RALLY ROUND by Paul Rushton's Ghost Writer.

You can recognise the genuine rallyist in several ways, he looks unhappy out of the saddle, finds a tank bag gets in the way, his complexion can be described as fresh and most of what he drinks comes in a pint glass. Chips with everything is enough for him to leave his cooking utensils at home.

He is ^mimmune to the weather or the condition of the campsite, in fact the tougher it is the better he likes it. The active rallyist needs only five minutes to pack and another five to ring up to be sure of a place and badge.

His bike has a minimum of 850cc. as it has to carry 250 lbs of rider and luggage plus half a hundredweight of badges that protect him like a coat of chainmail. This is another reason why he looks unhappy off his bike, his legs bow under the weight of the metal ware.

His most important attribute is his spirit of camaradary the word means comradship it is not a mexican bandit, although you might be forgiven for thinking that that is what he is. He will not pass on the wrong side of the road when he sees a fellow biker in distress. He will insist upon helping him to the nearest pub and spend the rest of the evening and most of the night, landlord permitting, with him.

Equally at home in this country and ^{on} the continent, if you want to feel equally at home [&] abroad then go to a rally with the Rally Section of the Manchester 17. As long as you don't suffer from arthritis, or water on the knee you will enjoy the carefree atmosphere, but for goodness sake be sure that you can ride fast and far, because if you fall behind you will never locate the pub that they are in.

Joking aside, rallying is just one more of the activities that the Manchester 17 offers to its members. Our own Dead Ants Rally takes place on the 22nd, 23rd., and 24th. October and the site is on the A.537 Macclesfield to Buxton Road near the Cat and Fiddle Inn, Nr. Buxton. You need to book a place for your tent and I'm afraid that if you haven't done so already it is too late for this years event.

For those members who are not familiar with the format for the week end it is like this. Once the particpents have erected their tents they join the ever increasing throng in the local hostelry. In the afternoon the host club usually organise activities such as scenic runs to local beauty spots, games in which the rallyists can compete for prizes, such as throwing the piston or crankshaft. The tug-o-war attracts much partisan support.

In the evening there can be a disco or group in the local hall or a marquee with a makeshift bar serving makeshift beer at least thats what it tastes like. However many rallies like ours stick to the traditional style where everybody squeezes into the local pub for a congenial albeit noisy evening.

On the Sunday morning everyone is up early, partaking of the fresh country air sometimes mixed with a disturbing aroma of cooking. Prizes are handed out at 10 am. to give those who have a long way to travel a chance to get off. Prizes are awarded for best club turnout, farthest distance travelled and the winners of the various games played on the Saturday.

THE DEAD ANTS RALLY. October. 22 - 24. 1982.

This year sees the 4th. Dead Ants Rally being held at our usual venue on the A.537. Macclesfield to Buxton road about half a mile from the Cat & Fiddle public house.

The success of this event depends almost entirely on the help that the members of the Manchester 17 can give us during the week end. We are particularly grateful for help that we can get on the Friday when we have to set up the various facilities by which the rally is judged. So if you can spare a few hours to erect a tent or dig a pit etc. then please come along.

This year we are without Roger Richards infamous "James Bond" chippy van, which means that an extra burden will be placed on the marshals who will have to cook the food on improvised stoves in place of Rogers van which was more efficient at providing the celebrated beefburger and chips. So come along you budding cheffs or cheffettes.

Other jobs that need covering throughout the week end include, booking in the arrivals, issuing badges. Marshalling on the gate and seeing that the bikes are not parked on the road. Stewards are required at the Cat & Fiddle during the evenings to see that everyone enjoys themselves. We have a reputation for holding well run rallies and the best way to maintain this reputation is by having enough members on hand to help sort out problems.

So even if rallying is not your scene, come along and help, you may find that you like it and I will be only too pleased to give you all the help with dates and advice on pre-booking. So put your name down on the list on the club noticeboard please.

Paul Rushton. Rally Secretary.

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THE BRITISH MOTORCYCLISTS FEDERATION LTD.:

The Manchester 17 Motor Cycle Club is affiliated to the BMF and wholeheartedly supports its aims and aspirations. We realise that the only way to stem the flood of repressive legislation that the Ministry of Transport continues to produce is by acting as a unified body.

The Federation is now in its 23rd. year and only now is it being invited to give its views to the study groups that in the past have submitted their recommendations to the Minister without the views on motorcyclists being made known.

The Manchester 17 has three delegates who attend the AGM and other local meetings held during the year, and they have received their invitations to the AGM at Birmingham on the 17th. October. 1982.

If any member wishes to know more about the BMF or would like to join as an 'individual Member' as well as belonging to an affiliated club then they should contact the Editor.

THE MANCHESTER 17 - ROSPA MOTORCYCLE TRAINING SCHEME.

You might be forgiven for thinking that this new scheme that we propose to run in conjunction with ROSPA is taking a long time to get started. Rest assured the delay is not of our making, it is caused by the Department of Transport who while they appear to be quick off the mark when bringing in repressive legislation don't apply the same urgency to establishing training facilities.

The D.o T. have to approve the appointment of testers and of course they have to be sure that they are properly trained for the job. Ian Bottomley has been put forward as our part 1 tester and he is only too anxious to get on with the job.

So we ask potential trainees to be patient we will let you know through the newsletter when we are in business again.

Ken Howard.

Training Secretary.

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GEMS FROM THE PAST. by Derek Anyon.

Throughout the second world war the Motor Cycling Magazine was published here are three of the extracts related to the forces and their motor cycles.

12/11/42. Out of 27 men in our squad I asked how they would adjust a set of Norton front forks. Believe it or not 20 of them had no idea how to commence the job. What a future for motor cycle maintenance.

12/11/42 It is perhaps unfortunate that the mere conducting of a motor-cycle over good roads and short distances is something that even an unmechanically minded moron can master after "two minutes" tuition.

22/10/43. We must stop regarding the motorcycle as no more than a motorised message carrying device suitable only for the innocent and ignorant, and above all we must cease to think of it as a poor relation of the motor car or horse.

If you owned a foreign (enemy) machine during the war you could expect this kind of comment.

Lastly if you own an enemy machine do not expect a British Manufacturer to help you when you are unable to get spares for it. I thought it tactless for the owner of a well known German machine to try to get parts for it from a British firm who have regularly competed in the T.T. That was one order I was glad to refuse.

Service Manager.

CLUB RUN TO THE LAKE DISTRICT. 19th. SEPT. 82.by Club Captain - Geoff Winstanley.

It has been my policy over the last twelve months to organise at least two runs for the road riders each month, and the turn out on nearly every occasion has been very good.

Museums have featured regularly on these runs for they do provide a destination, somewhere to have a meal, albeit sandwiches and flask. We have been into Wales, down a coalmine in Staffordshire, seen how beer is brewed at Burton, visited the Goose Fair at Nottingham. We have been to the Mouldsworth Motor Museum and the Bike Show at the NEC. as well as the Aerospace Museum at Cosford. The BMF Rally at Peterboro was another Sunday run. Alton Towers, Port Meirion, Hawkestone Park and the Wirral Peninsula have all been visited by club members and last month we went to the Lakes.

An early start from Roscoes Island in Cheadle Heath took us on to the M.63. It was raining as we travelled up the motorway to the "Snuff Divers Rally" near Kendal but as often happens on these runs the weather cleared at Preston and it remained fine for the rest of the day.

At Kendal we were joined by six more club members who had been attending the rally, bringing the total number of members to twelve. We then started motorcycling in earnest as our route took us via Milnethorpe, Bowness and Ambleside on Lake Windermere to the notorious Wrynose and Hardknott Passes. Those in the party who had not been over these passes before got quite a shock especially as we had to share the very narrow track with motorists who had no intention of giving way to mere motorcyclists. The sudden changes of contour which had you climbing steeply one minute and turning equally steeply the next made you hold your breath.

Unfortunately, congestion in the few laybys prevented us from stopping to admire the view but nevertheless the scenery was breathtaking. We made our way from the end of the pass northwards to Loweswater, Crummock Water and Buttermere and over the Honister Pass to Borrowdale and then Keswick.

At this point we were running late having lost four members in Ambleside before reaching the Eskdale miniature railway. Harold Dewhurst and some of the rallyists decided that they had better head for home and after realising that to continue over the Kirkstone Pass to Ulleswater would make us very late home, we too decided to call it a day. Everyone arrived back about 8-30 pm. very satisfied with the day.

Those who went included	Eric & Lee Heath.	Honda CB.250 RS.
	Graham Watson.	Honda CB.750.
	Phil Quantack.	Kawasaki 400/4.
	Geoff Winstanley.	Morini. 500.
	Harold Dewhurst.	BMW. R45.
From the Rally.	Paul Rushton.	Suzuki. GS.1000.
	Brian Linton.	Suzuki. GS.1000.
	Lee Watson.	Suzuki. GS.850.
	Mike Edmonds.	Honda. CB.900.
	Mark Rushton.	Honda. CX.500.
	Anily Stonehall.	Suzuki.GS.850.

CLUB OFFICIALS.

EDITOR. Keith Haining.
83, Offerton Lane,
Stockport,
Cheshire. SK2 5BY.
Tel. 061-483-4437.

PRESIDENT. Ron Weale, 18 Jacksons Edge Road,
Disley, Stockport, Cheshire.

CHAIRMAN. Vernon Leigh, 2 Marton Green,
Bridgehall, Stockport.

SECRETARY. Barbara Charnock, 2 Chorlton Green, Chorlton, Manchester.
Tel. 061-881-8128.

TREASURER. Ken Roberts, 17 Mill Lane, Hazel Grove, Stockport.

MEMBERSHIP SEC. Roger Richards, 49 Woodsmoor Lane, Stockport.

SOCIAL SEC. Graham Watson, 9 Cedar Road, Marple, Cheshire.

TRIALS SEC. Jim Capper, 4 Waverley Drive, Cheadle Hulme Cheshire.

RALLY SEC. Paul Rushton, 81 Boddens Hill Road, Heaton Moor, Stockport.

SPORTS SEC. John Garlick, 14 Oak Bank Road, Newtown, New Mills.

RIGHTS OF WAY OFFICER. Dennis Taylor, 7 Sundial Road, Offerton, Stockport

CLUB CAPTAIN. Geoff Winstanley, 3 Dean Steet, Northwich, Cheshire.

TRAINING OFFICER. Ken Howard, 25 Broadstone Hall Road, South Reddish,
Stockport.

ORDINARY MEMBERS. Ian Bottomley, 1 Mulberry Close, Heald Green.
Anne Wood, 29 Windermere Road, Handforth, Cheshire.

CLUB ROOM & NIGHT. See cover.

DIARY OF EVENTS.

- OCTOBER 2nd - 3rd. CLASSIC BIKE SHOW at Belle Vue, Manchester.
Make sure that you don't miss this exhibition of
Classic bikes and of course our club stand.
Open both days from 10am - 6 pm. Adults £2.00
Children and OAP 80p.
- OCTOBER 5th. FILM SHOW. Chance to see the Austrian Enduro again
with commentary by Stuart Hall. 8-45pm in the club
room.
- OCTOBER 9th. Run to the Nottingham Goose Fair.
Start from Robin Hood at 1 pm.
- OCTOBER. 10th. Open to Centre Trial. Booth Farm, High Edge, Buxton.
- OCTOBER. 12th. Talk by Drs. Roe and Thorpe of Manchester University.
entitled "Motorcycle Development at Manchester
University" commencing at 8-45 pm. in the clubroom.
- OCTOBER. 22-24th. DEAD ANTS RALLY. A.537. Macc. to Buxton. Nr. Cat & F.
OCTOBER. 31st. Road Run to the Pistyll Falls, Bala, Llangollen.
Start 9-45 am. Robin Hood. Take sandwiches and
flasks but food available at the Pistyll Falls.
- October 19th. British Motorcyclists Federation AGM., See inside.
- NOVEMBER. 3rd. COMMITTEE MEETING. 8-30pm. Robin Hood.
- NOVEMBER. 24th. ANNUAL GENERAL MEETING. Robin Hood. 8-0 pm prompt.

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3,100 miles. Red. Full Le Mans fairing and carrier.
18 months warranty. Must sell hence £1200. O.N.O.
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FOR SALE. HONDA 750. F2 Sports. Sole owner from new in 1978, less than 18,000 miles. Fitted with Gas Shocks, Tank Cover, Rear Carrier, Taper Roller Head Bearings, Avon Roadrunners and new rear chain. A rare opportunity to obtain tomorrows classic bike today. Real gift at £795 O.V.N.O.
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FOR SALE. KAWASAKI. 250cc. W Reg. 7500 miles. Blue. £350 O.N.O.
Tel. Steve on 485-6584 (061) anytime.

FOR SALE. YAMAHA. Trail Bike. RD.250.MX. W Reg. 9270 miles very little trailing. Good condition. £450.
Tel. Nicholas Haining on 061-483-4437.

Membership of the Manchester 17 Motorcycle Club costs £3.00 per year for full membership.
Husband and Wife Membership costs the same £3.00.
Youth membership (16 and under) costs £1.50. per year.
The monthly newsletter is free to full members but not youth members.
Membership runs from January 1st. to 31st. December.
A reduced rate applies after July.

Special for the Classic Bike Show - Membership taken out during the show runs for 15 months until December 31st. 1983. for £3.00.

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TRAIL RIDING.

For those riders who prefer to get away from the congestion of suburban motoring the club has a strong trail riding section. It is through their continuous use of the RUPP's that the Trail Riders Federation is able to oppose the attempts of the Ramblers Association and other selfish bodies to ban two wheeled vehicles from the green lanes.

Dennis Taylor is the clubs Rights of Way Officer and he will put members in touch with other trail riding enthusiasts.

We offer our commiserations to the following trail riders.

Simon Emmerson still recovering at home after breaking both thighs in a crash with a car near his home in Alderley Edge.
Brian Starkie should be out of hospital soon after breaking his ankle in the clubs enduro at Brinks Farm.

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