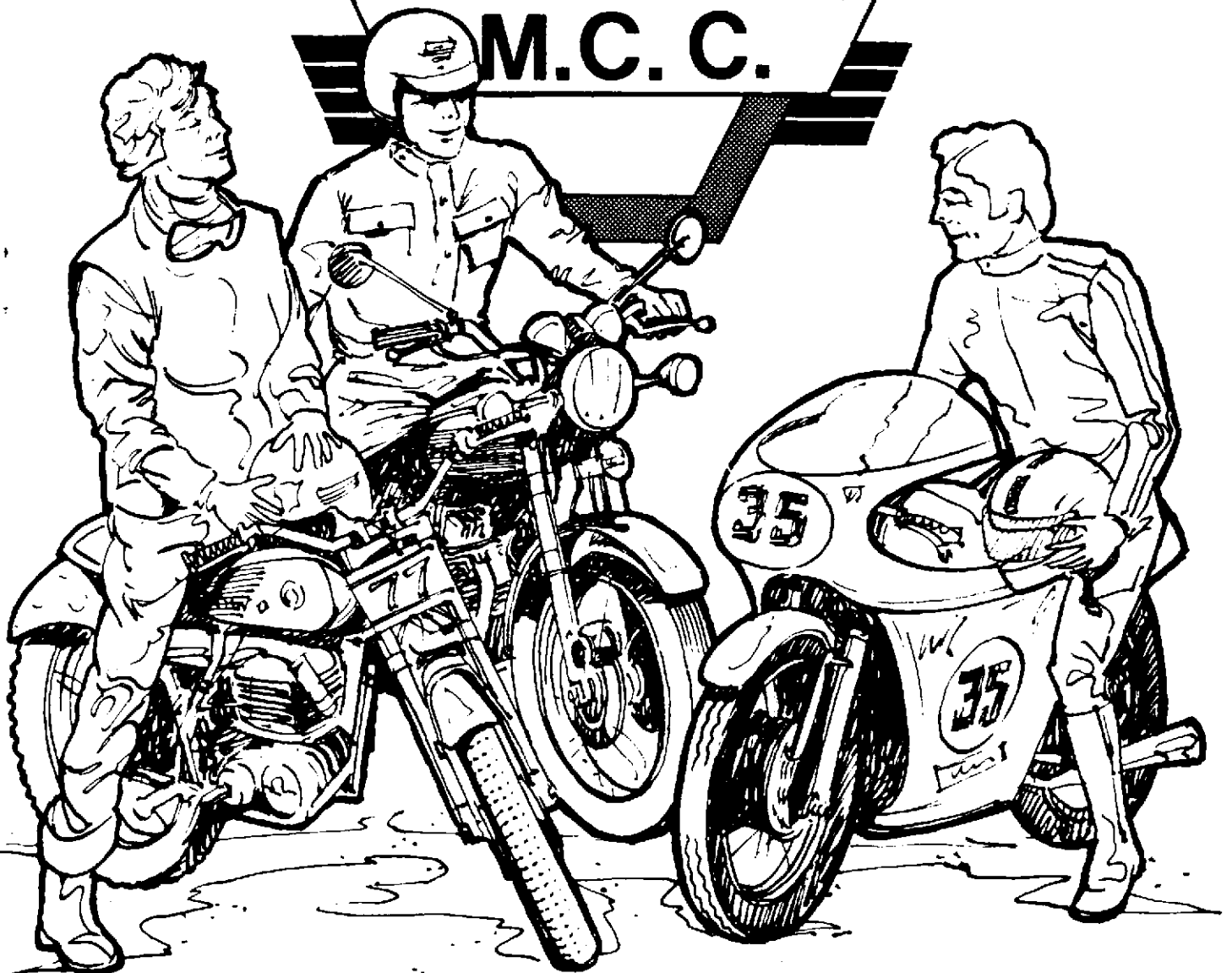


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MANCHESTER 17 MOTOR CYCLE CLUB.

NEWSLETTER - DECEMBER.1982.

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. Ian Bottomley, 1 Mulberry Close,
Heald Green, Cheshire.

SECRETARY. Roger Richards, 4, Woodsmoor Lane, Stockport.

MEMBERSHIP SEC. Roger Richards, ----Ditto----

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

TRIALS SEC. Edgar Rosenthal, 192 Compstall Road, Romiley, Stockport.

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

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

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

ORDINARY MEMBERS. Dennis Taylor, 7 Sundial Road, Offerton, Stockport.
Phil Minne, 12 Stainburne Rd. Great Moor, Stockport.

CLUB ROOM & NIGHT: See Cover.

DIARY OF EVENTS.

DECEMBER. 8th. COMMITTEE MEETING. 8-30pm. Robin Hood.

December. 18th. NIGEL WOOD ROAD TRIAL. See inside.

December. 27th. BOXING DAY FANCY DRESS PARTY. See inside.

EDITORIAL.

Dear Members,

The number of members present at the Clubs Annual General Meeting on the 24th. November was down on an attendance figure of forty-four at last years meeting, and the question must be asked, "Why were so many of the regular club night faces missing?"

It could be that the level of debate does not encourage members to come along and join in.

It did seem to me that the time spent on reaching a decision on the two major debates could have been reduced if they had been taken in the reverse order and in the case of the club subscription, the 1982 Committee had not tried to soften the blow to the membership with a set of figures that contradicted their recommended increase.

Having already decided that having a regular newsletter had improved the clubs image not only amongst its own membership but with other clubs in the Cheshire Centre, it was obvious that it had to be paid for. Coupled with the affiliation fees that are paid to the ACU and the BMF it was obvious to everyone that a subscription rate of £4.00 was need to cover these costs. This is equivalent to less than 8p per week, think about it.

The second motion proposed by Jim Capper the retiring Trials Secretary was the re-introduction of the "Sporting Membership" for trials riders for whom membership of more than one club was a necessity if one wanted to ride each week. Faced with the prospect of having to join our club in order to participate in only one event Jim felt that the number of 'trials members' would suffer. He proposed that as this class of membership would not receive the newsletter the monies received would be 'profit'.

In my opinion if this proposition had been debated after the increased subscription of £4.00 had been decided, and had it been emphasised that this concession was aimed at the non-member anxious for a ride, it would have been accepted much more quickly. Instead the discussion became bogged down by suggestions that current trialing members would seize upon this opportunity to reduce their running costs and that after all they couldn't care less about receiving the newsletter.

Who knows we might have been persuaded to consider making it a figure instead of 50% of the full subscription.

I would like to say thank you to the membership for their favourable comments about the Newsletter. May I wish you all a very Happy Xmas and a Happy New Year with the Manchester 17.

Keith Haining.

CHAIRMANS CHAFF. by Ian Bottomley, Club Chairman.

I won't bore you with waffle about the A.G.M. (you can read all about it elsewhere in this newsletter anyway.) except to thank the retiring committee for a years hard work, and to welcome the new committee to another years hard labour. The acute observer will notice that the aforementioned committees are virtually the same people with a bit of a reshuffle. This means that (a). we have an experienced committee who should be able to put on a comprehensive programme of activities, and (b). we don't seem to be able to con anybody else into taking on any of these high status jobs.

The biggest problem we have now is that we don't have a Social Secretary - without one there will not be many activities on a Tuesday evening. I would therefore ask all of you to give the matter some thought and come to me or any committee member and offer to give the club some of your time.

No previous experience is necessary and you will get plenty of help - we won't throw you in at the deep end. Don't forget, you only get as much out of the club as you put into it.

The training scheme is getting off the ground again, under its new organisational set up it is known as the 'Manchester 17 ROSPA Training Scheme.

We now have four examiners and the use of three sites approved by the Department of Transport to conduct the new Part 1 Ministry Test. We expect to start in January or February at the latest and the scheme will run in much the same way as the old RAC/ACU scheme except that it will include training for the part 1 test. The cost will be about £30 which includes £12-50 for the test, £2-50 for the part 1 certificate, and the ROSPA proficiency test, certificate and badge. The latter is to a higher standard than the Part 2 Ministry test.

Courses will be run at the Manor School, Cheadle Hulme, so please pass the word round to friends, relatives, neighbours, in fact anyone who is learning to ride a motorcycle in the area.

-----00000000-----

SUBSCRIPTIONS FOR 1983.

The Committee wish to notify members that the members at the AGM voted for an increase in the membership fee from £3.00 to £4.00 for full membership. Youth membership goes up to £2.00 and a new class of membership called 'Sporting Membership' will cost £2.00.

Members are asked to fill in the renewal application card enclosed with this newsletter and return it to Roger Richards together with your payment to 49 Woodsmoor Lane, Stockport. by the 1st. January.83.

REPORT FROM THE BMF ANNUAL GENERAL MEETING. by Geoff Winstanley.

With over 150 delegates present the meeting began with the election of the Committee and the Chairmans address. The Committee was unopposed and was largely the same as last year's

Then followed a discussion of the three motions. Votes were taken on the motions but these were not binding because of the confusion over voting rights and the BMF's limited company status. The first two motions were in any case properly the responsibility of the directors.

The first motion was to change the system of Club affiliation rates to a fixed club registration fee (£5.) plus a fixed fee (50p) per member to be paid only once by members of more than one club. The system would be difficult to administer, and the BMF is shortly to change the membership system in any case. The motion was defeated.

The second motion was also about subscriptions. The Suzuki Owners Club proposed that the fees be frozen for the next year, (they are presently index linked) this motion was also defeated.

The third motion was for the BMF to pursue government for a special sign to indicate road surfaces that have been scarified, to read, "Special Hazard for 2 Wheeled Vehicles". This was essentially a repeat of a motion from a previous year, and the committee said that although they had the matter in hand the government were delaying and giving excuses of the problem of European conformity (France already has such a sign), but that some progress was expected soon. The motion was passed unanimously.

After the motions we discussed the proposals to re-organise the BMF Structure in order to help the committee in formulating their final plans. The main effect would be to split the social and political side of the BMF from the limited company that would take care of financial matters. The meeting was in broad agreement but there was some criticism of the cumbersome two tier system of delegates. Membership details are also to be changed making club affiliation cheaper but giving it a lower status. The emphasis would be on recruiting club members to a new category similar to the present individual member. The critics of the system suggested that not enough club members would be persuaded to pay the extra fee. If anyone wants any further details on the new plans please come and see me or Keith.

This years 'any other business' was unusual in that it was concerned with a report in the weekly bike press that the Suzuki Owners Club were to propose a vote of 'no confidence' in the BMF Committee. Phil Button from the S.O.C. explained that the trouble followed a note from the BMF Committee saying that their motion would not be legal. This came before the S.O.C.s AGM and the members demanded a press release. The trouble was reported factually by one paper the M.C.W. but blown up by the other. The S.O.C. officials considered that the matter had since been cleared up.

No votes were taken but the meeting was very vocal and very much behind the committee. When the Suzuki Owners Club delegates asked the Chairman, Bruce Preston to write a statement to their members it was rejected by the meeting and it was suggested that the S.O.C should apologise for not settling the matter internally.

It is good to know that our interests are being looked after by a committee of dedicated motorcyclists and a body of responsible, caring and surprisingly good humoured delegates.

TRIALS REPORT by Jim Capper. Trials Secretary.FISHER TRIAL OCTOBER 24th. 1982.

A change in the published results has been made. The Best Intermediate is now awarded to Colin Pedley. The reason being that due to the Centre rule that Out of Centre Riders must ride at the highest status they hold in any other Centre, Ian Rawlins entered as an Intermediate (his status in his own Centre) unaware that as an Expert in the South Midland Centre he must ride as an Expert in Cheshire.

As this rule stands, any Rider (Non -Resident) competing in Cheshire Centre Trials must enter as stated at the highest class he holds in any other Centre.

Andy Hipwell moves up to Runner -Up.

The following are the results of the Final Round of the Duron Series. held on the 21st. November.82.

AWARDS.

<u>BEST PERFORMANCE.</u>	John Hulme.	JES.Majesty 250.	20 marks.	32 cleans
<u>FIRST CLASS.</u>	Alan Hulme.	T&C Montesa 349	20 "	27 "
	Duncan Walmsley.	S.B.L. 190.	21 "	
	Dale Swain.	Majesty 250.	32 "	
<u>BEST INTERMEDIATE.</u>	Tim Capper.	T&C Fantic.200.	53 "	
<u>BEST NOVICE.</u>	Paul Turner.	Fantic 240.	35. "	
<u>FIRST CLASS.</u>	Kevin Hipwell.	Majesty 200.	50. "	
	Andrew Shaw.	Yamaha 175.	57. "	
<u>BEST A CLASS YOUTH.</u>	Carl Machin.	PEMS Fantic.	43. "	
<u>BEST OVER 40.</u>	Norman Eyre.	Majesty 320.	44."	

FINAL POSITIONS - DURON SERIES. CLUB CHAMPIONSHIP. 1982.

<u>DURON (EXPERT)</u>	<u>WARBURTON (Inter)</u>	<u>GUY ALLOTT. (Novice.)</u>
J. Hulme. 28 Champ.	C.Heath/A. Harris. 21	P. Turner. 32 champ.
A. Hulme. 23	T. Capper. 14	K. Hipwell. 21
J. Hawker. 12	G. Hutton. 7	I. Margetts. 14
H. Jackman. 9	S. Parr. 7	D. Walmsley. 9
K. Boddy. 9	A. Hipwell. 2	T. Shaw. 7
A. Cantrell. 5	G. Beech. 2	R. Donaldson. 5
P. Fleming. 2	R. Gregory. 2	G. French. 3
H. Rosental. 2	A. Green. 1	A. Shaw. 2
D. Vaughan. 2	P. Turner. 1	J. Davies. 2
G. Gowing. 2	C. Pedley. 1	M. Killcross. 1.
S. Thomas. 1		
M. Edwards. 1	Trophy shared 6 months	
K. Burgess. 1	each.	
C. Baker. 1		

JOHN CANTRELL. (Youth)

D. Swain. 27 Champ.	P. Nadin. 10
C. Machin. 23	A. Knowles. 2.
S. Gerrard. 18	I. Howells. 2
P. Repton.	P. Boam. 1.

STRUGGLERS SPROCKET (Over 40)

J. Cantrell. 34 Champ.
R. Hulme. 12
N. Eyre. 9
B. Cottrell. 7.

POST SCRIPT TO THE DURON SERIES 1982 by Alan Harris,
Meeting Secretary.

The Manchester 17 M.C.C. would like to thank Mr. A. Smith for the use of his land.

A special thank you to the observers, Mr. & Mrs. Johnson, Mr. Hallows, Mr. Holland, Mr. Howell, Mr. Machin, Mr. Lloyd, Mr. & Mrs. Hipwell, Mr. Turner, Mr. Repton, and Mr. Eyre.

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ANNUAL GENERAL MEETING. 24th. November. 1982.

Thirty eight members assembled for the 1982 Annual General Meeting not an auspicious number when you consider that the membership is 307 full members and 24 youth. 10 Honorary members and 12 free members are included in the 307.

After studying the minutes from the 1981 AGM those present agreed that they represented a faithful record of that meeting and they were accepted. Members of the 1982 committee then made their various reports and with the exception of the Treasurers report and the Newsletter Editors report all were accepted without comment, everyone concerned being thanked for the efforts they had put in during the year.

The Treasurers report was to some extent inexorably tied to the cost of producing the newsletter which was absorbing £2.85 of the £3.00 subscription fee when sent by post to those members who did not come to the Robin Hood on a Tuesday night. Together with the respective affiliation fees due to the ACU and the BMF the clubs financial position would be gradually eroded. However all members agreed that a major step forward had been taken in the production of a monthly newsletter and that this must be preserved.

The Trials Secretary reported on a successful season, after a start bedeviled by bad weather which caused the cancellation of at least two trials.

The report by the Sporting Secretary John Garlick is worthy of special mention in view of the numbers of members on the various committees in the ACU Cheshire Centre. These members put in a tremendous amount of work in connection with the centre board, they are:-

Delegates. Ron Weale, Vernon Leigh, Jim Capper, John Garlick,

Road Racing Marshalls. Paul Tootall, Roger Richards, Ian Bottomley.

Rights of Way Rep.-Cheshire Centre. Vernon Leigh.

Enduro Sub-Committee. Vernon Leigh.

Noise Meter Operator. Phil Minne.

Trials Sub-Committee. Ron Weale, John Garlick.

Rules Committee. Ron Weale.

National Delegates. Ron Weale, John Garlick, Norman Eyre.

AGM REPORT Cont..

Two motions were put before the meeting, the first proposed by Jim Capper was that we should create a 'Sporting Membership' for those trials riders who turning up on the day at one of our club trials found themselves faced with a club membership fee of £3.00 for the one and only occasion that they took part in club activities. Jim felt that their was no reason to suppose that trials riders in the club would try to take advantage of the reduced fee that would not entitle the member to the Newsletter. It was proposed that the membership fee for this type of limited membership would be 50% of the full subscription. After much discussion the proposal was voted on and carried.

The second motion concerned the club subscription, the Committee recommended that in view of the drain on resources by the newsletter the fee should be raised to £3.50. however this still meant that there was a shortfall in the expenditure when taking into account our affiliation fees due to the ACU and the BMF and Phil Minne proposed that it should be raised to £4.00. This was carried on a vote and it means that the Sporting Membership Subscription voted on in the first motion is £2.00.

Members standing for office inthe next 12 months are listed on page 1 and members should note that as therewere no candidates for Secretary and Social Secretary the first has been filled by the Membership Secretary Roger Richards but the latter is still vacant.

The meeting closed at 11-30 pm.

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Geoff Winstanley is organising the Nigel Wood Road Trial on the 18th. December.

Entrants will require an O.S. Metric Map 1:50,000 No.118. 'The Potteries' plus a ruler graduated in millimetres and a pencil.

Start - Grid Ref. 9395, 7795 at 10-00 am.
(From the Robin Hood head towards Stockport, turn left at Rising Sun. follow A.523 Bollington signposted on left.)

We also announce our Boxing Day Fancy Dress Party which will be held on MONDAY 27th. DECEMBER. at the Robin Hood. Ussual rules apply those in fancy dress - free. Those in mufty 50p. Come along and enjoy a good evenings fun.

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Once again the reminder about SUBSCRIPTIONS - £4.00 Full Membership including spouse. Youth members £2.00. Sporting Members £2.00. Please fill in the card and send or give to Roger Richards by the New Year please.

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READERS LETTERS.

66 Riddlesdown Avenue,
Purley,
Surrey.

"Sir,

As a past, and I like to think fairly active, member of the M/Cr 17 M.C.C. it was with some considerable interest that I recently caught sight of your Classic Bike Show October issue.

I joined the "17" during the mid sixties whilst fooling around on scrambles machinery along with Jack Mathews and Brian Hatton, not that they were fooling around you understand! In fact I seem recall Jack taking it all too seriously - there was much 'blue air' and it wasn't 2 stroke smoke. Having aspired to an ex Vic Eastwood 500 cc. Matchless I was forced to give it best when the £1000 strokers appeared on the scene which by this time enjoyed the title of Moto Cross.

I became Secretary of the club taking over from Dennis Rourke who had set a high standard to follow, and for some time the club enjoyed a heyday of Scrambles under the guidance of Rev Atwood. Trials organised by the inimitable Dave Rowland and of course the RAC/ACU Training Scheme which was the responsibility of the unforgettable Trevor Cowdrey (he of the wine, women and song - with the accent on all three!).

Ian Bradshaw (our friendly motorbike policeman from the local "Chips" headquarters in Hazel Grove) and I ran a national collection to raise money for the first aid rescue helicopter used at the Manx G.P. and the club's esteem was held high by many.

I am pleased to see that your social Calendar is just as full as ever and I trust that you still gather as a group from time to time watching rockets in the sky before careering off across the Cheshire Plain to knobble the poor blighter who is shiveringly letting them off at 10 minute intervals.

Oh, this memorabilia!! the searching for the trophies the week before the dinner dance, the lost cheque at Belle Vue having sponsored the Stadium second half scratch race, and so on and so on!

Turning now to a more serious note for a moment and perhaps taking advantage of this letter to further a pet hobby horse, I hope that you are lobbying the B.M.F. to tackle the culprits as well as the authorities in your efforts to maintain the status quo of the motorcyclist. I now work in the centre of London and have the misfortune to witness one of the most damaging scenes facing motorcycling today. I refer of course to these hooligans purporting to be dispatch riders, I am sick of picking these beggars up off the tarmac. They ride without thought for their own or anyone else's safety and I suspect since they are seen "in the corridors of power" that they are singularly responsible for the bulk of anti-feeling that currently exists.

Finally can I conclude by thanking you for the space to air just a few remarks, and to those reading this that know me and are wondering how I kept it so short. "Happy punctures."

Keith Rhodes.

WOBBLE AND WEAWE.

In the following article the Editor explains in more detail the work that has been carried out at Manchester University by Dr. G. Roe and Dr. T.E.Thorpe on motorcycle stability.

Motorcycles suffer two basic shimmy instabilities, 'Flutter, sometimes called 'wobble', at 30 - 50 mph. is characterised by a flapping of the handlebars at 6-8 Hz. A mild case will start at about 40 mph, but a bad one can start as low as 25 mph. especially if the rider removes his grip from the handlebars. Flutter dies out with increasing speed at about 50-55 mph. by the gyroscopic 'hoop' stability of the rotating front wheel.

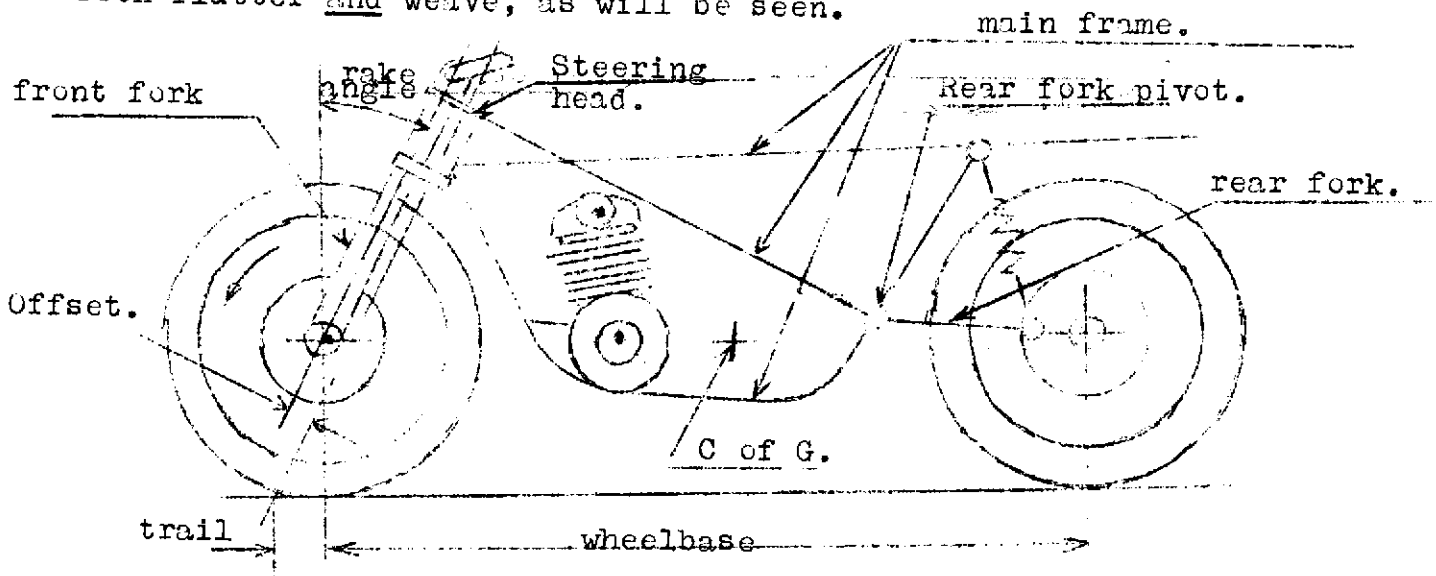
A more dangerous instability is high speed 'weave', usually at speeds over 62 mph. In this the whole machine snakes about the chosen steering line at 2-3 Hz, and one cannot 'ride through' this instability, certainly within the speed range of the motorcycle. A 'good' production machine is usually stable up to about 100 mph. with a 165 lb. rider, but bikes do appear which will weave as low as 62 mph.

Theoretical Castor Instability.

A motorcycle is essentially two castors coupled at the steering head (fig.1) -, a castor being a steerable wheel in which the contact patch with the ground lies behind the steering axis. The distance of the contact patch behind the axis is the 'trail'. The front wheel is a short trail castor, and the rear wheel is a long trail castor. Typical values are 3.5"- 4.7" for the front trail, 50"-60" for the wheelbase and 25 - 30 degrees for the 'rake' angle

Slow-motion film of a tea trolley type castor has shown us that the wheel moves sideways on its axle during a steering wobble, and reducing this lateral movement makes the castor more stable.

For the real motorcycle lateral stiffness of the front wheel is generated by the front fork of the motorcycle. Just how well does the front fork of a typical motorcycle support the wheel in the lateral direction? At the rear of the machine, how good is the effective lateral stiffness of the rear fork? Inadequate stiffness in the front fork leads to flutter, and (to a first approximation) in the rear fork to weave. Weave is complicated by the fact that at weave frequency the two castors couple together in a sympathetic oscillation about the machine centre of gravity. For this reason the lateral stiffness of the front fork affects both flutter and weave, as will be seen.



Taking low speed flutter first, Dr. Roe's team showed that it is the ability of the tyre contact patch to move sideways relative to the steering head and the direction of the travel of the bike that allows flutter to start. So what is needed is a front suspension system that doesn't let the wheel move in the ways shown in Fig. 2.

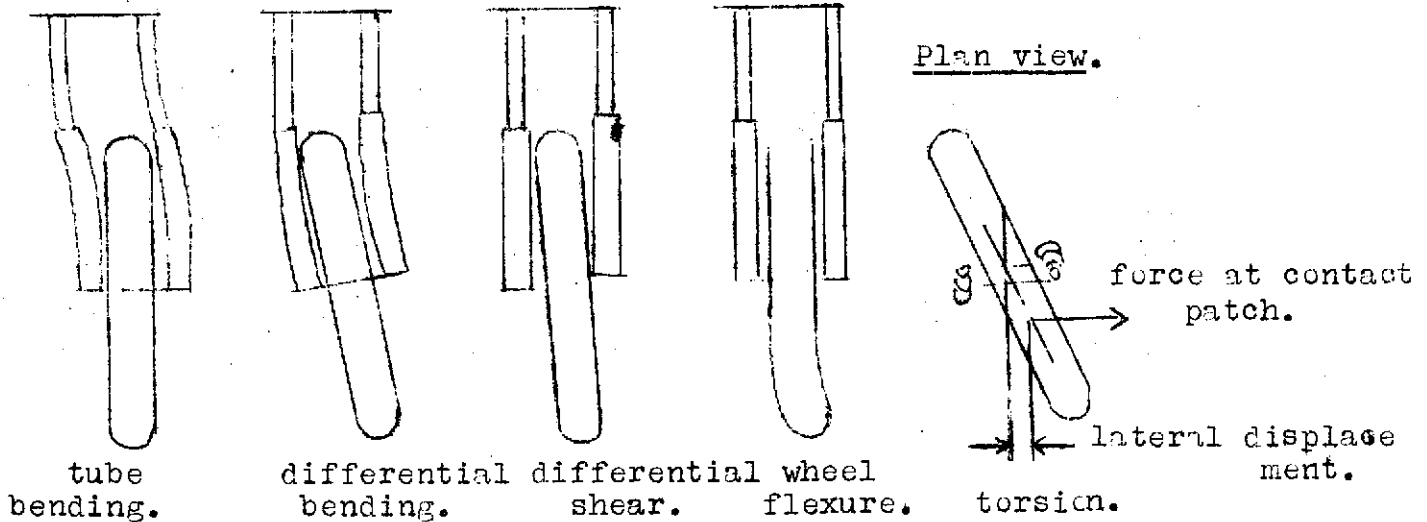


Fig.2. Deflection modes of telescopic front forks.

Unfortunately, each leg of a telescopic fork can change length, and because sliding clearances are necessary, the bending and flexing shown in the diagram cannot be eliminated simply by beefing up the components of the standard telescopic fork, so the Manchester University team looked at other ways of achieving the high lateral stiffness that was required

Fig.3 shows their design, a short leading link fork with large diameter thin walled legs fabricated from Renold 531 tubing carrying Koni shocks. The yokes are of Dural and the steering head is carried on taper roller bearings. The short bottom links also of Dural pivot on back to back taper roller bearings. The wheel spindle is mounted on the same type of bearings, and it is the collective effect of these detail points that give the required high lateral stiffness.

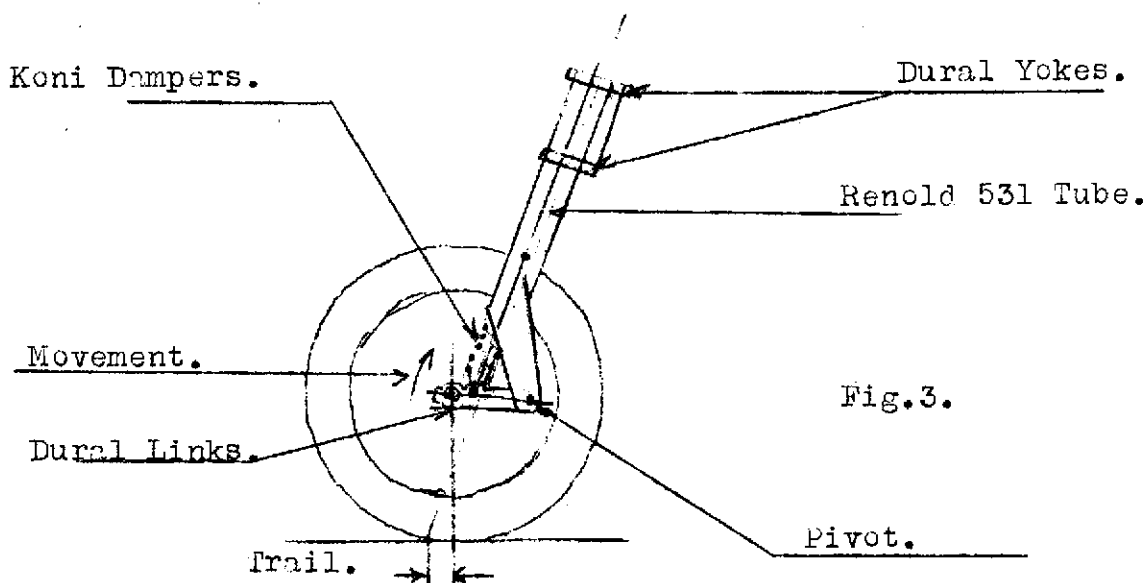


Fig.3.

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