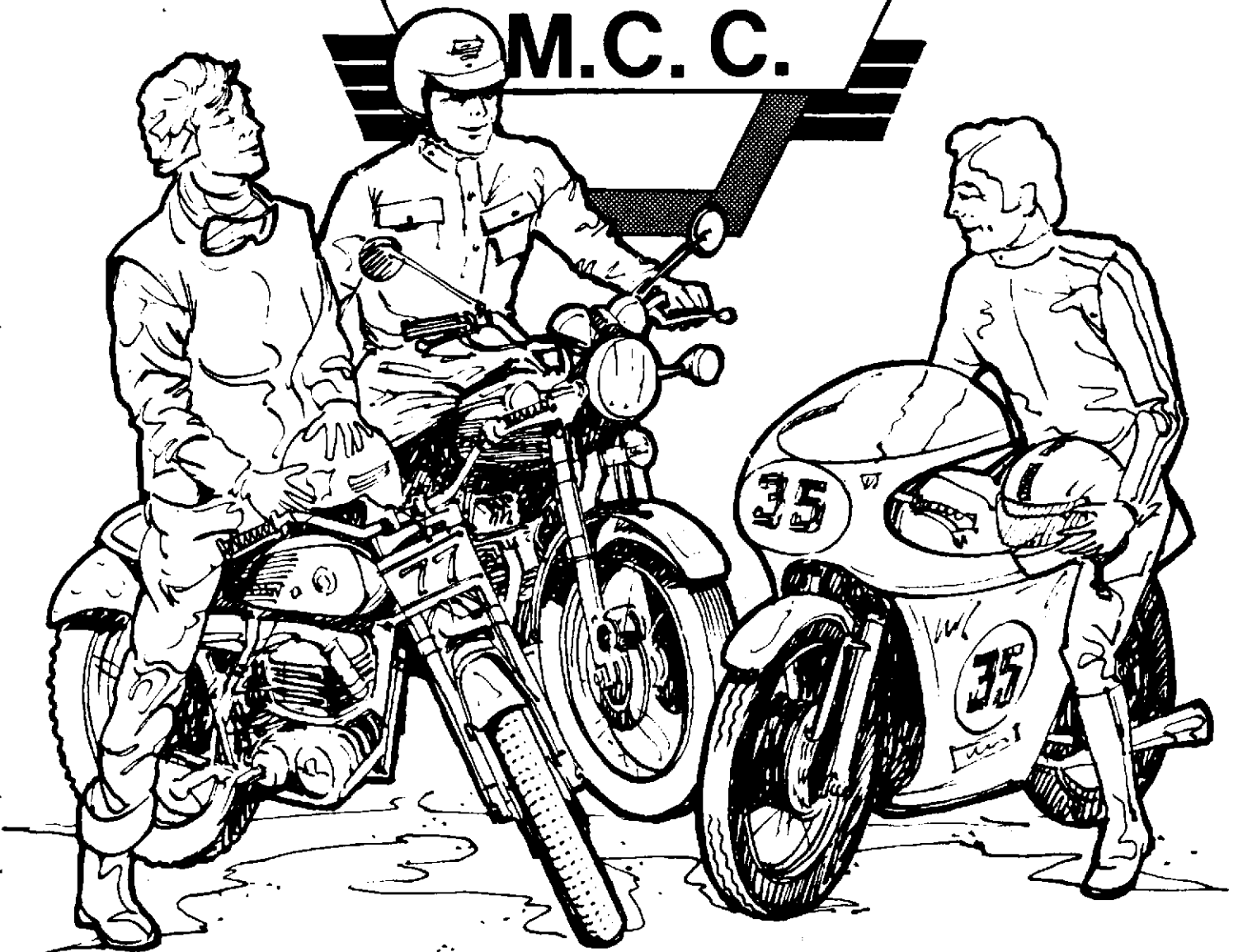


MAY 1982

THE MANCHESTER '17' MOTOR CYCLE CLUB

(Founded 1935)



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

WHEELING & DEALING

*
**TOWN & COUNTRY
MOTORCYCLES**

227-229 STOCKPORT ROAD

ASHTON-U-LYNE

061-339 3918

MOTOR CYCLE CENTRE

061-480 3346

2 CARRINGTON ROAD
STOCKPORT

also

261 BUXTON RD. Gt. MOOR
STOCKPORT

061-456 5202

*
**VERNON LEIGH
Motor Cycles**

80 LOWER HILLGATE
STOCKPORT

061-477 2002

**H.D. CARTWRIGHT
Motor Cycles Ltd.**

74 BUXTON ROAD, HEAVILEY
STOCKPORT

061-480 5180

*
**PAUL LUDLAM
MOTOR CYCLES**

57 - 59 BROADSTONE ROAD
REDDISH STOCKPORT

061-432 1743

**ARMSDENS
MOTORCYCLES**

147 ASHLEY ROAD
HALE CHESHIRE

061-928 2104

**BOB LYDIATT
MOTOR CYCLE REPAIRS**

1 CROMWELL STREET
HEATON NORRIS
STOCKPORT

061-480 5375

**SPORTS
MOTOR CYCLES LTD**

LIVERPOOL ROAD
MANCHESTER 3

061-832 2715/4551

*BMW MOTO GUZZI
TRIUMPH HONDA
LAVERDA DUCATI*

**DEREK
WARBURTON**

260 LONDON ROAD
HAZEL GROVE
STOCKPORT

061-483 ~~8888~~ 4570

WYMAC

HONDA & KAWASAKI DEALERS

135 WELLINGTON ROAD NORTH
HEATON MOOR - STOCKPORT
061-432 5637

457 MANCHESTER ROAD
HEATON CHAPEL STOCKPORT
061-432 4543

*
**ADAMSONS
of Stockport**

240 STOCKPORT ROAD
CHEADLE HEATH

061-428 9599

OPEN 7 DAYS A WEEK

**JOHN E. SHIRT
MAJESTY
MOTOR CYCLES**

THE WORKSHOP, STABLE LANE
BUXTON

BUXTON 5460

*
SKIDLIDS

4 LIVERPOOL ROAD

MANCHESTER

061-834 1501

*
**CLAREMONT
Motor Cycles Ltd.**

TEAM YAMAHA SERVICE

275-7 STAMFORD ST.
ASHTON-U-LYNE

061-330 3418

*
**BRYCO
Motor Cycles Ltd.**

*ROAD & COMPETITION
MACHINES*

SPARES AND ACCESSORIES

061-480 7307

77 Middle Hillgate · Stockport

* DISCOUNTS TO CLUB MEMBERS

MANCHESTER 17 MOTOR CYCLE CLUB.

NEWSLETTER - MAY. 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. 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.

RALLY SEC. Paul Rushton, 23 Chinley Close, Heaton Moor, Stockport.

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

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

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

RAC/ACU. TRAINING SEC. 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.

11th. May. Table Top Road Trial., See Club Captain feature inside.

15-16 May. BMF Rally Peterborough. Club Run on Sunday 16th. to the
Rally. Start 8.00 am. from Robin Hood. Camping on Saturday
for those members who wish to take part in the two day event. Please
contact Geoff Winstanley if you wish to contact other interested parties.

18th. May. Evening Road Trial 1982 Series. Starting at 8-30 pm. on
Club Nights at intervals of three weeks a series of five
trials will be held to find the overall winner. Further info
inside.

23rd. May. Club Run to Alton Towers starts 10.00 am. from Robin Hood.

25th. May. Mystery Event organised by the Social Secretary Graham Watson.
starts at 8-30 pm in the clubroom.

17-20th. June. Simmer Dim Rally. Shetland. See inside.

2nd. June. COMMITTEE MEETING. 8-30 pm. Robin Hood.

6th. June. Club Run to Port Meirion near Portmadoc, Merioneth.
Start 9.00 am from Robin Hood.

13th. June. Trial- Duron Series Round 1. Arbor Low.

8th. June. Evening Road Trial. (1982 Series.) 8.30 pm. Robin Hood.

29th. June. Evening Road Trial. (1982 Series.) ----ditto,-----

EDITORIAL.

Dear Members,

In my last editorial I started an account of the origin of the Club Awards, and at the end of part 1, I invited anyone with a different version to write and let me know. In the same issue I published a letter from Bob Clare who took issue with Cliff Somers for not writing to us. Well Cliff has done better than just write, he has sent me several Manchester 17 Newsletters from 1942 to 1944, together with 16 photographs from 1935 to 1951.

Just to show how self perpetuating these contributions are, I am now able to correct my original version of one of the awards The Hepworth Memorial Trophy. The word 'Memorial' should have given a clue, because as you will recall in the account of the Stanbury Memorial Trophy I said that several members joined H.M. Forces. In fact a great number of the members served during the war and Tom Dugdale kept members informed of their whereabouts. From the Newsletters that Cliff has sent to me, the death of Driver Eddie Hepworth is reported, he was killed while serving in the British army in Greece in 1944. The Hepworth Memorial Trophy is awarded in his memory.

Before continuing with the last part of the 'Origin of the Awards' I would like to inform members of my latest crusade on their behalf. 'PARKING' or the lack of it in Stockport for motorcycles. Trying to park a car for a few minutes is bad enough but when the same problem is encountered with a solo motorcycle I decided that it was time we did something about it. Unless you are prepared to pay the going rate for a car or can find room alongside the wall in Great Underbank there would appear to be no parking for motorcycles. I stand to be corrected if any club member knows otherwise. So I wrote to my local Councillors, Messrs. Tucker, Fox and Callagher as follows.

Dear Sir,

The obvious attraction that Stockport has for shoppers has brought with it the problems of traffic congestion, and whilst the corporation has improved the car parking facilities, there appears to be no provision for motorcycles.

All the car parks, including the ones with the automatic ticket dispensers advise the charges as for a vehicle, and all the spaces are whitelined for cars. I am sure that car owners, of which many are also motorcyclists, would be irritated to find spaces occupied by solo motorcycles, and by the same token motorcyclists would object to paying the same fee when taking up half the space.

At present motorcycles are parked on the pavement alongside the wall in Great Underbank, and this in itself presents problems for pedestrians.

As the motorcycle affords the most economical means of making a trip into town would you please advise me of the facilities that the town possesses for the parking of motorcycles for more than 20 minutes. I will then present this information to members of the Manchester 17 Motor Cycle Club and other clubs in the Greater Manchester Area.

cont.....

EDITORIAL Cont....

As a result of this letter I received a telephone call from Councillor Tucker who advised me that he had passed my letter on to the appropriate department of the Stockport Borough Council, and on the 22nd. April the Director of Works replied as follows.

Dear Sir, Parking for Motorcycles.

Councillor J.C.Tucker has passed to the Traffic Management Section your letter dated 9th. April. However, as off street parking is dealt with by the Estates Management Section of the Development and Town Planning Division, a copy has been sent to the Director of that division. There are problems, as you pointed out, with automatic ticket dispensers, which are designed with cars in mind and cannot in their present form make a distinction for motorcycles.

It would appear that, other than paying the parking fee for and taking up the space of a car, there is no special provision for the parking of motorcycles for more than 20 minutes in Stockport town centre. Now the matter has been raised, the DDP will investigate and you will be kept informed.

Yours faithfully,

Director of Works.

As with all action taken on behalf of motorcyclists a copy of this correspondence has been sent to the BMF and the following acknowledgement was received on the 1st. May from Derek Jackson the Assistant General Secretary.

Dear Keith,

Thank you for your letter of the 9th. April, I have passed your letter on to the Editor of MCR in order that he can reprint it in the next issue and ask for comments. I have seen similar complaints from other parts of the country, and in some cases where regional reps have assisted, Councils have made more space available. If your Club hasn't already done so you may find it beneficial to suggest to the council certain areas which should be allocated to m/Cycle parking, that is after they tell you what's available.

Derek Jackson.

Members are now invited to let the Editor know where bikes can be parked or could be parked legally we will follow it up. Remember when one group of road users are ignored without a protest they will find themselves with no rights at all.

Keith Haining.

EDITORIAL CLUB AWARDS CONTINUED.LEN EYRE TROPHY. Club Trials Champion.

First presented in 1967-8 to the club, Len Eyres own involvement with the Manchester 17 is recorded in March 1949. However this has not been a solo contribution as anyone who has followed Speedway and Trials will know, for Lens interest rubbed off onto his two sons Ken and Norman. A wizard at wheel building Len has helped many a club member wheel with confidence.

OBSERVER OF THE YEAR.

You have to be tough to win this award, but Mr. Terry Dinsdale felt that the observers should be remembered at the annual awards hand out and he provided the material and Dave Rowland had it suitably engraved and mounted to present to the one constituent of a good trial that it can't be made without.

THE FRANK LEAVER MEMORIAL TROPHY.

To the young and not quite so young members of the club who will not remember the days of the long serving committee member the name of Frank Leaver will not immediately be connected with Doreen Rowland, but this husband and wife team were very much involved with the running of the Manchester 17 up until his death in 1966. Doreen has continued as an active committee member particularly on the trials side until the present day.

ERIC BOWERS ENDURO TROPHY.

Eric Bowers was elected to the committee in 1946 and at that time the club was very active in both scrambles and trials on the sporting side. It was natural that when he offered to present a trophy to the club it should be for scrambles and in fact it was awarded for the best aggregate performance in 1950. In 1981 the club ran its first 'Enduro' and Dave Rowland persuaded Eric Bowers to donate a new cup for this event. Incidentally whilst Eric Bowers runs a coach business in Chapel en le Frith his son Michael (Bonky) Bowers is actively engaged in a motorcycle business in Redditch.

CLUBMANS ENDURO TROPHY.

A new trophy presented by the club for our latest eventing sport.

RALLYIST OF THE YEAR.

The introduction of Rallying into the clubs activities in the last few years has motivated this award for the member who attends the greatest number of rallies in the year.

THE MAPLE TROPHY. RAC/ACU Training Scheme Award.

This award takes the form of a years membership in the Manchester 17 MCC. and it is presented each year by past Chairman Jim Maple.

CLUB AWARDS CONCLUDED.THE FISHER TROPHY.

This sadly is another memorial trophy for a clubman who didn't return after the war. Paul Fisher was a Committee member and Club Captain who joined the Royal Artillery. I understand that he was a keen entomologist.

JOHN CANTRELL TROPHY.

Presented to the Youth Section by one of the hardest working members of the Youth Section headed by Jim Capper. John, himself the winner of the Strugglers Sprocket Award leaves many younger members behind with his energy and enthusiasm.

'END'

COMMITTEE MEETING 21st. APRIL. 1982.

Members attending were as follows:- Ron Weale, Vernon Leigh, Barbara Charnock, Ken Roberts, Roger Richards, Geoff Winstanley, Dennis Taylor, Ken Howard, Paul Rushton, Ian Bottomley, Anne Wood and Keith Haining.

Out of the various reports made by the officers of the club the following facts, proposals and action to be taken emerged.

- (a). R of W Officer stated that the Ridgeway Voluntary Code of behaviour as an alternative to a complete ban will still apply.
- (b). The Newsletter Editor was asked to insert a request in the next newsletter for peoples opinion of the 1982 Awards Night and in particular the Buffet.
- (c). The membership secretary Roger Richards showed the committee a sample cloth badge priced at 95p if 100 are ordered. He was asked to obtain a further quotation for comparison.
- (d). The treasurer reported on a drop in our bank balance which now stands at £136.50 in the current account and £587.33 in the deposit account. This was principally due to the poor start to the trials season when several trials were cancelled. The Editor reminded members that the football card had not been taken round for a long time, and that this was a good fund raiser. Dennis Taylor promised to rectify the position, more cards will be needed shortly.
- (e). Ron Weale had raised with the Cheshire Centre Board the question of support for the training schemes, however as the RAC have now thrown in the towel nothing could be done. The new ruling on the marking in trials mentioned in last months newsletter has been approved and the revised rules are reproduced in the 'Trials Section Report'.

Cont.....

COMMITTEE MEETING REPORT CONT....

- (f). 'The Training Schemes is now in a state of limbo', this was stated by Ken Howard and applicants for the second course this year have been advised and their money returned. The options open to the club are threefold, i. Go independant, ii. Join Step, iii. Join ROSPA. We will have to wait and see what develops.
- (g). The Club Captain Geoff Winstanley reported that he had formed a sub-committee to organise the Safe Rider Competition. The members co-opted are Ian Bottomley, Ian Cottam and Graham Watson, and of course Geoff. Ron Weale the Club President offered to produce a set of regulations for the event. With regard to the Peak Road Trial this cannot be run this year but Geoff hopes to be able to sort something out for 1983.
- (h). The Editor raised the question of non-members being allowed into the 'Clubroom', he particularly felt that it was wrong for past members who flatly refused to renew their membership after the constitutional period (End of April) had elapsed should be allowed into the clubroom. This in no way affected new members who wished to see what the club atmosphere is like before making up their minds. Several members objected to this apparent vendetta against certain members of the club, but the Editor pointed out that a motion passed by the committee last year, proposed by Gordon Ruffley put the onus on committee members to challenge anyone in the Robin Hood on a Tuesday night, and ask them to join the Manchester 17 MCC.
- (i). INVENTORIES. The treasurer requested last year that all committee members furnish him with a list of the club property in their keeping. So far only two lists have been submitted to him. The Editor asked how many typewriters the club owned, and no one knew exactly how many or where they were, some would appear to be in the hands of non-committee members, there may of course be a justifiable reason for this, but it would be nice to know.
- (j). Club Trophies. Having researched some of the club trophies the Editor is still not sure where some of these cups are. It would appear that some of them were not returned for display at the annual awards night and if a recipient did not bother to turn up on the night to collect his or her award the club certainly didn't feel it was under an obligation to send it to them. The committee gave the Editor authority to locate all club trophies and record the same.

The meeting closed at 11-30 pm. Next Committee Meeting June 2nd.

Ordinary Club Members are advised that they are entitled if they so wish to attend committee meetings, and whilst they may speak if invited by the chairman they cannot vote.

SELF HELP.

A long time ago when I was at school my father insisted that I read a book called 'Self Help' by Smiley, it was supposed to encourage me to greater efforts in my schoolwork. The book told of the struggles of scientists, painters and potters who searched for the answers to problems that had frustrated their efforts to produce the perfect product of their field. Stories of potters who with all their money gone, broke up the few sticks of furniture to burn in the kiln in a last desperate attempt to create a masterpiece, and how in this last effort success came their way.

You may say what has this got to do with motorcycling? Well I will tell you. As an individual when you tackle a maintenance problem you struggle to get at a nut or screw you might even make a piece of special equipment to help assemble a switch. It may then be a long time before the same job crops up again and you forget how you managed to dismantle or reassemble part of your bike.

I had hoped that members would have written to the Newsletter passing on tips etc. on the full range of makes and models, unfortunately this has not happened. It would appear that in fact the single make clubs have a better response, I found it easier to concentrate my technical tips for the Youth Section, on the Yamaha TY 175. On the other hand members may not know what sort of problems other bikers would like to know about so I will give an example.

The week before we had the run to the Pistyll Falls I did the run with Barry Jones of the BMW Club. We returned via the Chester road to the M56 at Bowden, as I approached the entry road to the motorway my headlight went out. I pulled on to the hard shoulder to see what the trouble was. The main beam wouldn't work on full or dip but the flasher would work as would the pilot bulb and all other bulbs. We returned home on pilot only and on examination felt that it must be a faulty switch after all the halogen bulb seemed OK. I stripped down the switch, but there was nothing wrong with it. I had to make a special tool to reassemble a small indent spring and ball and I had one hell of a job reassembling the cover. While working the switch which caused a clicking in the headlamp shell I realised that the noise came from the headlamp relay. Replacement of this unit solved the problem.

Reading through an account of the 1981 AGM of the BMW Club I found that the very same thing had happened to an RS80/7 as we came up the road from Coventry. We stopped at Sandbach and guess what we went through the same procedure of dismantling the switch when all the time it was the headlamp relay. I like to think that next time the headlamp relay goes I will recall how to solve the problem.

Now I obviously don't want to start a one make self help page so if anyone can impart some hard won knowledge to the other members of the club I will be pleased to publish them in the newsletter.

Keith Haining.

THE LANDS END TRIAL 9-10th. APRIL.1982. Report by John Ward.

A week of preparation prior to the event usually starts when the route card arrives and involves getting to know the special instructions almost by heart, for if you can't understand them during the day you won't make any sense of them at all at 2 am. in the morning.

Route finding is usually quite high on the list of priorities as 200 miles will be covered in the dark, and using a torch and route card has been found to be very hard work over this distance. This year I modified for a third time a revolving scroll illuminated route finder and Ron Armsden produced an illuminated magnifying box for the front of Peter Potts Halo Outfit, but found that an antivibration system was needed to read it when under way.

The starting point we chose was again Bristol, only because it's the nearest and our starting time was 20.23 hours. We arrived in good time having dodged most of the showers en route through Ashbourne, Lichfield - Stow - Cirencester to finally join the M4 and arrive at the Gordano Services. The signing on, machine examination, refueling and general chatting with other competitors soon brought dusk and our starting time. Peter Potts with Ron Armsden as ballast for the outfit was first off at No.81, followed by Walter Boothroyd 500 Triumph Adventurer at No.82 and finally myself on the 250 XL. Honda.

The night run, never the most pleasant part, started along the M5 and M4 motorways turning off for Chippenham, Warminster and finally the A.303 towards Exeter. No particular problems cropped up apart from realising that cars don't dip headlights for 35 watt Honda lamps and we arrived at the first control just after 23.00 hours. We had about one hour for a meal before setting off for Sub Lane the first observed section. As you must not leave your machine you can only study what you can see within the beam of your headlamp. Usually the sections are on green lanes and may be 300 to 400 yards long the brief view doesn't give much away. However the surface appeared to be fairly dry and this proved OK all the way up, the instructions indicated a stop at an 'A' line part way along and a further stop in a six box for trials tired competitors on solos, with the final ends card after several bends. None of our party had any particular problems and we regrouped to travel the dark lanes and roads through Taunton - Minehead - Porlock Lymouth to Barbrook Mill.

The garage at Barbrook should have been open for fuel as most competitors required a fill up after the stop at the first control some 90 miles ago. After what seemed an eternity we were refueled at about 03.00 hours and then lined up with silent engines at the roadside ready for section No.3 Beggars Roost. The surface was loose but fairly dry and once the Honda was motoring smartly in second gear gave no problems. Walter and Peter both waved a precautionary leg and were penalised by the eagle eyed observer equipt with torches. We motored off towards the time check some 40 miles on and arrived on time, and as daylight approached we set off from the check at 6.00 hours. Shortly after leaving the check we got lost, the routecard was not clear, but after some to-ing and fro-ing down narrow lanes we found a section, but having ridden it, found that it was not the one laid down on the route card. Peter and Ron came along having asked at the section and explained that we had missed Jennets Way, and done Yeo Vale out of turn. Fortunately the error only involved some ten miles and we were soon back on course again heading out towards the west coast and section No.5 Sutcombe Hill.

Cont.....

LANDS END Cont....

Sutcombe Hill incorporated a stop and start test part way up, we duly completed the section and then did a bit of backlane scratching to try and pull back the time we had lost due to our previous error. After thirteen miles we arrived at the breakfast check at Welcome Control just five minutes late, but within the time allowance.

Having refueled body and bike, you have one hour minimum stop for this before being restarted along the A.39 towards the sixth section Hobbs Choice which included a timed element, it was here that I threw the trial away by misreading the instructions and a bit of gay abandon. I touched once on the corner of the special test not realising that it was also the section, I didn't realise this at the time and thought that I was still clean. Onwards through Darracott I and II superb climbs in shale and rock gullies then thirty miles on to Rolly Poly the first muddy wet climb with a 10 p.s.i. minimum tyre pressure limit. This proved cleanable and we arrived at Ruses Mill with its double stop and restart on a surfaced road. Looks easy, sounds easy, is easy, but when you've been riding for twenty four hours and covered 500 miles you get a bit mesmerised- I remember last year watching the restart flag fall and not restarting until the marshal said, "Aran't you going then"! only to incur a delay penalty.

Warleggam, section eleven came next and the first fifty yards was timed as the second special test, only Peter was penalised here through lack of grip on a wet rocky restart just before the main climb began. A further thirty miles took us to Zelah Lane, a muddy rocky climb that stopped Walters Triumph. All that remained now were the final two sections at Perranporth called 'Blue Hills'. The first is usually fairly easy but the last one is on the cliff edge and has a severe gradient, about 1 in 3. On a loose rocky surface and with a six box involving a restart for trials tired solos, crowds always gather here for the spectacle as the car competitors also tackle the same hill and usually despite feeling a bit tired you always feel that you should give the watching gallery its moneys worth by spraying them with loose rocks as you head towards the section ends.

All that remains now is to head back to New Quay to the Finish Control, hand in your control card and sign off. Having done this Walter bought us all a shandy (Can't stand anything stronger after 30 hours on the road.) and we sat on the pub lawn briefly to discuss what might have been and why we would have to try harder next year. The day was rounded off by another 30 miles to our digs at Liskeard and a well earned rest before setting off for home the following day, seeing off another 320 miles the round trip for the 2½ days was 920 miles. Walters Triumph appeared trusty, my Honda went as well as the MZ used to do, Peters Halo, although steering well since fitting leading link front forks was in fact down on motor power and guzzled a gallon of oil- looks like another rebuild Pete!

I've just received and studied the results and my hoped for 1st Class award was only a 2nd. Peter and Ron managed a 3rd. Class and Walter achieved a Finishers Certificate which if I am still doing as well at 60, is not a bad achievement. 140 bikes plus 210 cars took part which for a closed to club event must be quite unique.

CLUB RUN TO COSFORD AEROSPACE MUSEUM by Keith Haining.

Trains, Ships and Aircraft what facination these have for both young and old, so with a good day as far as the weather was concerned a good turn out of Manchester 17 members and their friends made the trip to Cosford near Wolverhampton on April 4th. It is my practice to make a dummy run to the destination on the previous week end in order to see that there will be no dissappointments on the day. The museum was not open on that day but would be the following Sunday I was informed. So that whilst I had seen the outside exhibits which ranged from the Boeing 707, Comet, Belfast to the Vulcan & Victor I was not prepared for the vast range of aircraft that were housed in three huge hangers.

It should be mentioned that this is an aerospace museum and not an RAF museum so that whilst some of the aircraft are British there is an American Liberator, a Catalina flying boat as well as an ME. 262A.2A. The illfated TSR2 which escaped from the clutches of the scrap metal dealers hands. I hadn't realised how big it was, but you can understand why it cost so much. The Folland Gnats of the Red Arrows had a special stand and there was a V1 and a V2 as well as our own Blue Steel stand off bomb.

Arriving at 12 Noon we left about 4 pm and returned via Whitchurch and Beeston where we stopped for a cup of tea. Everyone was home by 6-30 pm. The party was made up as follows:-

Ron Lyne.	BMW R100RS.
Dave & Liz Clarke.	Kawasaki Z.650.
Alan and Martin Aldred.	250 Yamaha.
Geoff Winstanly.	250 MZ.
Ian Harrison.	125 Honda.
Peter Potts.	BMW GS.80.
John Ward.	250 XL Honda.
Jim Maple & Pater Ward.	BMW/MEL/Watsonian/Maple 1000.
Phil Quantock.	200 Suzuki.
Harold Dewhurst.	BMW. R45.
Keith Haining.	BMW. R60/6.
Bill Frazer.	BMW. R.100 RS.
Tony Lee.	BMW. R. 00 T.
Barry Jones & Chauffeur.	Car.
Tony Hague.	CB 750 F. Honda.

-----oooooooooooo-----

CLUB RUN TO THE INTERNATIONAL MOTORCYCLE SHOW. NEC.

Report by Geoff Winstanley - Club Captain.

Five bikes is a good number for a medium to long distance ride, Enough to make a party and few enough to make good progress. We had five bikes and six people for the ride to Birmingham a Honda CX.500 ridden by Glyn Baxter; a Yamaha 250 ridden by Alan Aldred with his son Nigel on the pillion; Graham Watson rode his Honda 900; Keith Haining his BMW 600 and I was on my Moto Morini 500 for the first time since last October at the Dead Ants Rally. Roger Richards came to see us off, he was unable to come with us as he was recovering from an operation. He also wanted one of us to pick up a Cibie headlamp conversion for his 400/4 if the price was right.

The sun shone deceptively on the cool morning air as we set off through Macclesfield and Leek to Ashbourne. Between Leek and Ashbourne we lost Graham and Keith, what had happened to them? We all stopped, waited and then turned round to retrace our route. At this point up roars Graham, now fully dressed having decided to stop and put on his trousers!!

RUN TO NEC. Cont....

Now anxious to make up the lost time Graham chased me down the A.515 Lichfield Road which I can now recommend for Morinis, Graham stayed behind me with a grin on his face perhaps I should have dropped down from top gear.

The exhibition had some interesting models on display, the Japanese who seem to do things in pairs showed watercooled Vee Fours from Honda and Yamaha, and new turbo-charged bikes from Yamaha and Suzuki. Honda's turbo had been relegated to a quiet corner. Of course all these turbos would have paled into insignificance had Morini been showing this year. Honda also had a 550 four with enclosed disc brakes. It is good to see the Japanese offering variety in their bikes, the ideas may be old but the presentation is refreshing.

Triumph's move to the eighties is with four valves per cylinder in the o.h.v. twin. The Russians on the other hand took one technological step forward by dropping the side-valver from their display but took two backwards with a 200cc. scooter-tricycle pick up van. For me the most inovative and interesting machine was the Regent, a 1250 cc. car (Chevette) engined sidecar outfit selling for about £2500 the price of many bikes.

As well as new models there were two displays of 'Vintage' bikes, a display of Custom and Drag bikes and two 'Futuristic' looking streamliners. A fairly practical one from BMW and a modern sculpture from Yamaha. As usual there were plenty of accessory stands, Alan succumbed to buying a helmet for his son while Keith came out carrying a Cibie Conversion kit which he had got for Roger at a price that certainly pleased him.

There were outside events too, but we didn't manage to see them. They included the Red Devil Parachute Team, and the White Helmets Motor Cycle Display Team, however the car park bus driver stopped to let us see the white helmets on the way back to our bikes, but that was all we did see "The white helmets over the top of the heads of the crowd. Before returning home we had to wait half an hour for, guess who? Graham who couldn't tear himself away, but claimed that his watch had stopped. The weather was good so we were still in a good mood as we set off for home, returning via Lichfield - Rugeley - Stone and Newcastle. All the members said that they enjoyed the day and I certainly did due to a combination of good roads, good weather and a good exhibition.

-----oooooooooooooooo-----

We continue now with more detail about Geoff's forthcoming events.

TABLE TOP ROAD TRIAL 11th. MAY. 82.

A warm up for the forthcoming road trials, a chance to get lost without losing sight of the bar, and to learn about road trials with help on hand. You will need a 1" O.S. Peak District Map, A ruler with 1/16" divisions and a pencil.

EVENING ROAD TRIAL SERIES. 18th. May. 8th. June, 29th. June.

Starting at 8-30 pm on clubnights at three weekly intervals starting on the 18th. May. The overall winner will be based on the best four results from the five trials and there is an award. You will require a 1" O.S. Map of the Peak District, a ruler with 1/16" divisions a pencil, torch and 25p entry fee. As last years evening road trial lasted too long it is being replaced by these five shorter trials,

GEOFF WINSTANLEYS FORTHCOMING EVENTS - More detail.

Run to Alton Towers on May 23rd. Start 10 am. from Robin Hood. Alton Towers is of course a pleasure park, and if you haven't been before its well worth a visit. The entrance charge is £3.00 for all persons unless you are under the age of 2 years and then you can go in free. The £3.00 covers all rides in the park and it is open from 10 am to 6 pm at week ends. This is another opportunity for the car owners to bring the family. Alton Towers is in the Churnet Valley near Cheadle Staffs. It is signposted from the A.523 Leek to Ashbourne road.

Run to PORTMEIRION on 6th. June. Start 9.00 am. from Robin Hood. Built by CloughmWClough Ellis, Portmeirion was seen on television some years ago when it was the setting for 'The Prisoner' starring Patrick Colquhoun. It is a small town built in various architectural styles from building dismantled all over the world and rebuilt in this delightful setting on the Tremadoc Peninsula. If members find the entrance fee too high, and we think that the numbers allowed in at anyone time is limited, the town of Portmadoc and Blackrock sands offer a lot to the visitor. There is a pottery in the town and the beach if the weather is hot could enable you to have a swim, bikes can be taken down to the waters edge (This is from the Editors memory and he has a booklet on Portmeirion if anyone would like to see what the place is like) We will find out about the cost of seeing Portmeirion and put a poster up nearer the day.

-----oooooooooooooooooooo-----

READERS LETTERS.

'Windwhistle',
Ley Cross,
Modbury. S. Devon.

Dear Keith,

I shall have to have a few words with Bob Clare revealing my calligraphic deficiencies, but he has a point and I do apologise for not writing sooner.

I think it is great for you to recall the early days of the '17' in the Newsletter, and Derek Anyon's version of the founding of the Club is absolutely correct.

Money was short in the mid thirties (the average National wage was about £3.) and we acquired bikes for amazing prices. My cheapest, 7/6d for a 1925 round tank 250 sv. BSA which had stood in a yard for about a year and a half, and amazingly, started on the 4-5th. kick. After tuning it, i.e. lots of emery on the head and ports I ran it for a while, stripped it and sold the unwanted spares for £1.!

When the war started I had:- 500cc.M&S and 350 OHC Velocettes 500 and 250 OK Supremes, 350 Empire Star BSA, 350 1927 sv.Sunbeam and a 1936 PA MG Midget.

Tom Dugdale was sadly a cripple, but he had a great knowledge of motor mechanics, and helped the boys to get the extra mph. Despite his disability it did not stop him being the 'chairman' in his Velo KTT trials outfit.

Readers Letters Cont....

Tom mentioned the "Poached Egg Shop" in his Newsletters, and as Derek says, that is another story. I arrived on the scene just too late to have an egg on toast at 1 $\frac{1}{2}$ d. it had gone up to 2d ! Needless to say, we usually had three. There was no inflation then, just the increasing number of cold, hungry mud-pluggers.

Trying to redeem myself, Keith, I have enclosed some tatty old photographs, which I shall be grateful if you will return. Re the New Brighton picture, I never did become an artist.

I too, must congratulate you upon the '17' Newsletter. I don't think I have seen better. It is most warming and satisfying to see, through the dedication of Committee men past and present, and the enthusiasm of members, what a leading position the club holds in the UK.

Best Wishes,

Cliff.

The Editor found the old newsletters that Cliff Somers enclosed with his letter most helpfull in his article on the origin of the club awards.

FROM THE 1936 LOG BOOK. March 1st.

INVITATION RUN TO BOLTON ABBEY.

Present. Messrs. A.C.Lacey, C. Binks, D. Anyon, E. Cave, J. Scholefield and T. Dugdale.

It was a cold and wet day and not a single visitor turned up. Bert Lacey suggested that we could go with him to see his people who manage the 'White Swan' in Birmingham. After some debating we decided to go. We arrived and were given a hearty welcome in Birmingham at 1 pm. and after a good meal (free) and a rest we spent the afternoon playing billiards (also free) the visitors just being beaten by a few points by the home team (Consisting of the waiters.)

After another good meal we set off for home where we arrived about 11 pm. Everyone thanked Mr. Lacey for a very enjoyable day.

Tom Dugdale.

RALLY NEWS.

SIMMER DIM RALLY - Shetland.

Geoff Winstanley now has the full info. on this rally, if you would like a copy please contact him. The dates are the 17th.- 20th. June. Minimum cost for rider and bike is £61 including five meals, drinks and ferry (discounted). Anyone wishing to go must pre-book by 28th. May. 82.

TRIALS SECTION REPORT. by Jim Capper.

Special mention must be made this month of the Cheshire Centre Teams brilliant fourth place in the Inter Centre Team Trial, the best position yet. 17's John Hulme being a member of the team.

Final results of the Sunday 25th. April John Simister Trial are not available so they will have to be left over until next month.

Week-end 17-18th. April saw most of the lads taking part (by invitation) in the annual police two day trial. The weather was superb and general opinion was that it was an enjoyable trial perhaps marred slightly by some suspect marking here and there.

RESULTS.EXPERTS.

A. Hulme.	38	Marks.	Lost.
J. Shirt.	42	"	"
S. Thomas.	45	"	"
J. Hulme.	50	"	"
T. Carter.	54	"	"
M. King.	57	"	"
K. Eyre.	66	"	"
P. Flemming.	66	"	"
I. Wright.	74	"	"
C. Baker.	77	"	"

INTERMEDIATES.

G. Hatton	69	Marks	Lost.
A. Hipwell.	69	"	"
A. Harris.	78	"	"
T. Capper.	91	"	"
P. Whalley.	103	"	"
R. Gregory.	123	"	"
S. Gibson.	132	"	"
B. Cottrell	148	"	"
R. Hulme.	163	"	"

NOVICES.

G. French.	95	Marks	Lost.
K. Hipwell.	97	"	"
J. Boothroyd.	131	"	"
C. Mather.	137	"	"
S. Lord.	151	"	"
J. Drabble.	171.	"	"
J. Garlick.	183	"	"
A. Wyatt.	188.	"	"

By the time this is published many club members will be in the highlands for the Scottish to see how it should be done.

NEXT TRIAL - DURON ROUND 1. on 13th. JUNE. at Arbor Low.

AMENDMENTS TO THE RULES OF THE CHESHIRE CENTRE - TRIALS.

RULE 5. The note at the foot re FOOTING should be amended to read as follows:-

"FOOTING will be considered to have occurred if any part of the body of the driver touches the ground or any part of the driver leans on an obstacle (tree, wall etc.) without stopping the progress of the machine".

RULE 7 the present rule to be replaced by the following:-

RULE 7 STOPPING - A stop is considered to have occurred if:-
 (a.i.) Solo, The machine ceases to move in a forward direction relative to the Course with the driver footing (See footing under rule 5 above). Balancing, or rolling backwards, or moving sideways whilst feet are still on footrests will not be considered a stop, but if the riders foot while doing this, then a STOP has occurred.
 ii. Sidecar. The machine ceases to move in a forward direction.

(b.) The driver or passenger dismounts from the machine.

CHESHIRE CENTRE TRIALS RULES AMENDED. Cont.....

- (c). The machine crosses a boundary with either wheel or passes the wrong side of a boundary marker before the front wheel spindle passes the 'Section Ends' sign.
- (d). The driver or passenger is held responsible for breaking and/or removing a marker or support in an observed section or sub-section before the front wheel spindle passes the 'Section Ends' sign.
- (e). The machine or driver or passenger receives outside assistance.
- (f). Any part of the passenger comes into contact with the ground or any obstacle."

NOTE. The above rule does not agree with that printed in the ACU Handbook but we have been informed that the handbook has been updated since production.

RULE 9. The present rule to be replaced by the following:-

RULE 9 GRADING-

NOVICE. A novice shall be a rider who has not yet qualified as an Intermediate or Expert.

INTERMEDIATE. An Intermediate is a rider who has finished three (3) times in the first 50% of the finishers (Maximum of 50 if more than 100 finishers) in Cheshire Centre Closed, Group or Open to Centre events with at least fifty (50) solo finishers in the two (2) calendar years up to 31st. December.

EXPERT. An Expert is (a) A rider who has finished three (3) times in the first 20% of the finishers (maximum of 15 if more than 100 finishers) in Cheshire Centre Closed, Group or Open to Centre trials with at least fifty (50) solo finishers in the two (2) calendar years up to the 31 December.

(b). A rider who is an Expert. An expert who does not maintain these conditions may apply to the Centre Recorder (Grader) for downgrading which will cease at Intermediate.

The Grading List will be published on January 1st, May 1st, and September 1st. based on results up to 30th. November, 31 March and 31 July respectively, the months of December, April and August are to be counted in the subsequent periods.

Distribution of the Grading List by the Centre Recorder (Grader) to the rider shall be by Recorded Delivery.

The status of Resident and Non-Resident riders shall be determined by the highest grade held in any ACU Centre."

NATIONAL RACE MEETING - CADWELL PARK April 12th.82.Report by Sandra Wood

An early start from Stockport - 5 am.- found us arriving at Cadwell for 7-30 am. with half an hour to spare for unloading in time for scrutineering at 8-00 am.

Practice was underway at 9 o'clock with two sessions per class. Also competing in the days' events were Vintage Sidecars and Morgans which managed to deposit enough oil around the circuit to bring many riders to grief, including yours truly Karl Adamson, who dropped off at Mansfield demolishing a fairing, footpegs and a Bel Ray jacket which was put on as an afterthought to keep out the cold, and last but by no means least a relatively new Bell helmet which was deemed unfit for further use by the scrutineer.

The St. Johns and recovery vans had a busy day, and after practice a large proportion of the riders contemplated lodging a protest about the bad oil deposits around the circuit. Nevertheless racing got underway in the afternoon after yet another vintage race and this was followed by a repetition of the mornings thrills and spills.

The Yellowbelly race was particularly exciting with Alan Carter in the lead, very closely followed by Nigel Corby who unfortunately took a very nasty fall at the top of the mountain. Carter didn't go home without tasting the tarmac in the final event.

The thoughts of most riders on their way home were probably the old story, "when will they learn to put the oil dropping events on last".

-----000000000000-----

MUTUAL AID.

FOR SALE. 1979. Honda CX500. Black. Crash bars and carrier.
Good clean condition. £750.
Tel. Geoff on 061-437-1285.

FOR SALE. SS.50 - 5 Speed Honda, 'H' Reg, Good condition, new tyres, new chains throughout, rebore, new gearbox internals.
(Rebuild cost £150) space needed so will give away at £75.
Tel. Keith Williams on 061-430-4564. anytime.

FOR SALE. Full Wedged Sports Touring Fairing - Silver.- As new.
Suitable for most makes from 550 upwards.
Fittings for G.S.850.
Cost new £160 will sell for £75 O.N.O.
Tel. Carl on 061-339-4170.

FOR SALE. Tow-Bar. Fit Mark 4 & 5 Cortina. Cost £25. £15.

Montesa 200 Aluminium Bash Plate.(Custom built) £10.
Montesa Anorak Yellow Type. £10.
Montesa Riding Jacket Black & White. £10.
Montesa Latest Type Riding Jersey. £5.
Tel. Jim Capper on 061-440-9367. 4, Waverley Drive,
Cheadle Hulme.