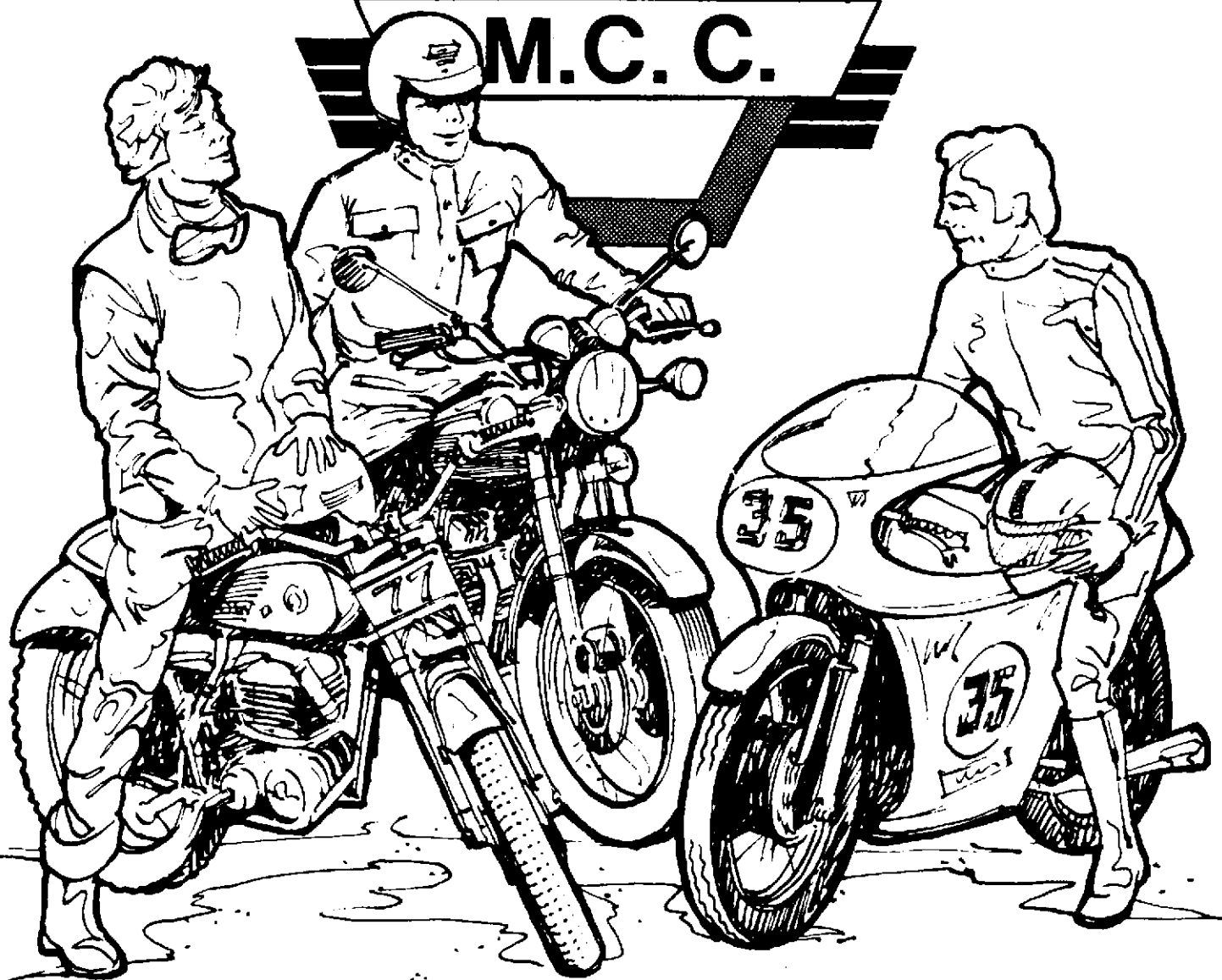


JUN 1982

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 - JUNE. 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.
Te. 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.

9th JUNE. COMMITTEE MEETING. 8-30pm. The Dog & Partridge
Hotel, Buxton Road, Great Moor.

6th. JUNE. Club Run to Port Meirion near Port Madoc, Merioneth.
Start from Robin Hood at 9.00 am. See inside.

8th. JUNE. Evening Road Trial (1982 Series.) 8-30pm. Robin Hood.

6th. JUNE. TRIAL - Duron Series Round 1. Mycocks Rocks, High Edge.

13th. June. Club Run to Hawkestone Park. 10 am. R.H. (Buxton.

17-20th. JUNE. Simmer Dim Rally. Shetland.

29th. JUNE. Evening Road Trial. (1982 Series.) 8-30pm. Robin Hood.

4th. JULY. THE DAVE ROWLAND TRIAL. Round of British Championship Solo.
See inside for details.

COMMITTEE MEMBERS should note the change of date and venue for the
next committee meeting.

EDITORIAL.

Dear Members,

This is the ninth newsletter from my typewriter and during that time I have posed one or two questions to you. Unfortunately I have not received a single reply or suggestion from you which does make the committee and the editorial staff feel as if they are working in a vacuum.

Now we can go ahead and act on your behalf, but it would be encouraging if you would air your views through the Newsletter from time to time. Amongst the suggestions I made were:-

CLUB BADGE for BIKES or CARS.

Manufacturers have to receive an order for between 100 - 150 badges before the price can be reduced to an acceptable level, in fact I'm not sure if the quantity of 200 in the advertisements applies to the 3" diameter size as well as the lapel size. We would of course find it very difficult to sell this number 'EXCEPT'- A badge that would commemorate the Golden Anniversary in 1985. The committee is seriously considering a badge along these lines. What do you think?

A CLUB FLOAT in the STOCKPORT CARNIVAL.

The club has had a float in the past and it is a good way of showing the good side of motorcycling to the public. The date is July 24th. What do you think?

STAND at the CLASSIC BIKE SHOW. 2nd - 3rd. OCTOBER 1982. Belle Vue.

This is a fact - we are having a stand, and will be showing:- The BSA Works Bantam ridden by Dave Rowland in the 1967 SSdT.

A MAJESTY Trials machine. 1982.

An S7 SUNBEAM 1951.

The BMW.R100RT/EML/WATSONIAN/MAPLE. Combination 1982.

WHAT DO YOU THINK ABOUT THAT?PARKING IN STOCKPORT.

How about telling me where you park your bike when you do a bit of shopping in Stockport.(or is it a secret you don't wish to share?) Tell me in confidence on a Tuesday night at the club.

I think that it is about time we had an 'OPEN FORUM' what do you think?

CLUB AWARDS. (Eratum) by Keith Haining.

Having put on record the history of the Club Awards it is important that any errors are rectified and I have made two. I described the Dave Rowland Premier Award as being a piston from his works Bantam, it is in fact a complete cylinder head from his C15 BSA.

The second is not so much an error as a lack of facts regarding the John Simister Memorial Trials Trophy. I said that the Simister family presented the trophy in memory of John, and this was so, but not to the Manchester 17. It was presented to The Macclesfield Club in 1951 at the same time as we remembered John in two Road Racing Trophies. This Macclesfield Club which incidentally has no connection with any club of a similar name was disbanded in 1958 and the Manchester 17 asked if they could assume responsibility for running the trial. Permission was granted and the trophy was handed to the club by Mr. Philip Simister. I am indebted to John Beaumont for setting me on the track of this story.

FINI.

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THE ORIGINAL SEVENTEEN.

You might think that if I send Derek Anyon a copy of the Newsletter each month because he is listed in the membership register under the name of D. Onion that as his claim to fame is that he was 'THERE' on the 11th. April 1935 and has been an Honorary Member since 1961 that the other sixteen members were also made Honorary Members.

Well they were, and yes they should be. At least those that survived after 1961 were honoured by the 1961 committee. Derek and Cliff Somers and Vin Foster wrote to the committee thanking them.

So who were they? Well the membership book doesn't list them and over the years since the war various people have attempted to record the names but by 1946 memories were not very clear and even Tom Dugdale found it difficult to restrict the list to seventeen without including others who joined within days of the club being formed.

Four of the original 17 have helped to vet a list drawn up by Derek Anyon and although there are slight differences between this list and others in the later records, none of which agree with one another, I feel confident that the following members formed the 'Manchester 17.'

T. Dugdale.	E. Hines.	J. Hines.	D. Anyon.
V. Foster.	R. Hobson.	H. Stanbury.	C. Somers.
R. Hallam.	E. Cave.	N. Stretch.	E. Winter.
C. Binks.	A. Lacey.	G. Machan.	H. Whitehead.
	N. Thomas.		

THE DAVE ROWLAND TRIAL.

A ROUND OF THE BRITISH TRIALS CHAMPIONSHIP. JULY 4th. 1982.

START - The Duron Brake Factory. 1 Mile from Buxton
on A.515.

TIME - 10-30 am.

This is the third Dave Rowland National Trial and this year it has the added status of counting towards the British Trials Championship. Even if you do not normally go to trials you should go to this one. Programmes will be available at the start and as in previous years it gives a map of the course indicating where the sections are and describes the type of terrain and the time that the first rider will arrive there. In this way you can plan your own spectating day and see as many of the stars as you want.

Many of the road riders help at the trial by ferrying the cards from the sections back to the official caravan at the start, in this way the results can be made known the same day, for it is of considerable importance to those riders with championship points to know how they fared.

One of the most important contributions that members can make to any trial is to 'Observe', and Colin Mather is responsible for recruiting them for this trial.

However, it is important that anyone applying for the job must have had previous experience. We stress this point particularly in view of the changes to the rule about 'Stopping' which we published in last months newsletter. So if you want to observe and have done it before please give your name to Colin. Finally if you do put your name down be sure and turn up on the day or let Colin know so that he can cover for you.

COLIN MATHER lives at 23 BEECH LANE, ROMILEY, STOCKPORT.
TEL. NO. 061-494-0372.

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CLUB RUN TO PORT MEIRION. JUNE 6th. 1982.

This should be a first class day out to a most beautiful part of Wales. As usual we recommend that you bring refreshments in case we find ourselves an idyllic spot away from the traffic fumes and the smell of hot dog stands. The nearest town is Port Madoc and from there you can take a trip on the railway to Festiniog. There is a pottery and if the weather is warm we can go on to the Black Rock sands, so bring your bathing costume it might be, dare I say it "WARM", nay "HOT!"

This will be a prompt start at 9.00 am so don't roll up at 9-05 and expect to find us still there, better to be there at 8-45 am.

Geoff Winstanley.
Club Captain.

June 13th. 82. Run to Hawkestone Park, Nr. Shrewsbury to see
250 cc. British Moto Cross Grand Prix. Starting from the Robin Hood
at 10 am.

TRIALS NOTES. by Jim Capper, Trials Secretary.

The John Simister Memorial Trial was successfully held on Sunday 25th. April and attracted an entry of 87 riders, which considering that it was a round of the Cheshire Championship, and therefore expected to be fairly hard, was good.

No complaints were received, and the general opinion was that it was another trial worthy of the Manchester '17'.

RESULTS.

<u>BEST PERFORMANCE.</u>	Mark Holland.	240 Fantic.	18 Marks lost.
1st. Class Awards.	Dave Thorpe.	340 Bultaco.	20 " (32 cleans)
	Chris Clarke.	240 Fantic.	20 " (29 "
	Paul Bennett.	250 Majesty.	29 " "
	Glen Scoley.	340 Bultaco.	33 (29 "
	Steve Smith.	156 Schofield Fantic.	33. (26 "
	Ady Morrison.	156 BMC Fantic.	34
	Adrian Clarke.	349 Montesa.	36
	Mike Leddy.	320 Majesty.	37
	Stephen Monk.	350 Majesty.	38 (30 "
Best Intermediate. Runner Up.	Colin Pedley.	160 Thames Fantic.	75
	Graham Welsh.	310 Ossa.	97.
Best Novice. Runner Up.	Ian Rawlins.	280 SWM.	83.
	Michael Graves.	340 Bultaco.	91.

Now for the bit where I must bow my head in shame, last month I said that the fourth place of the Cheshire Team in the Inter-Centre Team Trial was the best yet - WRONG!! Norman Eyre proceeded to jump all over me and assured me that the Centre has in the past done considerably better, he promises to let me have details.

As many of you will know it looks as if we have lost Arbor Low as a Trials venue, so the Duron Series will have to be run elsewhere starting with Round 1.

Round 1 will now be held at Mycocks Rocks near the High Edge Raceway, Buxton. The date is also changed as we found that it clashed with the Reliance Trial and is now June 6th.

Thought the Scottish was smashing, nice to meet plenty of '17' members up there. John Hulme our sole representative finished with a 1st. Class award on his 280 Gori, congratulations John.

I have still got loads of awards belonging to various people. If you know that I have one belonging to you, let me know, I'll be pleased to make sure you get it.

One further note, with the Dave Rowland Trial coming up, Colin Mather is busy collecting names of Observers, if you or anyone you know wish to help please get in touch with Colin.

ANDY HEARD.

It is with deep regret that we have to report the sudden death at his home in Offerton of Andy Heard (24) on the 25th. May.

Andy had been a member of the Manchester 17 M.C.C. for five years, he was an instructor on the training scheme and a member of the Taxi Drivers Outing escort team.

Our thoughts go to his family and in particular to his wife Janet, they had been married for nineteen months. He will be sadly missed by all of us.

It is not my intention to start a 'Gossip' column although I was a fan of Kenny Everet when his show was on ITV, but at the risk of upsetting Paul Tootall if I don't report on the demolition expert Mick Capper whose fortunes I used to follow not so long ago.

According to Paul, Mick left his new CBX, Sandra says it was a Katana on the mountain at Cadwell earlier in May. Its purely academic, but we hope that Mick will make a speedy recovery.

I do feel that Roger Richards could have arranged his holidays so that he could have taken his chuck waggon to the Dave Rowland Trial and used up some of that food mountain he's been sitting on since the Dead Ants Rally.

The following intrepid travellers went to the BMF Rally on Sunday 16th. May. Geoff Winstanley, Allan Aldred, Harold Dewhurst and Brenda, Ray Spence and Edward, Ron Lines and Maureen and Phil Quantock.

Geoff intends to run a camping week end in Shropshire in August so get your camping gear aired.

REPORTS.

CLUB RUN TO ALTON TOWERS. 23rd. May. 1982. by Keith Haining.

Since I returned from the club run to Alton Towers I have been trying to decide whether the Disneyland type of amusement park is really for the family with young children or whether you need to be over 18 to enjoy the sophisticated rides etc. The cost of £3.00 per head is quite daunting for someone with a carload, and the fact that you can then go on the Twister, Log Flume, Minature Train, Ariel Cable Car as many times as you like means that you have to queue.

When I say "Queue" I mean just that! As a nation we are of course renowned for our patient queue qualities and whilst this may suit the parents and couples without children, explaining to an eight year old that it will be forty minutes before he gets on the log flume must be difficult. However it is well organised and controlled there is no pushing and shoving the column winds its way up and down passageways created by posts and chains, and the humour of the crowd is fantastic.

The rides really are worth waiting for, Geoff and Shawn went on the Corkscrew and we all went on the Log Flume the longest in the world. We went around the world in eight minutes by boat! saw space 2000 and Cine 2000, in the latter you stand in a large hemisphere and look at the wall in front of you, the illusion is of being in the driving seat of a fire engine racing to a fire at high speed and as a woman with a pram steps out from the pavement and the engine stops 6" from her, everyone in the audience steps back from the picture at least three paces.

The miniature railway and the cable cars compliment one another and by going first on the train and then returning on the cable car you can reduce the length of time you spend queueing. Yes queueing again and again, but one thing you don't find difficult to get is food. There are plenty of restaurants, self service snack bars, and kiosks, but you can't buy alcohol and this in itself solves the problems of rowdyism. I never heard a swear word and there was no pushing or shoving. The absence of litter on the ground was another feature, plenty of litter bins and collectors going round picking up the odd bit of paper, and the size of the place with its spacious gardens meant that you could walk leisurely around, listen to the band or watch the St. John's Brigade Marching Band.

Why did I get rid of that Hornby trainset I bought for my two daughters when they were five and seven years old. Mind you it wasn't as big as the one at Alton Towers.

Parking is no problem, and although it may not always be possible to get on the hard standing that we were directed too it did mean that we didn't have to worry about our bikes falling over. You can even come by helicopter if you want, we didn't find out whether it was Barry Sheene of the Earl of Shrewsbury who dropped in while we were there.

The weather was mixed but when the sun was out it was great. It is worth taking a cagoule in case you get caught out in a rowing boat by a short sharp shower and if you can arrange your visit on a Monday or Tuesday you will find it much easier to get your monies worth, on the other hand the more the merrier as the saying goes and we would have liked a few more than Geoff, Shawn and myself. Where were you?

Paul Rushton the Rally Secretary has been promising me a story for the newsletter for some months now but each time he enquired about the copy date, he found that he couldn't get it to me in time. However he has now made it with a day to spare and publishing it gives me an opportunity to include a technical tip for Honda CX 500 owners which is nice as a follow up to "Self Help" in last months newsletter.

Ed.

THE RAMBLINGS OF A RALLYIST by Paul Rushton.

Having attended the Mollentreffen Rally near Amsterdam in 1981 it seemed natural that we should go again this year. The rally is held at Easter and the idea of going just for the week-end quickly developed into a mini holiday lasting some ten days as we realised that by taking four days off work we could extend the break over the two week ends. We then proceeded to plan a mini tour with people joining and leaving the party as they wished.

The first group left Stockport on Wednesday afternoon and consisted of Andy Hunt on his CX.500, Ian McKenzie on his Kawasaki Z750 with his friend Sid as pillion and me on the tatty but trustworthy Suzuki GS.850. We headed for a country pub in Bedfordshire which serves Wells beer and allows camping in the back garden. Ian and I stayed there last year en route to the rally, and we recommended it to others as worth a visit. As usual, what we had intended to be a quiet drink, conducive to an early start, ended as a session.

Still we arrived at Ian's parents house in London at a reasonable hour, the reason that we had left a day earlier than the others was so that we could visit HMS.Belfast, a Second World War cruiser now permanently moored on the Thames near Tower Bridge as a floating museum. Fears that it might have been sent to the Falklands proved unfounded. We had left our bikes at Ian's parents and travelled into London by train and whilst the visit was most interesting the two hours or so that we had was not long enough. After tea we left London and caught the 20-30 ferry from Dover. to Zeebrugge where we met Brian Linton and Lee Watson.

At about 7 am. we rolled up our sleeping bags and left the terminal and soon had to endure heavy rain, sleet and even snow, but worse still was the heavy traffic on the motorway to Amsterdam. This stop-start riding combined with little sleep was Brian's downfall and he ran into the back of me knocking us both off. Fortunately nobody was injured and whilst the damage was slight the Master Cylinder reservoir on Brians GS1000 was broken off leaving him without a front brake. However a replacement was soon bought in Amsterdam.

The rally itself was superb, with a congenial if noisy atmosphere of international motorcycling comradeship. Many of us went into Amsterdam on the Saturday for sightseeing or bar crawls or if you could manage it-both. Typically we were late back but fortunately the celebrations continued into the early hours and beyond ---- well!! One can always adjourn to the biggest tent on the party and crack the 'duty free' or open a 'bodkan'. One other member of the '17' that we saw there was Anne Wood who had travelled with a friend from London. Coincidentally a rallyist that we had met in Zeebrugge asking where the rally was, and who subsequently travelled with us, turned out to be a member of Anne's party.

cont.....

On Sunday afternoon we finally had to make tracks for Cologne our next port of call and didn't want to arrive too late. Alas from this point things began to go wrong, Andy Hunts CX 500 began to over heat and lose water, we assumed that since it was finding its way into the engine oil the problem was with the cylinder head gasket, an error that was to cost us several days of our trip. We finally made it to Cologne and the head gasket was changed and the extended stay was very pleasant despite the very mixed weather, sunshine and snow often at the same time.

On Wednesday morning Ian and Sid left for home and we set off for Luxembourg, once again we were delayed by the water/oil problem. The speed that we were forced to go at gave Lee and I unprecedented fuel consumption from our 850's. However the roads and scenery excellent in this part of Germany to the west of Koblenz and you have time to enjoy them at 40 mph. We limped limped into Luxembourg, and the following morning after buying another new head gasket Andy set to work while Lee and I toured the one-way streets of the city looking for silicone R.T.V.

It had been our intention to stay in Luxembourg for one night and then to move on to Paris on Thursday giving us two nights there. Unfortunately our departure was delayed until Friday and worse was to follow for only 20 miles out of Luxembourg we were sidelined by the reappearance of the problem on the Honda. This time there was no mistaking the source of the problem, the seal between the crankcase and the water pump, a dealer-engine out job - Goodbye Andy. We decided reluctantly to leave him as the parts had to be ordered from Honda France.

Lee and I arrived in Paris as the sun was setting, found the camp site and went for a much needed local drink. The site was on an island in the river Seine and as well as excellent amenities is near to a railway station on the line straight into the centre of Paris, with the last train at 12-40. The next day we did a whistle stop tour, The Eiffel Tower, Place de Concorde, Arc de Triumph, Notre Dame etc. umpteen bars and a cheap restaurant. Superb weather made sightseeing a pleasure and gave excellent conditions for taking photographs.

The trip back was uneventful though we did have to wait over two hours for a ferry at Calais, but we made up lost time by covering the distance from Dover to home in 4½ hours including stops.

I decided this month that instead of taking an extract from the 'Log Book' I would reproduce the first part of an article written for the June 1971 Newsletter by Tom Dugdale, it seems appropriate.

THE VINTAGE YEARS. (Part 1) by Tom Dugdale.

In his recent article in the Newsletter, Wilf Earlam accused me of luring him into competitive motorcycling. I do not think that I have ever consciously done that to anyone. At most I have tried to persuade a person that a different branch of the sport would be more to his or her liking when I thought that he or she was going to get hurt or would enjoy the other branch of the sport more. But people do seem to blame me for getting them involved. I was never more surprised than on the day that Bill Doran came up to me at Brough Aerodrome, he was riding the works AJS at that time, and said that I had started him off at the game. No! it is just that I seem to have the sort of enthusiasm that rubs off onto other people. Makes me wonder where I got my enthusiasm from. On reflection, I think that it comes from an inborn laziness coupled with a love of travel.

My first experience of motorcycling was in 1920. A friend of the family had a Harley Davidson sidecar outfit and took me for a ride. I was fascinated. No pedals to push round, it wasn't even necessary to put one foot in front of the other, and yet one rattled and bumped along in the grand manner. From that date on I was hooked on motorcycles.

It was a few years later that I first rode a motorcycle myself. It was a 1914 250cc. Levis two stroke. No gears, no clutch, just a belt drive from a pulley on the engine shaft to another on the rear wheel. The lad who owned this specimen and I used to ride it up and down a cider path. You ran with it pushing hard to start the engine, when it fired you leapt for the footrest and saddle, if you missed..... I still have the blue scars on my knee to remind me that sometimes the bike jumped faster than I did.

In 1930 I withdrew my life's savings from the bank (and with £5, which was the nearest approach to a rich amount that I ever had given to me) and bought a 1928 172cc. Francis Barnett for £10. I realise now that it must have been the most horrible heap, though then it was my pride and joy. I did many tens of thousands of miles on it, but never landed myself in hospital and only had to have my head stitched up once.

This leads up to April 1935 when the club started. The two people mainly responsible were Jack Hine who had been a Scout Master and Cliff Somers who had been one of his scouts. They put a notice in the window of Lane's Cafe in Chorlton-cum-Hardy to say that a meeting would be held in the cafe to form a motorcycle club. What happened was that two 'gangs' of motorcyclists turned up, one lot from the Fallowfield area, and the other from the Chorlton area. There were seventeen present at the meeting and it was decided to form a club and call it "The Manchester '17' Motor Cycle Club". The programme was to hold a weekly club night at the cafe and a run each Sunday. For want of a better suggestion it was agreed that the first run should be to Chester to the start of the Chester M.C. Annual Invitation Trial. Squib Cave had entered this trial, it was his first attempt at trials riding although he had done some road-racing at Wallasey. He was to ride a 350 Velo sidecar outfit belonging to me, with me in the chair. This Velo was a 1927 OHC Model 'K'. It had belonged to another of our founder members, Neale Stretch. Neale also had a 350 AJS which he rode to works daily, but unfortunately one morning a car which he was passing turned into a gateway. Neale went round with the car, but the gateway wasn't wide enough for both of them and Neale ended up against a solid stone gatepost with a bent AJS.

The Velo's gearbox was a 3 speed non-constant mesh type, and there were just no teeth on the one and only sliding gear, so Neale needed another bike to get him to work. He knew where there was a 1926 E W Douglas (350cc. flat twin SV) going for £2 but Neale hadn't got such a large sum handy, so he sold me the Velo for 50/-. The sidecar I bought from a friend (?) for 2/6d.

It was Squib's idea that we should go trials riding. Squib had been sand racing a 1929 KTT Velo for a couple of years and had replaced its 3 speed gearbox with a 4 speeder. He suggested that we could put his old box on my Velo, attach the sidecar and with a set of borrowed trade plates we would be all set and ready for the off. The tyres on the bike were 2.75 x 21" front and rear, and the sidecar wheel had a 26 x 2½ x 2½ beaded edge tyre. The sidecar body had been an aluminium alloy affair, but I lent it to a chap for sand racing, and he cut the back off it, so we nailed a box end on, with a prop at the back, attached the chassis to the bike frame at five points and that was the sidecar ready.

The trial was a very easy one, at least it was supposed to be, but whenever we did anything noteworthy it rained. On this occasion the weather excelled itself, as we started, from the Castle at Chester, a thunderstorm broke and it followed the trial right through to a very wet finish somewhere up in the Welsh mountains. The trial was open to cars, sidecars and solos. There were over 100 entries. Due to the weather the trial was not as easy as it was meant to be but it was still easy. The big surprise came with the results, the trial was won or lost on a secret time check, and Squib had made the "best performance of the day". Squib and I were not involved but I heard later that the club run developed into a flat out blind back along the Chester road, but as nearly all the members' bikes were at least ten years old, and in poor condition, no one got pinched for speeding and everyone got home safely.

Having seen a trial for the first time in their lives, and it was obviously a piece of cake if Squib on the old Velo could win at the first attempt, nothing would satisfy the club members but that we should run one of our own. It was fixed for a few weeks later in the Macclesfield Forest area, over two laps of a short easy course. About a dozen of the lads entered. Whitening powder was used to mark the course, it was readily available and blended in well with the lime dropped on corners by passing lorries, but on the morning of the trial Eric Winter who was doing the route marking ran out of petrol halfway round the course, so he heaved the whitening over the nearest wall and set off on the long push into Macclesfield to tank up.

One or two of the competitors had a bit of trouble on the first lap, but the course was well marked on the second lap. You see it had been left to the competitors to provide their own 'racing' numbers. Someone observed that a 10" 78 rpm. record was round and black and shiny, and the next adopted the idea and turned up with records fastened at the front and on both sides of their bike, so after the first lap the course was well marked with bits of broken records at every corner. Freddy Whittaker won the trial on a Douglas, but he took what some thought was an unfair advantage, for getting a copy of the route card in advance he went out and studied the sections. But as he said, anyone else could have done what he did provided they had a bike that would keep going for two days!

To be continued.....

A MATTER FOR CONCERN. by the Chairman.

Once again the 'Rights' of the motorcyclist are under attack, and once again the Manchester 17 is taking up the cudgels on your behalf to try and protect those rights.

The following notice was brought to our attention by our farmer friend Derek Robinson who owns the land at Hawks Nest, and it must be understood that like planning applications unless you live in the immediate vicinity of the property concerned you have to carefully go through all the local papers each week and check the little notices that are nailed to telegraph poles and the like.

This is what the notice says:-

Road Traffic Regulation Act, 1967.
The County of Stafford (Various roads at Knotbury,
Quarnford.)
(Prohibition of Driving) Order, 1982,

1. The Staffordshire County Council propose to make an Order under Section 1 of the Road Traffic Regulation Act, 1967 as amended by Part IX of the Transport Act, 1968, Schedule 19 to the Local Government Act, 1972 and Schedule 6 to the Road Traffic Act, 1974.
2. When this Order comes into effect you will not be allowed to drive any motor vehicle along the lengths of roads specified in the schedule to this notice.
3. Exceptions are made in this Order to allow the entry of vehicles into the road for the maintenance of the road and the supply of gas, electricity, water, telephones and sewerage services, or for essential access to premises on or adjacent to the lengths of roads.
4. This Order will revoke the Staffordshire County Council (Roads Restriction No.1.) Order, 1946.
5. Full details of these proposals are in the draft Order which together with a map showing the restricted areas and a statement of the County Council's reasons for proposing to make the Order may be inspected during normal office hours at my office and at the offices of the Secretary to the Staffordshire Moorlands District Council, New Stockwell House, Stockwell Street, Leek.
6. If you wish to object to the proposed Order you should send the grounds for your objection in writing to the undersigned not later than 15th. May, 1982 quoting reference 2/ES/15/7/1/546.

J.R.P. Hughes.
County Clerk and Chief Executive.

DATE: 18th. May. 1982.

County Buildings.
Stafford.
ST16 2LH.

Matter for Concern cont...SCHEDULE.

1. Knotbury Lane, Quarnford, D.32 - from the Derbyshire County Boundary near Lower Barn, via Knotbury to its junction with the Flash - Three Shires Head Road. D.35.
2. Dove Head Road, D.33 - from its junction with the Flash - Three Shires Head Road, D.35 at Oxensitch to its junction with the Leek - Buxton Road A.53 east of Hilltop.
3. Drystone Edge Road, Quarnford, D.34 - from the Derbyshire County Boundary near Blackclough, via Alum Spring, to its junction with the Flash - Three Shires Head Road D.35, south-east of Readyleach Green.
4. Flash - Three Shires Head Road, D.35 - from its junction with the Leek - Buxton Road. A.53 south east of New Lodge, via Oxensitch, Redway, Hawk's Nest and Cocket Knowl to the Derbyshire County Boundary at Three Shires Head.

At the Parish Council Meeting at Flash the following members of the Manchester 17 were present, President Ron Weale, Chairman Vernon Leigh, Rights of Way Officer, Dennis Taylor, Norman Eyre and Harvey Lloyd. We put our views forward in a way that quickly gained the support of the farmers and other local residents who on the whole are not anti-bike. The Parish Council members were not in possession of the reasons behind the closure order, but it was felt that the Ramblers Association is a prime mover

To those club members who are not familiar with the area in question a lot of the trials run by both the '17', Manchester Eagles and some Derbyshire Clubs use this locality for sections and through ways to other sections, many club runs traverse this patch, so to lose it would be a disaster and of course it won't stop there.

We have been invited to attend the next Parish Council Meeting at Flash on the 7th. June and amongst those present will be the local councillor, the member of parliament, and a representative of the Staffordshire County Council. In the meantime the date for protests has been extended and I have written the following letter to the Chief Executive of the County Council.

Vernon Leigh.

Vernon's letter to the County Clerk is reproduced on the last page.

Ed.

In the January Newsletter I informed the members that the Greater Manchester Council were under an obligation to find land for a number of Motorcycle Trail Parks and I wrote on behalf of the Manchester '17' offering the council our help. I'm afraid that I didn't even get an acknowledgement from the GMC. However Ken Howard who is responsible for Training matters has been given the following information regarding the GMC intentions with regards to the Trail Parks. When you have read the following, and if you decide that you are interested in helping, please contact Ken who will channel your offer to the right quarter at the same time making sure that the organisers note that you are members of the MANCHESTER 17 M.C.C.

Editor.

G.M.C. Motor Cycle Trail Park.
Queens Road,
Cheetham Hill,
MANCHESTER.

The GMC have built up resources to conduct a series of events, i.e. trail bikes and supporting equipment. Stockport Road Safety Office are organising the site for one week in August from 16th. August to 20th. August. 1982 daily from 10a.m. to 4 pm.

Apart from the equipment and other administrative back-up, we will require assistance from a pool of instructors. A fee of £5.00 is available for travelling expenses, payable for each daily session an instructor commits himself to.

A requirement of 8 instructors per day is desirable and with this in mind it would be very much appreciated if "Manchester 17" could help out in this respect.

Any volunteer can contact Dick Neale at the at the Stockport Road Safety Office. Tel. No. 061-477-1359 for details and further info.

TRAIL PARK, Longdendale, Hattersley.
Sports Centre.

A.560.

We are conducting a Pilot Trail Park Scheme at the Longdendale Sports Centre in October 1982 from Monday 25th. to Friday 29th.

The same requirements and conditions apply as to the one at Queens Road, so if anyone can do a stint will they contact Dick Neale accordingly.

Information to Instructors.

The trail park will be supervised by Road Safety staff who will allocate tickets on site to young persons attending.

When they are allocated to an instructor he will take them through the basic motorcycle session, i.e. starting up procedure, motorcycle controls, moving off and stopping procedures, emphasis given to looking round before any turning or stopping drill.

Applicants will be individually allocated to individual instructors.

WILL MEMBERS PLEASE ADVISE KEN HOWARD IF THEY TAKE ANY ACTION IN THIS MATTER.

VIDEO.

The word that strikes fear into the hearts of the film maker in the same way as the word Bingo did ever since Bingo took the place of Housey Housey. However the difficulties that club social secretaries have in getting up to date films to show their club members is being solved by the Video Recordist.

Club member John Shirt has made three tapes of the 1982 SSDT as well as one of the recent Police 2 Day Trial. These are the tapes:-

Scottish Six Day Trial May. 1982.Tape No. 1.

Car park on Sunday, Ben Nevis on Monday, Kinlochleven lunch check Monday, back at car park Monday, Tuesday at Achlain, Wednesday morning in car park, Wednesday afternoon at Kentallen.(Part 1.)

Tape No. 2.

Wednesday afternoon at Kentallen (Part 2.)
Wednesday back at car park, Thursday morning in car park, Cycle trials demonstration in car park, Thursday afternoon at Meall nam each (Part 1)

Tape No. 3.

Thursday afternoon at Meall nam each (Part 2)
Friday afternoon in car park.
Ben Nevis on Saturday, car park afterwards.

Each of the SSDT tapes runs for 3 hours and the price £25.00 each or (£60.00. for 3.)

Police 2 Day Trial runs for 2 hours and costs £25.00.

Anyone interested should contact John whose address etc. is in the Newsletter cover.

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MUTUAL AID.

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 £75.00. 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.

MUTUAL AID cont...

FOR SALE. 1980 Majesty 250. 10 months use. £550.

1981 Majesty 250. 6 months use. £750.

Both these machines are in excellent condition- bargains.
Tel. Ted Hawker on 0606-882567.

ADAMSON'S of STOCKPORT announce that they are now in a position to supply MORIWAKI PERFORMANCE parts for Kawasaki and Honda racing machines. For further information contact Karl Adamson whose address is in the Newsletter Cover.

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J.R.P. Hughes Esq.,
County Clerk and Chief Executive,
County Buildings,
Stafford.

Dear Sir,

Ref. 2/ES/15/7/1/546.
Proposed Order by Council to prohibit the
passage of vehicles along various roads at
Knotbury, Quarnford.

As Chairman of the Manchester 17 Motor Cycle Club's executive committee and on behalf of the club members I formally object to the closure of the various roads listed in this proposal.

Members of this club have been using these roads for 60 years which includes a period of over ten years before the formation of the club itself. Some of these people are members today and can vouch for this claim of usage on a regular basis.

There is no reason for depriving the motor cycling fraternity of the use of these roads that can be justified. The local residents support our claim and we feel that a closure order without a public debate is undemocratic.

We urge you to hold a public enquiry so that all the parties concerned can express their point of view. We feel that the so called 'conflict of interests' has been overstated and in fact does not exist. There must be something wrong with a society that deprives one section of the community of its rights without discussing them in an open forum.

Yours faithfully,

Vernon Leigh. Chairman.