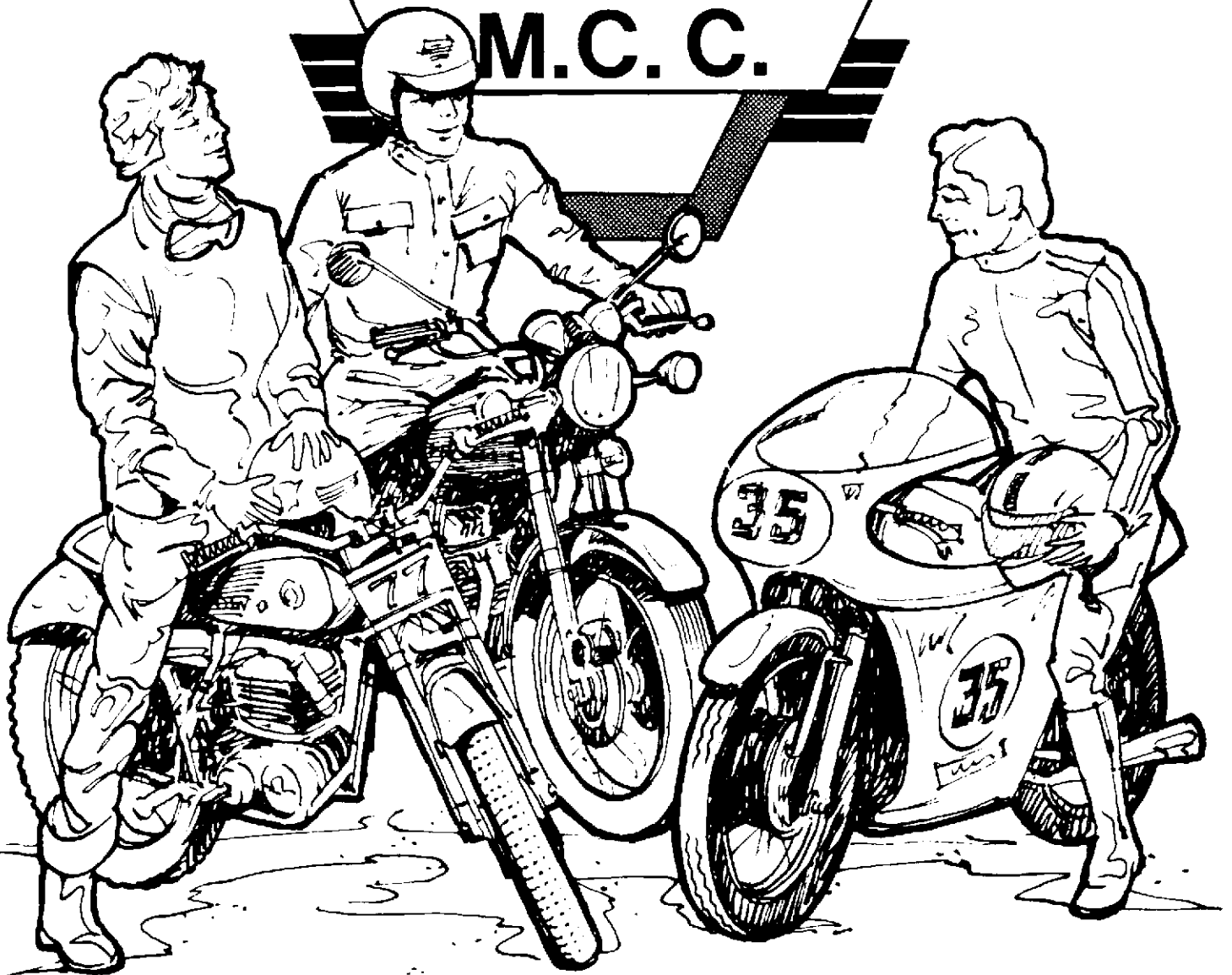


JUL 1982

THE MANCHESTER '17 MOTOR CYCLE CLUB

(Founded 1935)



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MANCHESTER 17 MOTOR CYCLE CLUB.

NEWSLETTER - JULY.1982.

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CHESHIRE.
Anne Wood, 29 Windermere Road, Handforth, Cheshire.

CLUB ROOM & NIGHT. See Cover.

DIARY OF EVENTS.

4th. JULY. THE DAVE ROWLAND TRIAL. Round of the British Trials Solo
Championship. Duron Works. Buxton
A515.

11th. JULY. Club Run to the Museum of BREWING. Burton on Trent.
Leave Robin Hood at 10-00 am.

20th. JULY. Evening Road Trial.
Due to the lack of interest this is no longer a series but
a 1 off. Please bring a 1" Ordnance Survey Peak District
Tourist Map, a pencil, ruler with 1/16" and a torch.

25th. JULY. Duron Trials Series Round 2. at Harpur Hill.

AUGUST 13-15. Camping week end at Alveley, Shropshire. Numbers are
limited so let Geoff Winstanley know if you intend going.

EDITORIAL.

"Hesketh Call In The Receiver." These were the headlines in the Motor Cycle News. In March 1980 I wrote an article for the newsletter entitled "Does Anyone Know"?

In this article I expressed my doubts as to the possibility of building replica bikes without the drawings and tooling from the original factories. Someone was proposing to build Manx Nortons and similar classics and Silk were producing a Scott in modern form while CCM were desperately trying to keep the 'Gold Star' engine alive.

It is not surprising that the Hesketh is in trouble, the bikes only claim to fame was that it was 'British', but the days of the hand built bike are long gone and modern production methods depend upon automation. It is true of course that the motorcycle does not lend itself particularly well to automatic assembly like the car but quantity is the only way to keep prices down. The object of modern production is to eliminate the human factor and the claim that a product is hand built is no longer a guarantee of perfection. You will recall the Monday or Friday car that had more faults than the Tuesday Wednesday or Thursday car.

Some years ago I was part of a team that built and installed in Dagenham an automatic assembly line for the Ford Pinto 2000 cc. OHC 4 Cylinder Engine. Some parts of the line were ready before others and so the head for example could be finished automatically. The Americans however would not accept any engine built in this way and the first engines were earmarked for the home market. The only part the worker plays on this line is to put the bolts etc into the holes and the machine checks that he has done this correctly and if not the engine is automatically pushed out of the line. The production rate for this line is an engine every 24 seconds.

I feel that to go for the big thumper like the Vincent or the Ducatti was a mistake with the current legislation on noise levels, and as I understand it the Hesketh couldn't achieve the latest noise regulations never mind the subsequent ones now being mooted. Far better to design a watercooled four with the cylinders in a block like the Ariel square four. With the cranks in line and geared together before the gearbox all the shafts would have enabled the final drive to be by shaft. A full fairing and leading link front forks which would avoid the need for additional anti dive features would have completed a bike that would have appealed to the upper end of the market, no messy chains and no need to get dressed from head to foot in case one encountered a shower of rain. One of the articles in the first newsletter that I produced in October 1981 was entitled "That Ideal Machine" and was taken from the Motor Cycle article by Lord Tollemache. Anyone who still has that copy will see that these ideas are similar to those expressed by him in 1937

Of course all these things cost money and lots of it, you can't pussyfoot around on a shoestring and whilst your enthusiasm may inspire your immediate work force the outside suppliers are not philanthropists and need payment at the end of the month. It was unfortunate that the Hesketh had gearbox trouble, but it should not have taken a journalist to point out its shortcomings. Factory testers are often too sympathetic to the machinery in their care, far better to ride a different bike each day to make a definite comparison. This is of course what the road testing journalist does.

J.C.TOWNLEY.

The death of Mr. J.C.Townley was announced on Monday the 7th. June. He was a founder member of the Darley Moor Road Racing Club 17 years ago and at the time of his death he was the Secretary.

He had been a member of the Manchester 17 Club many years ago and I turned up a reference to him in the minutes of the committee meeting held at 75 Old Hall Lane on the 3rd. May .1946 when he was given the job of 'Announcer' at the club scramble.

I have written to Mrs. Townley expressing the clubs sadness at the news.

K. Haining.

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The sound of Music (I use the word loosely.) that greeted members arriving for the club night on the 22nd. June. left me speechless as it seemed to do to our Chairman Vernon Leigh. Apparently Geoff Winstanley took pity on some homeless musicians and the result was an early night for me. I thought that the landlord had double booked again. Our next club run will be to the Apollo, Ardwick to find the Lost Chord.

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Had a call from a friend of Bob Willocks the other day as a result of the technical tip that appeared in the May Newsletter at least we have helped someone.

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Wasn't quite sure whether John Hoxworth made it to Hawkestone Park on June 13th. as we had no option other than to leave him to make his own way there. I was very pleased to hear that in addition to the family and their dog Rebel the young man from next door called Paul also had a very good day.

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I hope that you will find the leaflet from Michelin useful, it is one that was included in the Youth Newsletter some time ago.

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Geoff Winstanley is organising a camping week end on the 13-15 August at Alveley. Alveley is on the A442 Bridgnorth to Kidderminster road in Shropshire. If you go, make sure that you pay a visit to the Severn Valley Railway in Bridgnorth and the Ironbridge Museum is near at hand and would be worth a visit, but you do need a whole day there.

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ERATUM.

In order to save me the trouble of altering the telephone number of Warburtons inside the front cover will members please note that it is 061-483-4500.

COMMITTEE MEETING 9th. JUNE.1982.

Members attending were Ron Weale, Vernon Leigh, Roger Richards, Jim Capper, Ken Howard, Paul Rushton, Ian Bottomley, Keith Haining.

This committee meeting was rearranged both by its date and the venue due to double booking by our host at the Robin Hood. The fact that the landlord of the Dog & Patridge and his daughter did the same thing on the 9th. did nothing to enable all those members who could attend to do so. Adjourning to 83 Offerton Lane meant that Ken Roberts and Geoff Winstanley never found out where the rest of us had gone too, despite leaving a note behind the bar.

The absence of the Secretary deprived us of both the Minutes of the previous meeting and an Agenda. From the Newsletter Editors point of view it was interesting to hear members chiding one another with the remark "Don't you read the Newsletter". One member even asked what had happened to the Youth Trials Section, when Roger Richards gave the latest membership figures. Members had been saddened to hear of the sudden death of Andy Heard, Ian Bottomley had arranged for a floral tribute from the club. The Committee were pleased to hear that Janet Heard had been to the clubroom since her sad loss and the Editor said that whilst he had withheld the June issue until he was sure that Janet would not be upset he would ensure that she received a copy each month.

Vernon reported on the latest developments in the "Closure Order" that the Staffordshire County Council proposed to put on the lanes around Hawkes Nest. Both Vernon and Ron Weale attended the Parish Council Meeting and after much discussion the Council voted to reject the proposed order and advise the County Council accordingly. Vernon repeated his warning that the Staffordshire authority can still bring this order up again in a more devious way and slip it through, unless that is that we are vigilant and take positive steps to make the views of individual motorcyclists known. To this end we ask all members of the club to write to the County Clerk at the address we gave last month and put your point of view in pretty much the same vein as Vernon did. In case you cannot find that address it is:-

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

The Chairman read a letter from the Social Secretary Graham Watson. In it Graham raised the question of what the committee wanted him to do with the old projection equipment. He felt that the original value put on the projector of £30 was too low, and said that the dealer from whom we bought our new one had indicated a value of £70 was not unreasonable. The committee members felt that the approach made by the President Ron Weale to the Macclesfield and Hyde Club asking if they were interested in buying it for £30 could not be altered and the President undertook to write to the Macclesfield Club for a decision.

In making his report as Trials Secretary Jim Capper told the club that the first round of the Duron Series had been up to our usual standard and had received a good report from the ACU steward.

Cont.....

COMMITTEE MEETING REPORT CONTINUED.

Ron Weale continued the Trials Report as secretary of the Dave Rowland Trial that takes place on July 4th. A first class entry of over 100 riders had been received and arrangements were well in hand for the event. It is proposed to use about three road riders to ferry the results back to the start instead of the ten or so used last year. Observers are still required, so if you have observed before give your name to Colin Mather or ring him on 061-494-0372.

The Rally Secretary Paul Rushton told the meeting that preparations for the Dead Ants Rally to be held on the 22nd. October had started with the site near the Cat & Fiddle being confirmed both by the farmer and the landlord of the C & F. The farmer's wife had made a welcome suggestion that the rally be held when there is a full moon. (I would have thought that the goings on at these rallies they are all held on the night of the full moon.) Then the rallyists would have so much trouble finding their way too and from the pub. The cost will be £3.00 and the entry is restricted to 250 as last year.

Ken Howard our training scheme secretary reports that they are still negotiating with ROSPA and the BMF to restart the training of young motorcyclists, which with the introduction of the 2 part test is so important. They are thinking of going semi-professional but it does depend upon who gets the government largess in the end. Even STEP now seems to be in trouble, of course its revenue is tied to the trade and with the sales of new machines down so too goes the money. The local education department have offered the use of no less than three schools for training sites and Ian Bottomley's name has been put forward for training as an examiner for the part 1 test.

Team for I.S.D.E. Members will recall that the club's enduro riders had been very interested in getting a ride in this year's event in Czechoslovakia. The only way that they could do this was by application for a team entry by the Manchester 17. The application was duly sent off naming the riders and more important the team manager. Unfortunately the team manager was unable to confirm his ability to undertake the crucial role and trials secretary Jim Capper had the unenviable task of writing a last minute letter to the ACU cancelling our entry and apologising for doing so. Once again a delay in the passing on of important correspondence was blamed.

Roger Richards reported on the progress that he has made with the cloth badges with the club insignia. The committee was not favourably inclined towards any of the samples and Roger was asked to use the example of the Ariel Owners Club badge or the BMW Club badge as the quality we would like.

Roger also reported on the 1982 Awards Dinner/Bufferet which will be held in the Belgrade Hotel, Dialstone Lane, Stockport on the 5th. Feb. which is a Saturday. In the absence of any comments from the club membership the format will be the same as 1982.

Ron Weale made a brief reference to the ACU Cheshire Centre Board Meeting and reported that Paul Minne has been put forward as Noise Meter Operator by the Trials Sub-Committee.

In any other business, Ian Bottomly advocated the planning of money spinning events that should be held between now and clubs Golden Jubilee in 1985.

The Meeting thanked Elaine for the Coffee and Sandwiches and closed at 11-30pm.

TRIALS NOTES by JIM CAPPER.

Having lost the use of Arbor Low, an alternative venue had to be found for the first round of the Club Championships. Mycocks Rocks at High Edge was the chosen spot and it attracted an entry of 70 riders of all classes including 'A' Class Youth.

The morning dawned with a threat of further rain to follow that that had fallen overnight. Greasy limestone caused the early numbers a lot of problems. Competitors were faced with the choice of hurrying round the twelve sections in case there was more rain or gamble on it staying dry and the sections improving.

Howard Jackman proved the point by being amongst the last to finish and only dropping 11 marks over the four laps. The high scores by the rest of the field indicated the severity of the trial.

			Marks	
			Lost.	
<u>RESULTS.</u>				
Best Performance.	Howard Jackman.	200 Sandiford Montesa.	11.	
1st. Class Awards.	Alan Hulme.	349 T&C. Montesa.	23.	
	John Hulme.	280 Moto Gori.	35.	
	Gareth Gowing.	250 Majesty.	39.	
	Keith Burgess.	240 Fantic.	42.	
	Steve Thomas.	320 Majesty.	44.	
	Dale Swain.	250 Holden Ossa.	48.	
Best Intermediate.	Carl Heath.	250 Holdcroft Fantic.	67.	
	1st. Class Awards.	Graham Hatton.	248 Montesa.	71.
Best Novice.	Kevin Hipwell.	175 Majesty.	66.	
	1st. Class Awards.	Paul Turner.	250 Majesty.	67.
	Rob Donaldson.	200 Honda.	80.	
Best 'A' Class.	Carl Machin.	240 Penn Fantic.	59.	
	Peter Nadin.	200 BKR Fantic.	92.	

POINTS AFTER 1st. ROUND OF DURON SERIES.

<u>DURON.</u>	<u>WARBURTON</u>	<u>GUY ALLOTT</u>	<u>JOHN CANTRELL.</u>
H. Jackman.	9. C. Heath.	9. K. Hipwell.	9. D. Swain.
A. Hulme.	7. G. Hatton.	7. P. Turner.	7. C. Machin.
J. Hulme.	5. A. Harris.	5. R. Donaldson.	5. P. Nadin.
G. Gowing.	2. G. Beech.	2. G. French.	2. P. Repton.
K. Burgess.	1. A. Green.	1. T. Shaw.	1. P. Boam.

DAVE ROWLAND TROPHY TRIAL.
BRITISH SOLO CHAMPIONSHIP FIFTH ROUND.

Much activity amongst the trials fraternity for this forthcoming event the biggest we've ever run. With the Secretary of the event Ron Weale at the helm and Clerk of the Course Norman Eyre things are being made to happen.

A tremendous amount of work has to go into an event of this importance so if you haven't already volunteered your services its not too late. Help us make it "TFF" Round of the 1982 British Championship.

NEXT TRIAL JULY 4th.- DAVE ROWLAND TROPHY TRIAL.

DURON ROUND 2 - Harpur Hill on JULY 25th. Regs now available from me.

VINTAGE SPORT (Concluded) by Tom Dugdale.

Later more clubs started to run scrambles. The Chester Club had two or three courses, one round the old golf course at Helsby, and the Manchester Eagle M.C. had a nice little course at Daisy Nook near Failsworth. In the last two years before the war we had several members who took up scrambling. The most successful being Bert Lacey. Bert started with a 1929 550cc. side valve Ariel, and like me with my old Velos, Bert bought up any old 500cc. OHV or 550cc. SV Ariel he came across. Bert's 'best' Ariel finished up with a 500cc engine (OHV) with a single port 1925 cylinder head and cast iron rocker box, and a four-speed BSA gearbox, all the previous boxes had been three-speed hand changers. Bert later became a "works" trials rider for Ariel.

There was very little motorcycling activity during the war, many members joined the forces as dispatch riders, through a scheme run by the motorcycle press, and most of the members who did not join up joined one or other of the organisations which gave them a chance of an occasional ride. Perhaps the most popular organisation for this was the "Cheshire Police Dispatch Corps". In this riders had to go, about one night a week on their own bikes and sleep the night at one of the Cheshire Police Stations. The idea was that the police would have one form of communication if all others broke down. It would have been easy to fiddle extra petrol at that time, but the thought of the terrible risks that the seamen were taking to bring the fuel tankers to this country made it impossible to do this with a clear conscience. Occasional training exercises were held, and these often found their way up into the usual trials country.

A chap with connections at Belle Vue Speedway saw Bert Lacey riding at one of the Stretford Clubs' Grass-track meetings in Longford Park and Bert was invited to a weeks' practice session held at the Zoo during wartime. This led to him having second-half rides towards the end of the war, and later to Bert being a member of the Coventry Speedway team, where at one time he held the track record.

Roy Hallam also had a trial at the Zoo but decided against becoming a regular, however Bernard Tennant followed Bert's lead and rode in the Coventry team.

One semi-sporting type of event which was very popular before and immediately after the war was a "Field Day". All that is needed for this is a reasonable sized field - the smoother the better, - a pile of old tyres and a few marking flags and odd things like balloons, potatoes, and planks! The type of event at a field day was potato picking; balloon bursting; riding the greasy plank; blind fold navigation with the pillion passenger giving the directions (husband and wife teams barred!) and hoop-races. We even had members who joined the club specially to ride in the field day events, and a good time was had by all.

The war dragged on far too long, and by the time it ended a lot of our pre-war members had lost interest in motorcycling but a few remained and we had been joined by new enthusiastic people who had retained or developed an interest in motorcycling during the war. The club was therefore in a better position than most to resume activities when the hostilities finally ground to a halt, and we were the first club in the North of England to run both a trial and a scramble in post war years.

THE END.

THE ART OF OBSERVING.

The Editor offers the following tips to all who have not yet enjoyed the satisfaction of making a major contribution to a Trial. He makes no apology to anyone who lugs a hamper and stool, wearing gumboots and waterproofs, half a mile across the fields to find that at the end of the day that they would have been better off with a tube of sun cream and a panama hat, it's the weather you know.

The Team. Observing at a trial usually starts when you are feeling hungry, so it helps if you have a companion who can take over while you have a bite to eat or a welcome drink.

Clothing. Waterproofs or summer wear, I suppose with our climate they could be the same. Wellingtons or boots are more serviceable than sandals and cowr are not fussy as to where they leave their visiting cards. Sections are rarely dry grassy banks and should you find yourself on this kind or terrain you are probably in the wrong place.

Equipment. An umbrella is invaluable, it keeps you and the card dry. A stool or folding chair is useful but it is better to stand up while the rider is going through the section. Food as I mentioned and a spare pencil or knife

Transport. In a youth trial you can ride Shank's Pony to get to your section, but in a senior trial you will need a car or bike. Sections are always adjacent to a road, after walking a quarter of a mile from your car the word 'adjacent' may require qualifying.

When and how to get your instructions. As a volunteer or pressed man you should present yourself at the start about an hour before the first rider sets off. If you cannot see who is handing out the observers cards, ask someone. Very often it is being done from the back of someones car or tucked away round the corner of a building. Take an ordnance survey map of the district with you and be sure that you know where you have to go in relation to the start. Make a nuisance of yourself if you have any doubt as to how to get from A to B. You should find out what time the first rider will get to your section, there is no point in arriving one and a half hours before the first competitor when half an hour is quite sufficient.

Enjoy the start, make sure that the officials know that you are there. Display your board proudly, when someone asks you where your section is and you say 'cheeks' don't panic at their words of sympathy, just make sure that you are wearing your 'Damart' thunderwear. Talk to the riders, they may not be so friendly when you give them a five the next time you see them.

The Section. When you arrive at the location, park sensibly and walk through the sub-sections so that you know where the ones before and after yours are located. That is of course unless you are out in the wilds. The number of your section is on the top of your observers card. Don't forget to fill in your name and address at the top of the card. It is important that you walk through the section noting the route the riders must take. Pegs are used to restrict the path through the hazzard. Sometimes the pegs have different coloured tops red and blue, but we often use yellow plastic which is easier to fix in the limestone area. A little careful study will enable you to see which way the riders must go.

cont.....

Observing cont...

Starting at a section start card which together with a plain peg forms a start line. Work your way round passing between the pairs of pegs or between a peg and a natural hazard until you come to the section ends card. Here again there will be an adjacent plain peg creating a finish line.

Having worked out the route laboriously, you are at liberty to divulge this hard earned knowledge to the first rider for the princely sum of a smile and a word of thanks. However if he has just lost five marks in the preceding section you will understand if he is not as cheerful as you are.

Your Position. You should take up a position from whence you can judge the quick and the not so quick. You should be able to tell if the rider has made a crafty dab with the offside leg. If your view is not adequate you should call upon the assistance of the partner you took along to share the sandwiches.

Memory. The observer decides when the rider should tackle the section. He must make sure that no one is left in the section to obstruct the rider. If a rider enters the section without the observers signal and if the observer feels that he was distracted and did not see the first six feet, he can ask the rider to start again. Equally the rider who finds his route obstructed can claim a 'Baulk' and ask for another attempt.

Now for the memory bit - Riders sometimes have their numbers on the front of their machines, or the back of his bib may be covered in mud. So as you watch the rider enter the section say to yourself "Number 1 Clean, Number 1 One, and so on until until he is out of the section. The object of this exercise is to avoid the embarrassment of not remembering his number as he rides off into the sunset.

Marking. A rider is in a section when his front wheel spindle has crossed the line between the section starts card and the adjacent peg. The object is to negotiate the route between the pegs without putting either foot down, leaning against a tree or rock, until his front wheel spindle passes the line between the section ends card and mating peg. When a rider does this he gets an 'O' or clean.

A rider may put a foot down once whilst traversing the section and for this he loses 1 mark.

A rider may put a foot down twice (both feet together count as 2) and for this he loses 2 marks.

A rider who puts his foot down three times or more loses 3 marks.

He can paddle furiously all the way through the section and still only loses 3 marks.

NOTE. The new rule on stopping as applies to solo machines means that as long as a rider does not come to a stop with his feet on the ground he is not penalised. He or she can balance, feet up and manouvre the bike to gain an advantage and then proceed through the section. The penalty of stopping and putting your feet down is 5. This is also the penalty for going across a peg laying it flat, the question of whether the peg has just been moved by the wall of the tyre is a difficult one and here you should be consistent applying the same rules to all riders.

Whilst a rider can lose a maximum of 5 marks in anyone section, failure to attempt the section when called upon to do so can incur an additional loss of 5 more marks making a total of 10.

Enjoy your observing. Ed.

10.
RALLY ROUND 2.

Last month Paul Rushton our Rally Secretary gave us an account of the visit that he made to the Mollentreffen Rally near Amsterdam at Easter accompanied by Andy Hunt, Ian McKenzie, Brian Linton, Lee Watson and others. The trouble they had with Andy's bike and how they were forced to abandon him in Luxembourg. Andy now takes up the story and tells of his experiences.

So it was "Goodbye Andy" this was mutually agreed as I could be stuck until Monday and they couldn't help me by hanging around. Once Paul and Lee had gone, off came the fairing and out came the engine you will recall that the problem seemed to be the water pump to crankcase seal. As the mechanics worked I was supplied with iced beer from their fridge, it was very welcome I can tell you. All the parts were ordered from Honda in Paris with a request that they be sent off urgently as the customer was a 'foreigner'. We needed a new mechanical seal and an oil seal.

When I enquired where the nearest camp site was so that I could go and set up my tent the mechanics directed me to the garden at the back of the shop and with their assistance I put up my tent. This was perfect and of course it saved me the trouble of lugging my gear around Luxembourg. With my gear stowed I went off in search of something to eat, and something to help me forget my problems.

On Saturday morning I was informed that the parts had arrived, but no oil seal. I resigned myself to having to stay put until Monday but not on your life the shop owner wheels out a brand new CX500 out of the window and tells the mechanics to strip that one down and use the seal from it. What service!! unfortunately he didn't feel that he could just swap engines for 'free'.

Saturday afternoon and the bike was fixed, I packed my gear, and said goodbye to my new friends. Who were they, well for the record and if you ever find yourself in need of assistance they are A.Nihotte, 59 Bis Av.de La Garg, 54350 Mont St.Martin. Luxembourg. They really do roll out the red carpet for a foreigner whose command of the language is limited to asking for beer and camping. What is even more important the excellent service is remarkably cheap, my bill came to 700 Francs.

Having lost so much time I headed for the coast and in fact I got there before Paul and Ian. After waiting for an hour I decided to catch the next ferry so that I could return in the daylight. As my boat sailed I saw Paul and Ian arrive at the quay.

Technical Footnote.

The problem with the CX was the nut that holds the impellor on the water pump spindle came off and passed through the cooling system and through the gasket. Without the nut the impellor hammered at the seals causing their eventual collapse. The solution to the problem is to use a locking nut and plenty of loctite and increase the torque loading on the nut to 11ft.lbs.

Andy.

CLUB RUN TO PORT MEIRION. JUNE 6th. 82.

by Keith Haining.

I usually find that my reconnaissance run prior to the event is carried out in glorious weather that is not repeated on the day. The Friday before the club run very nearly had all the usual trademarks until I came to return over the mountains to Bala. Rain, you never saw anything like it, I went to overtake two caravans wondering why they were travelling so slowly, and quickly found out why. The main road was 4" deep in floodwater that couldn't get away fast enough. I hit this flood at about 40 mph and it shot right up my trouser leg and then drained down into my boots.

Sunday started off fine, that is until I got my lightweight non waterproof gear on, and then just as I opened the front door !! Back inside change for the South Atlantic and just made it to the Robin Hood for my prompt start at 9-0 am. Don't expect to find us there at 9-05 I had said in the Newsletter and this early start may of course have put one or two off. For the record those present were

Dave and Liz Clarke on their Kawasaki Z650. Great moral boosters these two members with their support for the road runs.

Dave Lawson and daughter Janet, BMW. 100 T.

Shawn Lee on his 250 Honda Dream.

Dave Nurse - CX500 Honda.

Phil Quantock - 200 Suzuki.

Keith Haining - BMW. 600/6.

Geoff Winstanley who was waiting at Northwich on his 500 Moto Morini.

It may seem incredible, but we can lose the tail end Charlie in the middle of Wilmslow and within 7 miles of the start, but with Geoff waiting for us at Northwich we reluctantly left Phil to fend for himself and pressed on. As it happened he had to adjust his back brake and arrived at Port Meirion only half an hour after the rest of us. The rain did not persist after Wilmslow and the only other hassard was thick cloud as Geoff led us over the mountains between Pentre-Foelas and Estiniog, it was just like the Fourways Diner in July for the Northern Experts.

Well I took my bathing costume but it wasn't quite warm enough to go to Black Rock Sands and after Port Meirion we paid a visit to the Maritime Museum. I say paid reservidly because using the well worn phrase that we were one big happy family, I paid the £1-20 family admission thus saving everyone else 50p. "I think I got it wrong again Dad".

Returning home by the same route enabled us to call at Ruthin where we enjoyed fish and chips it an atmosphere that reminded me of "The Dukes of Hassard" as lads in mini-pickups raced around the streets. Dave Lawson no doubt egged on by Janet had to show off on the A5 straight at Cerrigydrudion and Dave Nurse took advantage of me while I was seeing Phil Quantock safely on to the slip road for Hale. They must think that my sedate leading at 50mph is a sign of age, so I let my hair down and showed them with a sustained burst of 102 mph to the M63 feed off. 'Hooligan' as my friend John Yates would say.

CLUB RUNTO HAWKESTONE PARK. June. 13th.82. by K. Haining.

Hawkestone Park has long been my favourite motocross course which is not surprising when I tell you that I put in a lot of work for the Salop Motor Club between 1947 and 1952 in its creation. It was called scrambling in those days, but just as thrilling and the hill presented a far more formidable obstacle to the British fourstroke than it does to the modern Honda, Maico etc.

Whilst dust can be a problem, I must say that I haven't been to a meeting that was troubled too much, and if the weather is fine the setting is fantastic. June the 13th had been preceded by rain and the only problem with dust was created by a small circuit of battery powered Yamahas that the children could ride and they really threw up a cloud of dust that drifted across the central highlands.

The course seems to get longer each time I go but the advantage that this gives to the spectators is that you are never forced to peer over the heads of the people in front of you. There is always a space on the rail that someone has vacated to move on elsewhere.

Starting from the Robin Hood at 10 am. this run was supported by Alan Aldred, Phil Quantock, John and Shirley Beaumont, John, Mary and Gary Hoxworth. Dave Lawson with his two younger children and Peter Potts met us at the circuit. The cost of the tickets was higher than I had anticipated at £3.00 for adults. Dave Lawson found that he had to pay £1-50 for each of the children which in view of their ages seems a bit steep. The unfortunate thing about Hawkestone is that they move the pay boxes around. Sometimes you pay after parking your bike or car and other times you pay as you enter the parking field. The difference is that you cannot change your mind once you are down the very narrow lane. The fact that the Salop Motor Club don't state the price of admission either in the magazines or on the road near the circuit is a rather clever ploy and I have written to their secretary about this point. The other point that I have made to him is the fact that the meeting was advertised as a British Grand Prix and not as an International.

The racing was good and with only one tumble taken by the German Rolf Dieffenbach on the downhill run from the hill. The support races were won by Roger Harvey with two first places and a fourth on a Yamaha while the International 250cc. Grand Prix was a dead heat between Danny Paporte and Dutchman Kees van der Ven. The Dutchman is now the World Championship Leader with 128 points. British rider Dave Watson was third in the results after putting up a valiant fight. Steve Beamish who used to ride Suzuki did not have a great deal of success with the Honda he now rides. I think the most surprising thing was the ease with which these world class riders coped with Hawkestone they were superb.

In addition to the normal moto cross races there were two races for a new class not seen at Hawkestone Park before. These were the Honda 3 Wheelers called ATC's who raced around a shortened course missing out the severest part of the hill climb. A bit slow but most unpredictable in their handling as the rider couldn't be sure which of his two back wheels was going to kick the back up.

KEITH'S KOMPETITION KORNER.

In view of the overwhelming response to my crossword, I have decided to discontinue it and to tax your brains on something a little simpler. First of all this month some questions for you to answer and then pit your wits in the "Name Game".

- (1). The Cristian names of Mr. Daniels the well known road racer of T.T. fame? Answer:
- (2). With which motorcycle do you associate the name of the late Reg. Deardan? Answer.....
- (3). What do the stars, related to petrol grades give the indication of? Answer.....
- (4). What do the initials J.A.P. stand for? Answer.....
- (5). What nationality is Sandor Levai, the Ex Belle Vue rider? Answer.....
- (6). In what sport did Rolf Tibblin become so famous? Answer.....
- (7). Where was Santiago Herrero killed? Answer.....
- (8). What is 'Beggars Roost'? Answer.....
- (9). What is the correct name for the direct ignition system supplied by the flywheel magneto on most 2 stroke machines? Answer.....
- (10). What is the name of the device which enables your D.C.motorcycle battery to be charged from the A.C. generator on your bike? Answer.....

So much for that and now see how you go on with the name game! The following letters may be rearranged into any order and any number to form the manufacturers name of any motorcycle British or Foreign. Models such as Barracuda will not be accepted. The winner will be the competitor who in addition to getting the other questions right returns the greatest number of different names:-

T.	H.	J.	P.
S.	A.	U.	E.
R.	M.	G.	V.
L.	I.	D.	R.

One final question - In what year did this competition appear in the club newsletter? This answer will only be used in the case of a tie.

The first correct solution received by Monday the 12th. July at the Editors address will receive £1.

MUTUAL AID.

The advertising of any item in the Newsletter does not imply that the committee of the Manchester 17 Club attaches any degree of approval to that item. Members should negotiate directly with the advertiser and not through the Editor. Advertisers should notify the Editor if they sell the article or if they wish the advertisement to continue beyond the normal two months.

FOR SALE. Moto Guzzi V50. 500cc Mk.3.
6 Months old 2,300 miles.
Le Mans Full Fairing. Rack and Panniers.
Genuine reason for sale £1300. O.N.O.
Tel. Ian on 061-436-4036.

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. 1980. Majesty 250. 10 months use. £550.
1981. Majesty.250. 6 months use. £750.

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

ADAMSONS 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.

John Shirt still has video recordings of the Scottish Six Days Trial 1982 for sale. For details see the June Newsletter or contact John on Buxton 5460.

FOR SALE. Low-Bar. Fit Mk.4 & 5 Cortina. Cost £25. £15.
Tel. Jim Capper on 061-440-4367.

FOR SALE. Ridge T nt - Walkers 2 man with sewn in ground sheet and flysheet. £20.00.
Tel. Geoff Winstanley on 0606-44563.

CLUB REGALIA is available from Membership Secretary Roger Richards.

Sweatshirts. Yellow or Black with opposite color motive. £6.50.

Pin on Badges. 60p each.

Transfers. 15p each.

Car Stickers. 25p each.