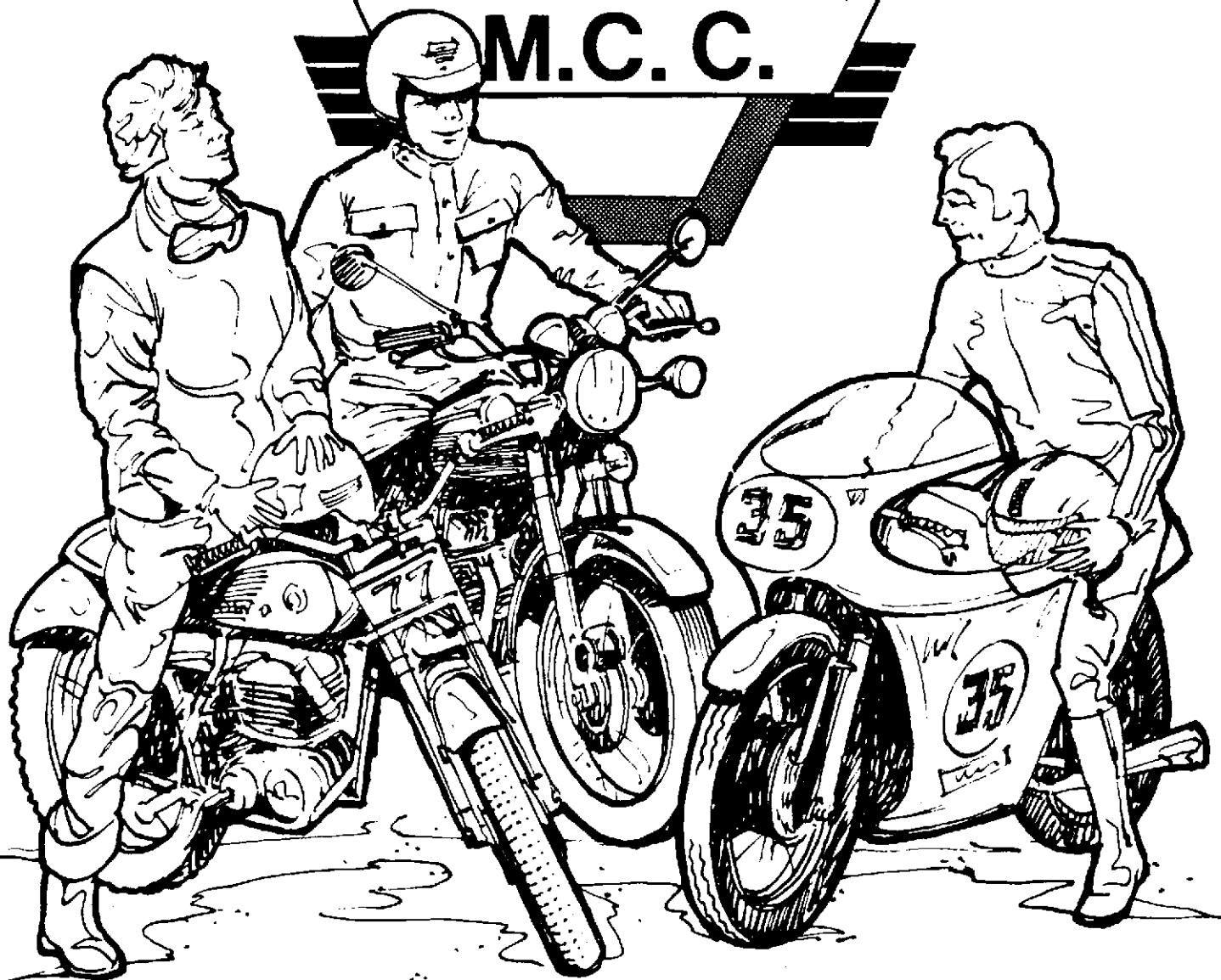


AUG 1982

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 - AUGUST. 1982.

CLUB OFFICIALS.

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

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

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

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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.

AUGUST.10 Tuesday. OPEN FORUM in the clubroom. 8-45pm.

AUGUST. 13-15. Camping week end at Alveley, Shropshire. Numbers are limited so let Geoff Winstanley know if you are going.
Tel. Geoff on 0606-44563.

AUGUST. 29. Photographic run in the Wirral Peninsula. Principally a sightseeing run of some 24 miles once you are at Frodsham. Meet Robin Hood at 10 am. Bring sandwiches and your camera.

SEPTEMBER 1. COMMITTEE MEETING

EDITORIAL.

I have now been a member of the Manchester 17 Motor Cycle Club for six years and for the whole of that time the committee has wrestled with the problem of how to get members into the clubroom. During the summer nights when nothing has been arranged, the situation gets worse with a lot of members standing outside admiring the bikes, but they nearly all have a glass in their hands. We fill the bar lounge and monopolise everything from the Space Invader to the Pool Table but as with all out of town drinking we have to be careful how much alcohol we consume. After all if you lose your license you wouldn't be able to get there at all.

In the winter the clubroom gets fuller and then of course we hear members saying that there isn't any room and that we should find a larger one. When we put on a film show it is standing room only and yet I wonder if this in itself reduces the trade done at the bar, because even if all the members moved into the clubroom there would be a constant flow of drinks from bar to clubroom through a door that in my opinion is hung the wrong way when carrying pints but probably the rightway in the event of fire.

I feel sure that most of us feel that we are good for the Robin Hood and I am sure that our behavior could not be improved upon, after all, "I have not got where I am today by associating with a load of long haired scruffy yobo's."

So is there a problem? Up until last month I wouldn't have said that we presented one to the Robin Hood after all we do only take it over so to speak for one night a week and with such a small car park you can quickly give the impression that the place is as full inside. So if we vacated the bar area would this help trade? Would it help if all the bikes were parked at the back of the car park, this would cause more problems for the landlord.

So can I appeal to all those members who regularly patronise the bar and the bar lounge area to move into the clubroom and make full use of the facilities that the landlord makes available to us. You could call it an exercise in good publican relations.

When I started this Editorial the full implications of the 'Ghost' island outside the Robin Hood had not sunk in. Why a minor road warrants such drastic priority, reducing the A6 to a single carriageway seems hard to justify, although I always avoid overtaking in the vicinity of the garage particularly when travelling towards Hazel Grove. The bus stop on the opposite side of the road seems to invite an accident, let us hope that the authorities post signs giving sufficient advanced warning of the impending restrictions for this after all is a 60 mph trunk road whereas the hatching nearer to Hazel Grove is in a 40 mph zone.

One final comment, you can get a lot more motorcycles in a given space which even if each carries only one customer !!

COMMITTEE MEETING. July 28th, 1982.

Members attending were Vernon Leigh, Roger Richards, Ken Roberts, Ken Howard, Dennis Taylor, Ian Bottomley, Anne Wood, Keith Haining.

The absence of the Secretary Barbara Charnock is causing a certain amount of inconvenience with individual committee members assuming responsibility for arranging this meeting at very short notice, and Ian Bottomley providing copies of the minutes of the last meeting which we were able to confirm as a true record by referring to the newsletter.

Roger Richards reported on the membership which now stands at 274. The position as regards the cloth badges has not proceeded very far, with the name and address of the supplier of the Ariel Owners Club badge only just being available.

The Annual Awards and Dinner Dance is to be held at the Belgrade Hotel, Dialstone Lane, Stockport on the 29th. January. 1983. This is the same venue as last time, but the Banqueting Sub Committee have not yet decided upon the type of meal it is to be.

Keith Haining reported on behalf of the Social Secretary Graham Watson, Geoff Winstanley the Club Captain and his own position as Newsletter Editor, the other two being away on holiday. No action has been taken yet to get rid of the old projection equipment, in view of the fact that we send a copy of the newsletter to the Macclesfield Club I am surprised that they haven't contacted us. Geoff's run to the Brewery Museum at Burton was very poorly supported only three riders turning up including Geoff the other two being Alan Aldred and R.P. Dinning (Sorry I don't know your first name yet) The holiday period is upon us so that it is perhaps a little risky organising runs until September. Mind you that shouldn't apply to the Evening Road Trial that Geoff has tried to put on but the response to that has been very poor.

The Newsletter Editor reported support on everything except the competitions and here I agree with Ron Armsden that it is my age that is showing although as I pointed out the last quizz wasn't mine but Keith Phodes. Derek Anyon is actively providing me with material, the main problem is curbing his enthusiasm in view of the fact that this is a monthly edition and not a weekly but all contributions are very welcome.

Dennis Taylor our Rights of Way Officer reported that he had received a letter of thanks from the Byway and Bridleway Trust for our donation to their funds. He also had some copies of the newsletter that this trust distributes to their members.

The Training Scheme Officer Ken Howard explained the progress that he is making in the formation of a new scheme in association with RO SPA. The position regarding this scheme is reported on separately.

The Treasurer Ken Roberts reported a bank balance of approximately £900 He is still awaiting an inventory from the Trials Committee on what equipment they hold. The Chairman asked if payment had yet been made to the off licence that supplied him with the sale or return wines etc for the 1982 Dinner Raffle. Ken replied that as he had not received an invoice he hadn't any means of settling this matter. Roger Richards couldn't find the invoice but the committee accepted the fact that the bill hadn't been paid and the majority felt that the club should be 'generous' in the settlement, the Editor felt that the bill should be paid to avoid the Chairmans embarrassment but that as the raffle lost money and as we hadn't returned anything we should just pay the bill. Ken arranged to call with a cheque without further delay.

COMMITTEE MEETING cont...

In the absence of the Rally Secretary Paul Rushton, Ian Bottomley said that everything was going according to plan, but that they had been forced to exclude one club from the rally and that this particular club had written to the Rally Secretary asking for entry forms. The Rally sub-committee hoped that the committee would support the action they were taking in refusing to accept entries from these particular rallyists. The committee accepted the need to exclude any undesirable elements in view of the trouble experienced at the Cat and Fiddle last year.

The Chairman announced the date of the Club Enduro at Brinks Farm Higher Disley on the 5th. September 1982. Help would be required on the day and he hoped that the club would respond on the once a year event.

In the matter of 'Correspondance' the club had received a letter of complaint from Mrs. L. Edwards written on the 12th. July as follows:-

1, Red Row,
Buxton Road,
Hazel Grove,
Cheshire.

To the Club Secretary,

12th. July. 1982.

May I draw your attention to the fact that members of your club are causing a nuisance by sitting on my garden wall. My premises have just been repaired and decorated.

Would you please instruct them to stop this annoying habit.

An apology would not go amiss.

L. Edwards.

The Newsletter Editor as Public Relations Officer has been instructed to reply to this letter and to offer Mrs. Edwards an apology. This has been done as follows:-

Dear Mrs. Edwards,

The Committee of the Manchester 17 Motorcycle Club were very sorry to receive your letter of complaint about the behaviour of some of our members.

Members will be told to stop causing this nuisance in the next Newsletter and club officials will keep an eye open on club night while the weather is warm.

We trust that you will accept our apology for the distress caused to your goodself and trust that we will not give you further cause for complaint.

Yours sincerely,

K. Haining. Public Relations Officer.

COMMITTEE MEETING conclusion.

With regard to the letter from Mrs. Edwards will club members please see that anyone seen sitting on the wall of No.1 is reported to a committee member. The same applies to non-members who now seem to be patronising the Robin Hood, in which case the committee member will inform the Landlord and he will take the necessary action.

The meeting concluded at approximately 11-15 pm having fixed the next meeting for 1st. September.82.

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DONNINGTON PARK MUSEUM. by Keith Haining.

The club has often had a run to the race meetings at Donnington Park since it reopened years ago, Club Captain Frank Pickard was a very enthusiastic race follower and he arranged frequent visits to this famous circuit. For myself I find watching the same shape and sound passing me every few minutes somewhat boring unless a particular rider attracts my attention.

The opportunity to go mid-week to a vintage race practice appealed to me and with the date in the Motor Cycle News clearly stating that this event was to be held on the 27th. July, I set off for Donnington. The thought had crossed my mind to visit the Motor Museum at the same time. Whenever the club attends a race meeting there doesn't seem to be time to take in the museum.

I was somewhat surprised on arriving at the circuit at 2.pm to see so little activity, but thought that mid week I was lucky to have the place to myself. The entrance to the Museum seemed to offer the best chance of finding out where to go and how much? Sorry its not here said the girl its a mistake in the paper its at Oulton Park. The girl then made further enquiries on my behalf and found out that Oulton had been cancelled anyway.

My wife always says to me, "Why can't you be as nice to me when things go wrong as you are to your customers and complete strangers"? well after 30 years of married life I still haven't been able to come up with an answer that satisfied her.

On this occasion there was the museum and so I paid my £1-50 reserving the purchase of an official catalogue until I had been inside. The first thing that struck me and the dozen or so other visitors was the cathedral type atmosphere, everyone was whispering. I stood reverently in front of the BRM that died in 1967 along with the hopes of the Owen Organisation, The Vanwall, the Cooper, Ferrari, Mas erat i and many many others. This museum is really worth a visit so much so that I bought my catalogue when I came out. Not many bikes, actually five including Hailwoods 250 Hondas and Sheenes Suzuki.

THE MANCHESTER '17' ROSPA TRAINING SCHEME. by Ian Bottomley.

You will have read in the Newsletter and the national motorcycle media about the demise of the RAC/ACU Training Scheme, and the starting up of several new training schemes. New government legislation including the two part testing of learners means that all new training schemes must be able to offer the Part 1 Test as part of their course. This would have meant considerable modification to the existing scheme and would have cost an estimated £250,000 per year. Neither the RAC or the Government were prepared to fund this cost and it was decided to wind the scheme up.

The resulting outcry gave birth to a number of potential new training schemes, notably the BMF and ROSPA who applied to the government for funds to get them started.

The governments answer was to set up the British Motorcycle Safety Foundation whose job it was to share out just over £100,000 as they saw fit. At the beginning of July they decided to allocate the majority of the fund £90,000 to ROSPA and their scheme. The BMF whilst disappointed have decided to set up their scheme without any outside financial assistance.

Meanwhile our own Manchester 17 (Ex RAC/ACU.) scheme had been invited to join either ROSPA, the BMF or the STEP schemes and after careful consideration of the advantages and disadvantages of the three schemes the organisers voted unanimously to join the ROSPA scheme.

The new scheme is scheduled to start on Sunday the 12th. September 1982 and the course will run for twelve weeks at the Moseley Grammar School on successive Sundays from 10-0 am to 12-0 Noon. It will include the new Part 1 Test and the necessary training, although the overall aim of the scheme is to train people to ride motorcycles i.e. beyond the part 2 test. The fees have yet to be fixed, but it is expected to be in the region of £30 to £35 including the £15 for the part 1 test.

The course will be run on similar lines to the old RAC/ACU scheme except that there will be more training on the road and less emphasis on the technical aspects of machine maintenance. What we need now is 'trainees' so please spread the word directing all enquiries to the following person :-

Ken Howard,
25, Broadstone Hall Road, South,
Reddish,
Stockport. SK5-7DQ.

Telephone number 061-477-4291.

TRIALS NOTES by Jim Capper, Trials Secretary.

I intend to devote this spot this month entirely to the Dave Rowland Championship Trial held on July 4th. 1982.

First, I thought it was a tremendous day with everyone getting on with his or her allotted job without being told or having to be pushed. The start area looked very professional and had that 'planned' look. The start, though perhaps I shouldn't say it was first class, every rider away at his allotted time to the second.

Route marking was excellent, the competitors having no trouble finding the sections

The programme was superb and a credit to the club.

Observers had all been briefed and did their allotted job efficiently.

The system of collecting the cards and markers immediately the last man had been through enabled the team back at base to start processing the results in order to get the information for our 'Leader Board'.

The time allotted seemed about right with very few riders arriving home out of time. As we signed off the lads in the pouring rain, comments from most, " Bloody good trial".

Three quarters of an hour after the last man had ridden section 40 the results were available up to fifteenth place.

History now, that Malcolm Rathmell won on 16 with John Reynolds second on 17. End of the day and with a glow of a job well done, time to go home.

Friday 9th. July eagerly awaiting Trials and Motocross News to read the report. 'Bombshell' - the article written by Mike Rapley crucified us with his final paragraph. I quote, "Not by any means a good trial for the Championship men. It was reckoned a poor event with the few difficult sections failing to enthuse the riders. However many of the lesser lights enjoyed themselves even though most reckoned it no harder than a centre trial, though whether that is what is wanted for a Championship Trial is very much a matter of Opinion".

Such a report written in such a manner merely confirms to me that the writer is almost as bad a reporter as he is a rider.

Completely ignoring all the plus points about the event, not one remark of Credit. I should add that these are purely personal opinions and not those of the Trials or Club Committees.

THE CRITICS. by Keith Haining.

A trial has been described as an event put on by amateurs for professionals and there are not many sporting activities that fall into the same category. This description is always reinforced when the account of the trial is reported in the two leading motorcycle papers because very few 'local' lads are mentioned along with the detailed history of how Vesty, or Malc, or Mart performed.

How, one is tempted to ask does a reporter manage to cover a trial such as the Dave Rowland and the answer is, only to a very limited degree. It had been my intention to try my hand at a write up on this trial and I made up a timetable, working out how long I could stay at anyone section and what number of riders would be covered during this period. It helps of course if you know at what interval the riders start off, my original itinerary was based on a rider each minute and I had the last man home by 19.00 hours.

The next question was who do you watch? and here I tried to be impartial, but the big boys always seem to work themselves into a position where they can push on through the early numbers or hang about till the section has become like a main road.

The sections at Owl Hole were my first observation point and my notes read like this:- No.6 Derek Wright got a 1 with a steady touch, No.15 dropped 1 on section 2 with a general loss of control. John Shirt got a 2 on section 1 and confided in me that he always felt nervous at the start of a trial, he then went to clean section 2. Dave Thorpe cleaned 1 and 2. The stars made it look easy but they always do, so that if you are only following them you only get the thing in perspective when someone like Dave Porritt comes along and gets a 5 on section 2.

I then bypassed Mycocks although I had looked at the sections on Saturday, the same with Washgates. Here I come to what I think is common practice and that is to get a copy of the results and with a knowledge of what the section looks like you can guess at how clever Vesty was to lose 1 with a single dab while the rest of the entry struggled to avoid a three at the very least.

Hawkes Nest was a disaster for me as a reporter. Arriving at the section I saw riders coming from Robinsons Rocks, I assumed incorrectly that as one of them was John Shirt that they were doing Robinsons first. So I walk down to Robinsons and wait and waited only to see about four or five riders through the sections. Returning to Hawkes Nest I was in time to see the "Stars on Sunday" cleaning section 2 while Alan Hulme who is a club star 52 weeks in the year tried bird watching from a 'hide' in the top of a tree. My observation of Hawkes Nest ended with the same riders on the adjacent section No.3. Adrian Clarke, John Reynolds and Nigel Birkett all cleaned this one.

Off now to Manor Steps where I got more enjoyment chatting to the photographer and asking him how many sections he covered on an assignment his reply confirmed my own impression that you are doing well if you manage four or five. Managed a bit of appreciative clapping here, no notes, no disasters.

Missed Egertons and rode the BMW through Plantation and Cumberland managing to avoid getting a puncture like I got on Saturday. Felt relief at traversing the stream at Clough House without falling off in front of the gallery waiting for Vesty, Malc and Mart.

cont...

The Critics continued.

After the sunshine came the rain, heavy drizzle that makes the Observers perform their recording duties like scientists in an atomic research laboratory. (I hope that these cryptic references will not cause the layman to lose interest in my tale, I know that I have already lost Colin Mather as he told me he doesn't read anything in the Newsletter that is longer than two lines.)

Danebower and a lot of legwork here, but duty bound and with one hand holding up my Belstaff trousers I stumbled down to the nearest thing that Derbyshire has to Blanau Festiniog. Great thrill here I was instrumental in helping Vesty find his way from the slate mine to the gully, its amazing how I always break into pidgeon English when talking to foreigners. It will be obvious here that I was just about managing to keep up with the tail enders who of course were - Vesty, Malc and JR. The last section at Danebower is always a good test of balance while maintaining forward motion, it must be rather like keeping your balance in a tramline two foot deep.

Missed Bowlers, pity for I understand that it held the sting in the tail for some riders. On to Wrights the section that is John Cantrells rockery, there is no natural beauty here, just a dump for worn out concrete. Once again the last few riders had all but beaten me to it. Vesterinen, I wish that bloke looked as if he enjoyed motorcycling, John Lampkin doesn't even smile at his uncle, mind you by the time you have watched Wimbledon and you take into account how much money is at stake plus the trophy to put on your already overcrowded sideboard a foot in the wrong place here only reduces your tax bill.

Back at the start or finish as it is now called riders sign off and the feverish race to compile the results goes on in the comfort of John Garlicks mobile home. Just like election night fever as the results go up progressively adding to the tension as you wonder whether to add the totals together or take the last figure as the grand total. Its raining again and this is where the Manchester 17 made its greatest tactical error in the field of Press Relations Ospitality or PRO as it is called. They didn't invite Mike Rapley in for a drink and dry, the result, well its killed bigger shows. I think though the Trials Committee can be justifiably proud of a championship round that provided an outright winner in Malcolm Rathmell and with five marks covering the first five riders. You may be Amateurs but it is with an extremely professional touch.

THE CLARKES GO SOUTH. by Dave & Liz Clarke.

Planning a weeks holiday on the spur of the moment can be great fun and it is possible to change your mind more easily than with arrangements made months ahead with a fixed schedule. Liz and I had a week starting on the 3rd. July and decided to go to the races at Brands Hatch on the 4th and from there to travel to Brighton and spend the night there. The following day we would head towards Dorset, the west coast, spend a night near the Welsh border and visit some relations in Anglesey on the third day spending some time with them.

Our departure was scheduled for 7 am. on the 3rd. July but the weather forecast promised rain, rain and still more rain so we decided to wait and see what the morn brought. Sunshine - the weather bods could be wrong, but then again they could be right, so lets wait until midnight. The logic of this reasoning may escape the lay reader but so too did the next earth shattering comment from Liz, "I don't like London, lets go to Newquay". What about Brands Hatch you might ask, but although husband bashing isn't as common as wife bashing I can assure you it does go on, so Newquay here we come.

We had seen an advertisement of a guest house in Newquay that welcomed, wait for it, 'BIKERS'. Pocketing the ad we set off at midnight, had a good run down and arrived at Newquay as fresh as a couple of half dead weeds. The sun came out to greet us as we rang the guest house - I'll rephrase that, the sun was shining as I telephoned the quest house and to prove that there is English luck as well as Irish, they had room for us.

On arrival we were met by Veronica Lomas who asked us if we would like to put the bike in the garage. After picking Dave up off the floor our bike joined not one but two Kawasaki's in the garage, his Z550 and her Z250C. So with our bike safely undercover we were shown to our room which overlooked Porth Bay.

During our two day stay in Newquay we were sustained with great food, and windy conversations about biking etc. On the second day we took a trip down to Land's End and had a great day there, it started well when we were met by the car park attendant with the immortal words "No charge for motorcycles sir!" The day only got better from that point and we did all the obligatory things like photographs, lager guzzling and a long snooze in the sun.

Departure day 6th. July came round to find two sad bikers preparing to leave the guest house. After saying our goodbyes, we started the bike, gave a last wave, pulled in the clutch, into gear, lurch forward and stall. Exit red faced bikers!!
Technical Note. Kawasaki clutches drag at the worst possible moment.

We had a good run up to Wales, met a Gold Wing rider on his way up to John 'O' Groats who kept us company till we got to Junction 17 on the M5 where we left him to cross the Severn Bridge. He had warned us about cross winds on the bridge and how right he was too!! Leaving windy bridge we crossed Wales passing through the beautiful welsh mountains into Anglesey. At the St. Davids Caravan Park where our relations were staying we were met with a sign saying 'No Motorcyclists'. With a few choice phrases we departed up the welsh coast to Rhyl for a nosh, after which by unanimous decision (Liz's) we came home to Manchester, a disappoointing end maybe, but otherwise a great holiday.

If anyone would like details of the guest house, the Clarkes will be only too pleased to oblige.

"Gems from the Past" by Dereck Anyon.

An extract from "Letters to the Editor" Motor Cycling. (The Green Un)
16-12-1943.

From One Correspondant to another !

May I be granted space to reply to "E.S.2 Springer" with his unimaginitive little mind, dogmatism and selfishness?

I would like to say to him "You have the cheek to place yourself among the enthusiasts, but, thank heaven, your type is vastly in the minority.

Do you realise, sir, that it is because of a few black sheep like yourself, who simply revel in noise, dirt, and oil, that the name of motorcycling is in such low water today with the general public. What is this almost fiendish delight you get out of the wind - the rain - the mud and oil?

I can see no fun in it at all. If it is going to make this nation of ours a land of super people, well then, I'm with you every time, and no doubt the motorist, when he hears of this great tonic, will strip his car of mudwings, roof etc. and the people will take to the fields at night and sleep with the animals, but perhaps you think the last two suggestions stupid?

No E.S.2 you have a one track mind which leads to stagnation. The trend today is undoubtably towards quieter and cleaner machines for both sporting and non sporting rider. I believe and fervently hope that your type will soon be completely out of date.

Just a final point, that crowd of unenthusiastic, unmechanically minded are perfectly entitled to motorcycle if they so desire. It is reasonable to suppose that they motorcycle because they can't afford "a fugbox" for about £100. Personally I say good luck to them and may they swell the ranks in their thousands. That will be a great day for the manufacturers, who will have produced machines that appeal to the man in the street.

And you, E.S.2. with your dirt and noise, will be a back number recognised as a freak, because our great game will have gained the respect of the people, mothers will encourage their sons to ride motorcycles and old age will not wilt visibly as some "enthusiast" with a good healthy bark from his exhaust system "roars by".

Thanks Mr. Editor, I feel all the better for getting that off my chest.

R.W. Johnston

Belfast.

We leave the reader to work out what caused this irrate motorcyclist from Belfast to blow his top.

THE INTERNATIONAL CLASSIC BIKE SHOW. OCTOBER 2nd & 3rd.82.
BELLE VUE - MANCHESTER.

What is a 'Classic'? The dictionary defines it as being of the first rank or authority, it is not qualified by age or rarity.

Classic Motorcycles a book by Vic Willoughby contains bikes as late as a 1960 Ducati and the three cylinder Suzuki ridden in 1973 as well as the Nortons and AJS's of the pre war era.

It is therefore important when you look at the content of our stand at the Classic Bike Show later this year, not to be confused with a 'Vintage' bike show. There is of course a natural desire to show off examples of what Britain made when we led the world in bike design and performance and before the introduction of Reed Valves and Disc Valves the Villiers Company powered the majority of two-stroke motorcycles.

Our stand therefore should be seen as a 'CLUB' stand with a history that goes back nearly 50 years and one that actively encouraged every type of motorcycling activity. Last month the Newsletter concluded Tom Dugdales Vintage Years which recorded Bert Lacey's introduction to Speedway and Trialing. John Hartle, John Simister, Neville Watts were just three of the clubs road racing members.

Until the early 70's scrambling was as important to the club as trialing and it is only in recent years that our scramble awards have been replaced with trials awards. This is due to the difficulty of finding and keeping land on which to hold this type of event.

Our stand therefore pays tribute to the not so distant past with the BSA Trials Bantam ridden by past President and Honorary Member Dave Rowland, who as a member of the BSA Works Team came second to Sammy Miller in the 1967 Scottish Six Days Trial. In contrast to the Bantam we show the 'Majesty' Trials Machine. The reason for this choice is threefold, firstly it is the creation of club member John Shirt, second it reaffirms the clubs continued participation in National Trials events and thirdly its forebears, the TY Yamahas gave many young riders their first opportunity to enter the field of motor cycle sport.

Our two other machines record our interest in the road machine, members regularly go on organised club runs, tour Great Britain and the Continent, participate in road trials and treasure hunts and more and more go to work on them. The emphasis is therefore on reliability and a low noise level. We again show the past and present in two machines that had many similar features. First the Sunbeam S7 built in 1951, twin cylinders, car type clutch and shaft drive. This one is owned by our President Ron Weale.

The BMW owned by Jim Maple was chosen as the ultimate in a touring combination. In the past BMW were renowned as the perfect sidecar machine. However the new generation of models is not recommended for chairs and so Jim has constructed from an R100RT and a Dutch EML Chassis a combination that is a 'Classic' and finished it off with a Watsonian sidecar body.

I only hope that Judges see the reasoning worthy of an Award to the Manchester 17 Stand.

Keith Haining.

READERS LETTERS.

Dear Keith,

Please find enclosed my entry for your brain teaser. The 23 bike names took some finding, I can only hope that I beat your total. May I say how much I appreciate the effort it takes to produce the Newsletter. I had a crack at producing a similar thing when a member of the Bar None for a few years. I too suffered great waves of apathy that threaten to swamp the typewriter. Please battle on it is appreciated, all be it unsaid and unrewarded, after all you've shamed me into putting pen to paper.

Your article on Hesketh struck a chord (No not the lost one) when you mentioned Lord Tollemache, is he the chap whose ancestors had Peckforton Castle built for £60,000 in 1845. He must have had a bob or two because the village, cottages and farm buildings cost a further £148,000 and then his descendants go and squander it on dirty smelly motorbikes, makes you think.

As you seem to enjoy a puzzle try this one in the Newsletter, you never know somebody out there may be as old as us. Remember us nuts must stick together when all the others are bolting.

Ron Armsden.

Ron's puzzle and the answers to the last one appear on a later page, but two points arise from his letter. The title Keith's Kompetition refer to Keith Rhodes and the year was 1972 and I decided to let him grumble for me.

The second point is one of coincidence, I often go to Malpas on business and wondered what the castle is on the opposite hill to Beeston Castle. It is Peckforton but I don't know if you can visit it or whether it is a private estate, I must do some research or dare I suggest that someone does it for me. I think Lord Tollemache might have been a Nom de Plume, but your version is certainly interesting. Tom Dugdale of course went to live in Malpas after leaving Manchester.

Keith.

SMALL TORQUE.

Let down by the oil moguls who are having a hard time, the club thanks John Garlick for providing the organisers of the Dave Rowland Trial with a very comfortable means of keeping the results team dry - His own caravan and awning - Thanks John.

Doreen Rowland still hasn't recovered from seeing Frank Turner buy a programme at the D.R. Trial. In the past she's always seen him selling them.

Tried to give Town & Country Motorcycles a bit of free publicity for their new showrooms on Buxton Road, Heavily, Stockport, but its like trying to give a blind man a pair of glasses. Got a very nice manageress behind the counter, beats the service at their Ashton branch.

Video recordists were out in force at the Dave Rowland, but I think Michael Boam's father should swap his son for one of Wingates mules to carry a twelve volt car battery around some of the sections.

Whilst on holiday in Scotland last week the Editor saw three Nimbus outfits from Denmark in Oban. These are twin cylinder in line engined machines, overhead cam, car type clutch and shaft drive. Telescopic forks, but rigid rear end. The pillion passenger comfort was provided through a seat that had an elastic band spring medium.

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KOMPETITION ANSWERS.

(1) Harold. (2) Norton. (3) Octane. (4) J.A.Prestwich.
(5) Hungarian. (6) Motocross. (7) I.O.M. (8) A section in the
Lands End Trial. (9) Energy Transfer. (10) Rectifier.

The outright winner of this competition was Ron Armsden who in addition to getting most answers correct found no less than 23 bike names from the letters.

Ron himself poses the following puzzle,

What is the connection between Sammy Miller and Lord Nelson?

Answer next month.

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Le Mans full fairing, rack and panniers. Genuine reason
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