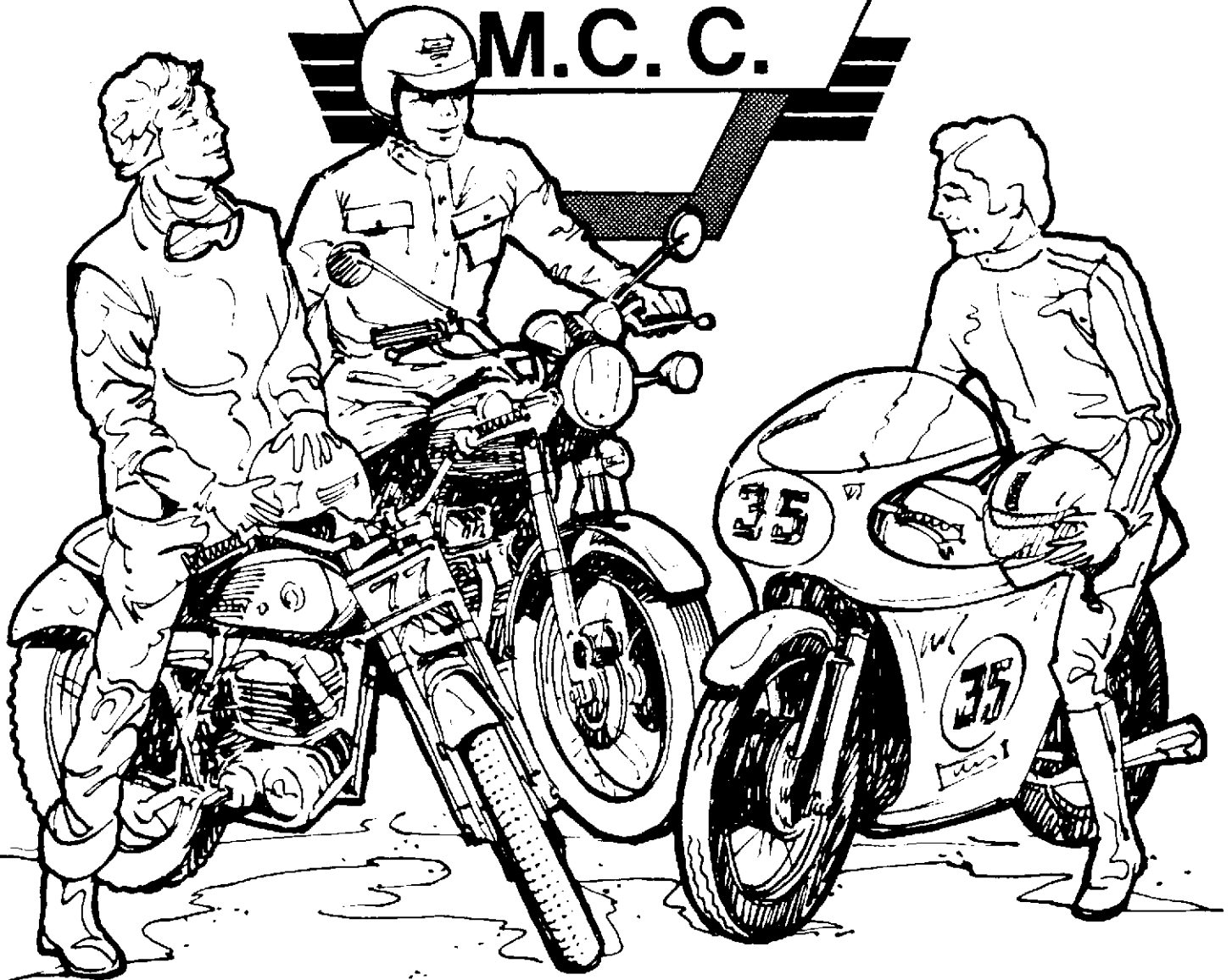


SEP 1982

# 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 - SEPTEMBER. 1982.

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ORDINARY MEMBERS. Ian Bottomley, 1 Mulberry Close, Heald Green,  
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CLUB ROOM & NIGHT. See cover.

DIARY OF EVENTS.

SEPT. 1st. COMMITTEE MEETING.

SEPT. 5th. CLUB ENDURO. Brinks Farm, Higher Disley.

SEPT. 19th. Lake District Ride. Starting from Roscoes roundabout 8-30am  
300 mile round trip with some motorway (Sorry learners)  
Visiting Hard Knott Pass, Eskdale Green, Buttermere etc.

OCTOBER. 2nd & 3rd. CLASSIC BIKE SHOW Belle Vue.

OCTOBER. 10th. Open to Centre Trial. Booth Farm, High Edge, Buxton.

EDITORIAL.

Dear Members,

Last month I wrote to the Editor of the Stockport Express/Advertiser and the Messenger Free Paper enlisting their help in locating those members of the original 17 for whom we had no record of their present whereabouts. The appeal when it appeared in the papers for anyone who had any information to contact the Editor of the Club had been given the full treatment. Both papers explained who we were, where we meet and when, as well as why we wished to trace Reg Hallam, Jack & Eddie Hines etc. In the Express they announced our camping week end in Shropshire, the Photographic Run and our Enduro in September and the date of our next committee meeting, they really did us proud.

As I then sat back and waited for the telephone to start ringing I thought about the general theme of club activities and began to worry about the emphasis on the 'past'. I am of course trying to introduce an up to date theme into our stand at the Classic Bike Show and there is of course no doubt as to which decade our trials section is operating.

So where can the Newsletter branch out in a more up to date and forward looking theme? Well how about writing an account of why you bought the model you ride and tell us whether it has come up to your expectations or not. Now obviously I am not going to get any volunteers so in the next few weeks I will approach members and ask them for a piece. Don't be shy, if you can't write then get the girl friend to type it or even tape it. What I may do to make it easier for you is to provide you with a questionnaire that you only have to tick off from the multiple choice boxes.

Those of you who have had your holidays on the bike in Bognor or the Sahara should furnish the Editor with an account of the trip, it all adds to the pleasure of reading the Newsletter and for those members who need a little more encouragement to cross the channel to take the 'Plunge' so to speak.

-----000000000-----

Octobers issue of the Newsletter will see the introduction of the 'Back Cover' which will carry more advertisements under the title of 'TRADES & AIDS'. Members are encouraged to make use of the services that the advertisers offer in return for the contribution they make to the club funds.

The October issue will be a special one for the Classic Bike Show and will be on sale there. As the target for the issue will be the visitors to the show some of the material may have already appeared in previous editions but is being repeated for non-club members.

"Gems from the Past" by Derek Anyon.Extract from Motor Cycling 19th. November 1942.

The planting on the Editor of some last war (1914) petrol coupons reminded me of another one.

Some little while ago one of my good friends went into town as usual on market day. Among those he chatted with was a man whom he didn't know very well. This bloke in the course of the proceedings opened his note case and in doing so revealed a fat and nice looking wad of coupons; the rest of the story went like this.

"I see they coopuns, an' I sez to the feller "They be handy " I sez. An 'e sez: I'll gi ye some if 'e like, I got more on I want 'e sez. So 'e gi me a lot on 'em, and I just slip 'em in me pocket quick like. An' I thanked him very much, and asked him to come an'have a drink. So us went over to the Ram and I bot 'im a pint.

Well when I got home I looked at them coopuns, and they wasn't petrol coopuns at all !! Cattle Kek coopuns was what they was, I didn't warnt non O them. I got plenty Kek, and I wish now I adn't bot the feller that pint.

-----

The Cotswold Services Training Trial.

"Police stage murder trial" would have been quite a suitable heading for this report of the training event organised by the Gloucester special constabulary in conjunction with the Hawk MC on Boxing Day. The event was only open to dispatch riders of H.M.Forces, Special Police, Home Guard, N.F.S. and other Civil Defence Services.

Although the course was a short one, it was so severe that retirements were very heavy - a great many only completed one of the three laps required. even the winner lost 52 marks.

85 entries were received (59 novices) the rest experts. So bad was the going that only 14 experts and an equal number of novices finished.

Marks lost ranged from 52 to 176 which surely must be a record for any trial held over a distance of only 16 miles. Many riders knew why they had been credited with 1,000 marks at the start, long before they reached the finish.

The course contained 25 observed sections, and one a narrow section between banks on a thin layer of Cotswold clay made wheelgrip practically non existant. The section was soon littered with fallen riders who struggled until they became exhausted, rested, and then went on struggling. There were practically no helpers about and no tow ropes so the scene can be imagined.

A stop and start in respirators was not held. Bonus marks were given at the finish to machines carrying headlamps which allowed a rider so equiped to regain 3 maks.

TRIALS NEWS. by Jim CapperDURON ROUND 2 - JULY 25th. 1982.

A new venue and a beautiful sunny day welcomed the strong field of eighty one riders to the second round of our club championship.

The land used by courtesy of Mr. Wright was the land at Harpur Hill only used to date in the Dave Rowland Trial, turned out to be most suitable for a Club trial.

The sorting out of sections and course marking was most ably carried out by John and Andrew Cantrell, John Garlick and Alan Hulme.

Tight turns, and rocky climbs caused little trouble to the more experienced riders with the exception of section six a tricky climb over limestone, this section actually determined the winner with no one actually cleaning it on all five visits.

'Match of the day' developed between Kevin Boddy from Leicester and our own John Hulme currently riding a Moto Gori. Both finished on 7 both equal on cleans and finally split by the furthest round least lost rule.

Jeremy Hawker had an excellent ride to take third place on his new Montesa, North West rider Simon Parr came over to the Cheshire Centre to win the Intermediate premier from Carl Heath the winner of round 1 by one mark.

Yet another very creditable ride by young Buxton rider Paul Turner dropping only 29 to take the Novice award. Steven Gerrard continued on his winning way in the 'A' class beating Dale Swain on the furthest round least lost decider, both lads having dropped 34.

Best over 40 on the day John Cantrell with his usual determined ride to lose only 30 setting himself well on the way to retaining yet again the Strugglers Sprocket.

Thanks must go to all the Observers and Wendy and Tim for their invaluable assistance on the day.

AWARDS.

<u>Best</u>				
<u>Performance.</u>	Kevin Boddy.	350 P & S Bultaco.	7 marks lost.	
			(Furthest round.)	
<u>1st. Class.</u>	John Hulme.	280 Moto Gori.	7 marks lost.	
<u>Awards.</u>	Jeremy Hawker.	200 T & C. Montesa.	19 "	"
	David Vaughan.	240 Fantic.	22 "	" most cleans
	Ian Rawlins.	280 SWM.	22 "	"
	Mike Edwards.	240 Pems Fantic.	24 "	"
	Adrian Smith.	240 Fantic.	25 "	" most C
	John Shirt.	320 Majesty.	25 "	"
	Andrew Cantrell.	250 Majesty.	26 "	"

cont.....

TRIALS NEWS Cont....DURON ROUND 2 AWARDS.

<u>Best Intermediate.</u>	Simon Parr.	310	Armstrong CCM.	31	marks lost.
<u>1st. Class.</u>	Carl Heath.	200	Fantic.	32	" "
<u>Best Novice</u>	Paul Turner.	250	Majesty.	29	" "
<u>1st. Class.</u>	Ian Margetts.	240	Fantic.	27	" "
	Terry Shaw.	250	Yamaha.	41	" "
	Kevin Hipwell.	175	Majesty.	51	" "
<u>Best 'A' Class.</u>	Steven Gerrard.	200	Pems Fantic.	34	marks lost.
					(furthest round)
<u>1st. Class.</u>	Dale Swain.	250	Holden Ossa.	34	marks lost.
	Peter Nadin.	200	BKR Fantic.	36	" "
<u>Best Over 40.</u>	John Cantrell.	325	Suzuki.	30	" "

10 Sections - 5 Laps.POINTS AFTER 2 ROUNDS OF DURON SERIES.

<u>DURON (EXPERTS).</u>	<u>WARBURTON. (INTERMEDIATE)</u>	<u>GUY ALLOTT. (Novice)</u>
J. Hulme. 12.	C. Heath. 14.	P. Turner. 16.
H. Jackman. 9.	I. Rawlins. 9.	K. Hipwell. 11.
K. Boddy. 9.	G. Hatton. 7.	I. Margetts. 7.
A. Hulme. 7.	S. Parr. 7.	T. Shaw. 6.
J. Hawker. 5.	A. Harris. 5.	R. Donaldson. 5.
D. Vaughan. 2.	G. Beech. 2.	G. French. 2.
G. Gowing. 2.	A. Hipwell. 2.	M. Kilercross. 1.
M. Edwards. 1.	A. Green. 1.	
K. Burgess. 1.	C. Pedley. 1.	

JOHN CANTRELL (Youth).

D. Swain.	16.
P. Nadin.	10.
C. Machin.	9.
S. Gerrard.	9.
P. Repton.	3.
P. Boam.	1.

STRUGGLERS SPROCKET. (Over 40.)

J. Cantrell.	18.
R. Hulme.	7.

NEXT ROUND - AUGUST 29th. MYCOCKS ROCKS. Secretary of Meeting. J. Capper.

OPEN TO CENTRE TRIAL. - OCTOBER 10th. BOOTH FARM HIGH EDGE.  
Secretary K. Roberts.

EXERPTS FROM THE FIRST LOG BOOK.RUN TO BOLTON ABBEY. JULY 5th. 1936. by Tom Dugdale.

Present. Messrs. Embleton and Dugdale (BSA 3 wheeler.)  
 Scholefield (SGS) Cave (Velo). Winter (Excelsior.)  
 Binks (AJS). Nield (Rudge). Anyon (BSA).  
 Faulkner and Brown (BSA Sidecar). Stanbury (AJS).  
 Stretch (Velo.)

The weather was perfect and the place was worth visiting inspite of the bad roads and built up areas we had to go over. When we were near Skipton, F.H. Stanbury who was some distance ahead with D. Anyon, tried standing on his saddle along a main road, he hit a bump and fell off, not hurting himself seriously, but damaging his bike very badly. After this D. Anyon took Stanbury on the pillion and returned home leaving the wrecked AJS at a garage.

J. Scholefield did not reach Bolton Abbey and we picked him up on the way home. He had seized his motor through cutting the oil supply down and finally had to leave his bike and come home on Winter's pillion. On the way home Neale Stretch blew the inside out of his megaphone silencer nearly hitting E.C. Cave and a chap with a Norton who they were having a dust up with.

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CAMP AT PRESTATYN. JULY 11th.- 12th. 1936.

Present. Messrs. Cave and Binks. (Austin 7.) Scholefield and Nield.  
 (Ford Van.)  
 Faulkner and Brown. (BSA Sidecar). Winter and Bunny  
 (Excelsior.)  
 Lacey and Dugdale. (Velo sidecar.)

Messrs. Cave, Binks, Scholefield, Nield, Faulkner and Brown met at 3 p.m. and proceeded to a camping ground about two miles on the Rhyl side of Prestatyn.

Winter, Bunney, Lacey and Dugdale set out at 7-30pm. and were to meet the others at Prestatyn at 10 pm.

It was raining hard all the way there but the first party arrived and set up their camp alright. The second party set out but for some the Velo. obscure reason refused to do more than 30 mph. without spitting and banging. We stopped several times but could not find out what was wrong. Soon after Chester, E. Winter with Bunney on the pillion went on to meet the others and tell them tjat we would be late. A few miles further on the Velo cut in and began to run OK. We went along the new Rhyl road at a steady 60 mph. and soon drew near to Prestatyn.

About 8 miles from Prestatyn the road suddenly narrowed without warning and the Velo crashed into a telegraph pole at 40 mph. or more. The sidecar body was ripped off and I did about 10 yards down the road just sitting in the body. Bert Lacey landed about half way between the bike and me but neither of us was badly hurt. It was still raining hard so after we had eased our cramped legs and arms we examined the bike. It was absolutely unrideable the frame and forks being very badly twisted and the petrol tank was split right round the front.

•ont.....



CAMP AT PRESTATYN cont...

We dragged the wreckage off the road and set off walking to Prestatyn carrying some of the luggage. We stopped the first car that came along and were lucky enough to get a lift. We found Winter and Bunney waiting for us at Prestatyn but they had not seen the others.

Winter and Bunney went back to the Velo and brought the rest of the baggage whilst Bert and I found a camping ground. When the other two came back we put up the tent and all four of us crawled in and lay down in our wet clothes and pulled what blankets we had over us, most of our bedding was in John's van so we spent a very cold and miserable night. In the morning it stopped raining for a bit and the sun came out and we managed to dry some of our clothes. Eric Winter and I found the other party and took John to collect Bert and Bunney. After breakfast we went back to the Velo and dragged it to the nearest garage and left it there. After dinner it came on to rain again so we struck camp and went into Phyl where most of us spent the afternoon having sweeps on the various ld in the slot machines.

John brought Bert Lacey and me home in the van, it rained all the way.

T.A.Dugdale.

-----

TECHNICAL TIPS.

Once again the Editor makes no apology for the fact that this tip applies to the owners of BMW bikes that have points type ignition.

IGNITION TIMING - SETTING THE POINTS GAP.

Getting at the points on a BMW has always presented a problem of accessibility, because of the need to get your head between the front mudguard and the front of the crankcase once you have removed the front cover. The next problem is how to get at the points to check the gap, the automatic advance mechanism neatly shrouds the points.

If you remove the advance mechanism you also remove the cam. The tip is to make a bobbin the diameter of which is calculated from two figures the dimension from the base of the cam to the top of the lobe minus half the dimension across the width the result multiplied by 2. What you have now got is a bobbin that is consistently on maximum lift for setting the points gap.

The bore of the bobbin should suit the spindle that located the advance mechanism and the bobbin length should ensure that the heel of the points finger sits on it.

The points can now be set without recourse to position of cam and without interference from the advance mechanism. The best thing of course is to get yourself Electronic Ignition and forget about the points.

CAMPING WEEK END AT ALVELEY., SHROPSHIRE. AUG. 13-15. 82.by Geoff Winstanley - Club Captain.

Shropshire like Cheshire is a county of intensive farming of the mixed variety and both contrast with the hill farming that we associate with Derbyshire and the moorlands around Greater Manchester. Alveley is a small village about six miles from Bridg north on the Kidderminster road and the Royal Oak was the site of this camping week end.

On arriving at the Royal Oak my first job was to find the Manchester 17 members in a field full of tents and bikes, The reason for this fantastic turn out was not due to the enthusiasm of the clubs members but the fact that we were sharing the site with the members of the Halesqwen and District Motorcycle Club.

I found Alan and Roger and quickly pitched my tent in the rapidly failing light, before we made our way to the bar of the Royal Oak where we found Paul and Mike, who claim to have got their priorities right by not wasting drinking <sup>time</sup> putting up tents. This philosophy may not appeal to the newcomer to camping as it does require the ability to find tent pegs and poles in the dark when the natural desire is to just lie down and sleep it off.

It was Saturday evening before the full support for the event was realised, it comprised Alan Aldred, Roger Richards, Andy Hunt, Paul Rushton, Mike Edmunds, Brian Linton, Ken Turner, Paul and Tony Nolan, Lee Jackson and myself. We also had a visit from Ian McKensie with his pillion passenger Kath Healy in the afternoon but unfortunately they couldn't stop the night.

Saturday started with a breakfast run to Bewdley which is the one terminus of the Severn Valley Railway, the other one being at Bridgnorth. The longer ride back through the shropshire lanes was to say the least 'leisurely' as both Paul Rushton and Mike Edmunds were running in new bikes. Mind you this suited the 'Cossack' which inspite of its name is rather docile.

We arrived back at the site for lunch to find Roger telling all new-comers, "Don't leave your bikes on their sidestands for long on this ground", when with timing unequalled by Hollywood Productions, Rogers bike fell with a crash from its 'centre' stand, which was the cause of much amusement all week end.

After lunch we looked round the market in the field opposite, where Andy bought a rude frog or "Horney Toad" which proved to have quite an appetite for beer. A 'Go' on the local swings was brought to an abrupt halt by an irate lady who chased us off and we decided to go into Bridgnorth. This is a market town which spans the River Severn, the High Town with the castle and market hall stands on a sandstone plateau with a sheer drop to the river and Low Town and just like the seaside it has its own 'Cliff Railway. Its other railway is the Severn Valley which was featured in the TV programme 'Gods Own Railway'. A steam enthusiasts dream it also proved to be a good excuse for some out of hours drinking in the buffet cars.

CAMPING WEEK END AT ALVELEY Concluded.

On Sunday we all set off for Ironbridge, and immediately got split up. A bit of detective work, a map and Lee's good beer guide enabled us to find everyone but Roger who seemed to be out of luck all week end. Our route home took us through Wellington and Whitchurch and although Roger took the same route our paths didn't cross at the right time

The weather was generally good to us, and the pub and the site pleasant, however the gents toilets left a lot to be desired especially as the beer and in particular the 'mild' was good, and as this is one of the main ingredients even Roger managed to have a good time.

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CLUB RUN TO BASS MUSEUM OF BREWING. 11th. JULY. 82. BURTON. on TRENT.

by Geoff Winstanley, Club Captain.

Whenever Keith or I decide to fill in one of the dates in the calendar of events that he prints in the Newsletter at the beginning of the month it is incumbent upon us to turn up and lead the members. In the event of us having trouble with our bikes it is only by being able to fall back upon the second mount in the stable that we can fulfill our commitment.

This was the position that I found myself in as Sunday dawned with every promise of being warm and sunny. The Morini refused to produce any power from the front cylinder. Sorting out the MZ which makes a better single cylinder model than the Morini took longer than I thought and I had to telephone Keith to say that I would be late in getting to the Robin Hood.

This run which I had arranged especially with a theme close to most members hearts or should that be bellies was of approximately 150 miles duration along some of the most enjoyable roads in Derbyshire and Staffordshire. From the turnout of Alan Aldred and Richard Dinning on the 250 Yamaha and 400 Suzuki respectively it would appear that our beer swilling fraternity are not very interested in how the stuff is made.

We set off through Macclesfield and Leek stopping after Waterhouses for a welcome mug of tea from a mobile vendor. Refreshed, we rode on past Darley Moor and Sudbury, through Tutbury to Burton and the museum.

The museum dealt with the history of brewing in Burton pointing out how the local water gives the beer its distinctive flavour in the same way that it affects whiskey. There was a model brewhouse which was used to try out pre-production brews. The methods of transporting the beer from brewery to pub included 4 shire horses, a steam waggon, railway locomotives and a van built like a giant bottle of beer. The exhibits were all well laid out but some could have been labelled better.

cont....

RUN TO THE BREWERY MUSEUM CONCLUDED.

Our biggest disappointment was to find that the place was dry!! Not only was the bar closed but we couldn't even get a cup of tea. Fortunately Alan came to the rescue by offering us both a cup of freshly brewed coffee with his flask of hot water and grannules. Revived once more we turned our bikes and set off home.

-----oooooooooooo-----

ACCOUNT OF THE EVENING ROAD TRIAL 10th. AUGUST. 82.

organised by Ian Bottomley.

reported briefly by Geoff Winstanley.

The August Newsletter said that an Open Forum would be held on the 10th. August and as you all sat there in the clubroom in nervous anticipation the non arrival of Keith must have relaxed the atmosphere somewhat. But no chance someone has always got to try and find you something to do. Its either a quiz or a film to watch when all you wanted to do was sit quietly with your mates and sup the ale.

This time it was Ian Bottomley with a road trial and before the room had emptied he had Roger Richards, Martin Payne and Paul and Tony Nolan out on their bikes trying to decipher the clues on a piece of paper.

(That was what is called filling it out now comes the report. Ed)

Winner Roger Richards. with 20 points.  
2nd. Martin Payne. " 11½ "  
3rd. Paul and Tony Noble with 1 (un) point.

I understand that Paul and Tony got lost shortly after the first clue, but at least they tried and its the spirit that counts.

-----oooooooooooo-----

OPEN FORUM August. 24th. 82.

Chaired by Keith Haining.

About twenty five members joined in the open forum in the clubroom, the main surprise to me was the fact that there was hardly anyone out in the bar area. Our chairman Vernon Leigh did explain that there was an Enduro Committee meeting being held to go over the details of our forthcoming 'Enduro' and this of course took away the bars main prop.

One thing that I feel results from a general discission is the appearance of those members at the next run, because we can do something to allay their fears about how fast we go and what happens if they break down (Perhaps that should be 'brake' down.)

cont.....

OPEN FORUM REPORT Cont...

Harold Dewhurst felt that Grahams absence due to working nights had deprived the club of the Tuesday activities that he usually organised, but the Chairman who had spoken to Graham an hour or so before the meeting reassured the members that there were films in the pipeline and that invariably our activities were somewhat reduced during the holiday months. This was justified when one looked round the room and found so many regulars missing. After all they can't have known that the Open Forum was tonight.

One comparatively new member asked if we did any runs to 'Race Meetings' such as Oulton, Donnington etc. Well this does depend upon the club captain and his own personal interest, because the golden rule about organising any event is that you make sure that you will enjoy it. Then even if you end up with one other bike you can have a good day. Now Frank Piccard when club captain was a very keen race fan and put on a lot of supportive runs to Mallory and Donnington but Geoff is a rallyist and camping enthusiast and so you get the emphasis on that side.

side.  
On the technical we had a very good discussion on scratched visors and help was offered on how to polish out superficial scratches. It was pointed out how dangerous it is to ride at night with a visor that is covered in scratches.

The majority of members in the clubroom put road riding as their main interest there were no active trials riders present, the member who asked about road race meetings was the sole rider interested in enduros and the trail riders were represented by John Ward. It is interesting to note that this week end the Bank Holiday we have a Round of the Duron Trial Series, There is a meeting at Darley Moor on the Monday and a road run to the Wirral Peninsula also on the Sunday. So we do cover a fairly comprehensive list of events.

One interesting fact that emerged from the question from the chair as to how many people carried means of repairing a puncture showed that most of the members in the room were quite capable of getting themselves home without recourse to the AA or RAC.

END.

S T O L E N.

MEMBERS ARE ASKED TO BE ON THE LOOK OUT FOR A GSX 250 SUZUKI STOLEN

ON FRIDAY 6th. AUGUST. THE REGISTRATION NUMBER IS KND 536 V.

ENGINE No. 118653. FITTED WITH A KING/QUEEN SEAT.

RADIO AND BLACK SQUARE TOP BOX. WITH MANCHESTER 17 TRANSFERS ON BOX & FAIRING.

ANY INFORMATION SHOULD BE PASSED TO THE STOCKPORT C.I.D. ON 480 7979.  
Ext. 226.

OR TO ALEX TURNER AT THE CLUB.

READERS LETTERS.

The following letter is one that was sent to Geoff Wilson when he was Editor of the BMW Magazine and the member was complaining about the fact that his magazine was incomplete. It is such a funny letter that I thought that you might like to read it.

OK, you lot!

Where's my pages 10 and 11? (I won't mention 18 and 19 yet.) Bah.

First of all its late deliveries; but - bites the postman does he? Can't have that, bad for Club image. What can we do next? I ask you. Blank pages, bah! What an insult, nothing subtle like MCS with their mysterious paragraph sequences, inside out and upside down; no misleading captions or even distorted facts and figures; just blank pages! Where's your style? I spotted them straight away. Nothing to it, or is there?.... You mention a shortage of contributions, are you trying to make me feel guilty?

All right, I confess, I am the one whose supressing all that material you so badly need, but who wants to hear about the day I leaned over too far and melted my Derriboot round a roundabout, or even such pithy stuff as a thousand and one things to say after your BMW has been blown off its centre stand.

You see, your persecution is in vain. Thats all I've got to offer. So please let me have my magazine with ALL its pages, because in its present guise your article 'An Omission Trip' is all too true.

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My letters to the Stockport Express/Advertiser and the Messenger have not resulted in any positive location of the whereabouts of eight of the original 17. However I have had four phone calls, three of which provided information about members who had lost contact so to speak with the club.

The first one was from a Mr. Pimlott who was a member of the junior Section who used to meet in the 'Shanty' as it was called. Along with members like Bert Lacey, Mr. Pimlott used to pilot Tom Dugdales outfit.

The second was from the sister of Harry Wood who now lives in Australia she has promised to write to him, but feels that if we get any news from him we will have done better than his family with whom he has not corresponded on a regular basis for years.

The third was from a relation of one Reg. Hallam whom she felt had had an interest in motorcycles in the past. Unfortunately it was not the Reg Hallam that we had been seeking.

Number four was a call from Mr. David Bardsley a member of the club in 1947 and he has promised to let me have a number of photographs taken on club runs which I am sure members will be interested to see.

READERS LETTERS Cont...

Continuing the saga of the missing members I have withheld one correction to the list until I saw what response I got from my various avenues of research.

One of these was undertaken by John Garlick and Deborah during their holiday in the I.O.M. earlier this year. They tried to find the Hines Brothers who had moved to the island to start up a taxi business. Whilst most of the records had always cited Jack and Eddie as original members a doubt was cast as to whether Eddie was with Jack on the night of the formation of the club. The following letter that I received from Cliff Somers puts Jack Thornton in the original 17 and casts doubt on the position of Eddie.

Windwhistle,  
Ley Cross,  
Modbury.  
Devon.

Dear Keith,

Thank you for your letter enclosing my early photographs, and I am very pleased that the snaps and newsletters were helpful.

Yes "Squeaky" was our Percy - thanks.

In an early letter I mentioned Eddie Hine was around at the time of the inauguration of the Club, but did not think he was at the first meeting, but I thought that Jack Thornton was - well - in Tom's Newsletter No. 72 under new members, RAF Sgt. Jack Thornton is back in the Club again - "who was one of the original members" - Ah!

Incidentally I have a pewter mug award from possibly the first "17" trial on the 23rd. April 1937 and a plaque of Tom Dugdales Wirral 100 MC Spring Trial dated 19th. May 1948. for vintage models which was for sand racing.

Do hope John Garlick found news of the Hines.

Cheerio,

Cliff.

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Last months letter from Ron Armsden contained a riddle about the connection between Sammy Miller and Lord Nelson. The answer is Hamilton

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Keeping bang up to date with the latest news, the Club offers its congratulations to Tony and Pauline McConville on the birth of their baby daughter Sandra Louise.

PHOTOGRAPHIC RUN TO WIRRAL PENINSULA. AUG. 29th. 82.Report by Keith Haining.

This must have been the wettest August on record and it would be interesting to know what the rainfall figures were. However if we manage to get away from the Robin Hood before it starts to rain its not too bad and I have yet to see anyone decide to go home once we are on the road. Sunday 29th. started off rather dull but we reached the Boat Museum at Ellesmere Port before it started to rain and we were able to find shelter in both the exhibits and the excellent warehouse that had been converted into an exhibition hall. Anyone interested in the history of our canal system and of this once thriving means of bulk carrying should pay a visit to this museum.

The rain stopped and we sat on the banks of the Manchester Ship Canal eating our sandwiches and then set off for Willaston and nearby Hadlow Road Station. This railway line that ran between the main Chester to Birkenhead line and the line on the Dee side of the Wirral Peninsula that ran to Hoylake was axed by Beeching in 1952. It has been preserved as it was then, however as most of our country stations still look <sup>like</sup> that today it was only to be remembered as the point at which the sun came out and we all rapidly discarded our waterproof gear.

Our next stop was a brief one in Burton where we photographed some quaint thatched cottages, I hope the television ariels don't appear on the print. The main purpose of this trip was to take snaps and I hope to hold a competition for the best photograph when we have all had them developed.

On then to Ness Gardens run by the horticultural department of Liverpool University. Whilst trying to persuade the attendant to let us into the main carpark which was supposed to be full I dropped the BM and fell flat on ~~my~~ back to the amusement of a coachload of tourists and the annoyance of my companions who realised that this could have been the winning picture. However not only did we park but were allowed free access to the tearoom and this in itself was an open invitation to a free walk round the gardens.

The sun continued to shine as we proceeded via Parkgate, Heswell to Thurstaston and the Wirral Country Park. Parkgate deserves a mention as it gives the impression of being a seaside resort on the Dee Estuary, but the silting and grassy dunes have long since taken over from the sea.

At Thurstaston we had our longest walk along the beach, quite a number of comments were made about buckets and spades, I wonder what kind of sand pie you could make with an open face helmet, I'll take my pudding basin next time. (and leave it there" comments Elaine.)

Those members who came on the run were, John & Chris Yates. R100RS. Ron Lyne. R100RS., Alan Aldred. R45., Harold Dewhurst. R45. Glyn Baxter. Honda CX500., Paul Nolan. Kawasaki 400/4., Editor R60/6.

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