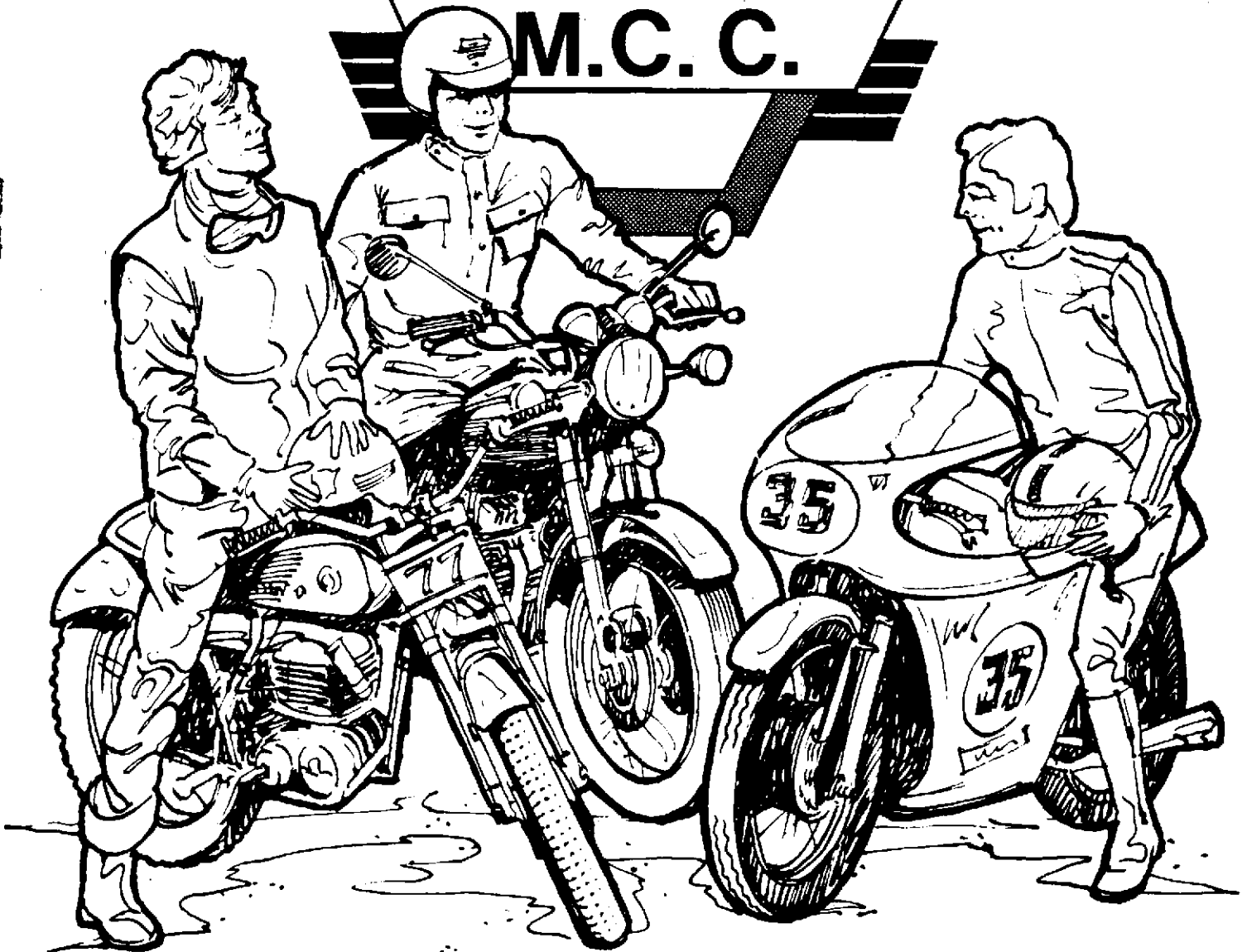


NOV 1983

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 - NOVEMBER. 1983.

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

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Stockport. Tel. 061-477-4291.

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Phil Minne, 12 Stainburne Road, Great Moor, Stockport.

CLUBROOM & NIGHT. See cover.

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DIARY OF EVENTS.

Nov. 1st. Extraordinary General Meeting. to debate the revised constitution. At the Robin Hood 8-0 pm.

Nov. 2nd. Committee Meeting. Robin Hood 8-0 pm.

Nov. 16th. ANNUAL GENERAL MEETING. Robin Hood 8-0 pm.

Nov. 27th. Club Trial. 4th. Round Duron Series. Arbor Low Start 11-00am.
Open to Experts, Intermediate, Novices, Over 40's and A Class Youth.

Nov. 23rd. Dartboard Quiz in the Clubroom.

EDITORIAL.

Dear Members,

To receive two Newsletters in one month must be a record for any club, and I am sure that someone is bound to say, "I've had mine in the post". The truth is that as next Tuesday is the Extraordinary General Meeting it would not be appropriate for me to be distributing the magazine.

The purpose of the meeting is to debate and vote on the new 'Constitution' which has been prepared by members of the present committee. I have been asked "Why do we need a new constitution" and in order that members who may not have received a copy of the old constitution I have listed on the following pages what changes are proposed. You will then have approximately 7 days to consider them, that is if you come to the clubroom, otherwise the time will be shorter. I must stress at this point that in doing this I am not fulfilling an obligation of the present constitution as notice of the EGM has already been given in the October Newsletter that you should all have received.

Congratulations are due for the magnificent effort by the members of the Manchester 17 I.S.D.E. team who came home with a bronze medal apiece and 9th. placing in the club team results. Brian Green, Jack Chatwood and Paul Reynolds have good cause to be satisfied with this set of results.

Two other members of the Manchester 17 that deserve a well earned pat on the back are our intrepid charioteers Scott Rowland and Tony King. Always in the results and after seven rounds in 3rd. place in the British Sidecar Championship Trials competition, having been 6th. after 5 rounds they could be in contention for the championship with three more rounds to go. Riding their Fantic outfit they were 2nd. in the Sam Seston Trial on September 14th. Won the 'Newcomer Award' in the Manx 2 Day Trial on the 17th. Won the Bemrose Trial Sidecar Trophy on the 21st. September.

Continuing their run of successes they were 5th in the West of England Trial gaining a 1st. class award, won the Otter Vale Presidents Event, and took first place in the Greensmith Trial with a loss of 48 marks over the second placeman with 73.

Not such good news however for the solo trials riders who face this coming Sunday the 23rd. with the cancellation of the Fisher Trial. With an all time low entry of only four riders the event has been postponed. One of the reasons for the low entry is the number of trials in the centre on the same day, checking last years diary I found that the Manchester Eagles who incidentally are holding a trial on the same day, had one that coincided with our trial last year. I thought that the fixing of trials dates was to avoid this clash of dates, perhaps we are having too many trials!!

So members, the Manchester 17 Motor Cycle Club is alive and well and it is up to you to turn up and vote at the Annual General Meeting on the 16th. November 83. 8-0 pm. in the clubroom at the Robin Hood only then will we know how much the club means to you.

Keith Haining.

EXTRAORDINARY GENERAL MEETING. 1st. NOVEMBER. 1983.

This meeting is being called so that members can vote on the proposed constitution that was published in the October Newsletter. In that issue the Editor indicated that for the benefit of those members who had not seen a copy of the existing constitution he would publish the amendments and additions that are proposed in the new constitution, it should only be necessary to debate these changes.

Taken in order of the Draft Constitution.

2. AIMS. The ROSPA Motor Cycle Scheme was the RAC/ACU Training Scheme. and other such ACU divisions was Youth Division of the ACU.
 3. MEMBERSHIP.
 - a. ref. 4(c) added.
 - c. Addition - The Committee may also award Free Membership.
 - d. Omitted - and submit the current subscription with the returned form.
 4. SUBSCRIPTIONS.
 - a. 1st August for change of subscription was July 1st.
Reduction by 50% was referred to as 'reduced'
 - b. Non-riding person amended from Non-riding lady member.
 - c. 1st. March was 1st. April.
 5. CLUB BADGE. Addition - The Club claims copyright in the designs of club motif.
 6. THE COMMITTEE.

Deleted - Sporting Secretary. Two of the organisers of the RAC/ACU TS.
Addition- Enduro Secretary. Rally Secretary. Organiser of the ROSPA T.S.

 - b. Added.
 - c. Replacement members and additional members defined as 3 and 2 respectively.
 7. SUB)COMMITTEES.
 - c. Added.
 8. MEETINGS.
 - b. Light weeks was 'six weeks.
 - d. 28 days was 21 days.
 - e. 14 days was 21 days.
 - f. 20 full members was 25.
 - h. 'Full' added.
 9. BYE-LAWS.
Next inserted
 10. AUDITING AND ACCOUNTS.
Amendment to new constitution proposed by committee.
'The Auditors must be full members.'
 11. ALTERATION TO THE CONSTITUTION.
 - a. 28 days was 21 days.
 13. CONDUCT OF MEMBERS. Specified activities, competitions and events sponsored by the Club added.
Except for a caution - added.
- SPORTING MEMBERSHIP RULES. Added .

THE 58th. INTERNATIONAL SIX DAYS ENDURO. report by Dennis Taylor.

Builth Wells - Wales 1983. Manchester 17 Team riders - Brian Green, 125cc. Cagiva; Jack Chatwood, 240cc. Kawasaki; Paul Reynolds, 200cc Kawasaki.

Team manager Vernon Leigh with a support team comprising- Outriders, Ian Ruffley, Bill Bristow and Ian Bell. Support Crews, Peter and Lorna Lockwood; Joan and Ian Burgess; Gordon Reynolds; Dave Eaton; Brian Cappers; Dennis Taylor; Gordon Ruffley and John and Geoff from Gateshead.

SATURDAY. 1st. OCT.

All team riders were subjected to a medical examination and all were declared physically fit, but mentally unstable, which is necessary to ride in this event. All the machines had to be scrutineered and true to form all were rejected due to having no stop lights, but after a bit of fiddling and a couple of radio batteries etc. were allowed to pass. They were then put in their allotted place in the Parc Ferme which was surrounded by a large wire fence, here they were locked up until Monday morning, no one being allowed near them except security guards and officials. It was a wonderful sight to see all that expensive and beautiful machinery from various nations over all the world.

SUNDAY. 2nd. OCT.

In the morning we all went to the Welsh Showground and secured our work area and divided equipment and spares etc. between the support crew vehicles, while the riders checked their gear. In the afternoon we all made our way to the opening ceremony which started with all the competing nations, Trophy, Vase and Club Teams parading around the arena. Vernon, myself and the three riders all found it a very moving experience, to see all those people from all over the world cheering and clapping when we walked round, it was just like the Olympic Games. I think we got the most applause because of our tatty appearance. 'Team Scruff' Vernon called us. Poor Paul was elected to carry the Manchester 17 Banner but never the less carried it with great pride and a big smile.

MONDAY 3rd. OCT.

This was it, the day that we had all been looking forward to had finally arrived. After all those months of discussions, meetings, and heated arguments. Our first man away was Brian Green No.44 then No.220 Jack Chatwood, and Paul Reynolds No.221. Out on the course Ian and Joan Burgess and I waited anxiously for our first rider to arrive within his allotted time that was quickly running out. Realising that he was going to be late Joan and I dashed to the far side of the check heaving petrol cans chain lube and drinks etc. leaving Ian to wave Brian on to the check. He arrived late dropping several precious minutes, after quickly filling the tank and lubricating the chain he was off again. To our dismay the same happened to Jack and Paul, both arriving late, but by this time I realised that most of the entry was late and I tried to reassure them with this information.

At check No.2 the same happened again, all our lads dropping even more time. At this stage moral was very low and they were thinking that if all the checks are as tight as this we will all be out on the first day. However by Check No.3 they had managed to pull back some of the lost time and when they arrived back at the showground at the end of the first lap they were on schedule again. On the second lap they had again lost time at checks 1 and 2 but this time they were not too discouraged as they realised that after these two the rest were not too bad.

Paul was the latest, he was not feeling well, he had a terrible headache and had been brought off by one of the American riders injuring his arm, needless to say he was determined to press on. After all that our lads had gone through, I dashed back to the showground^{to help} Vernon set out tools and spares etc. ready for our riders to come in.

After finding out that all our riders had dropped time, Vernon realised that there would be no gold or silver medals for them and he advised them to concentrate on keeping going, using their extra time allowance on servicing their bikes. Paul was the last to arrive and clocked in with just three minutes to spare. Everyone congratulated the team and after a good bath and change and a nice meal back at the hotel, spirits were high with Jack and Brian, but poor Paul was feeling really ill with a badly swollen arm. However an examination by the doctor showed that there was no serious damage done, he still had a bad head though and realised that he must have some kind of virus, and went to bed early.

TUESDAY 4th. OCT.

Paul was feeling a little better and the swelling in his arm had gone down slightly. All our riders set off again and finished the day within their time allowance, but poor Paul was in the wars yet again. Out on the course, somewhere in the forest he had an argument with a hidden tree branch which hit him in the face and caused a gash in his nose, nevertheless he was still determined to carry on, a typical case of true British grit.

WEDNESDAY 5th. OCT.

All riders set off again on the same course as on Tuesday, but in reverse, which takes some doing when you don't have a reverse gear. By this time a lot of the sections had cut up very badly which made our lads drop time again. Happy smiling Jack was really enjoying himself and was not worrying about time, but moaning Brian was his usual self, especially when I didn't have any chocolate for him or his favourite blackcurrant drink, so he had to settle for orange. Paul was in trouble yet again with a blown front inner tube which he had to replace plus a broken front brake cable. A real problem this guy was turning out to be, I don't know why we picked him!!! At the end of the day they all used their extra time working on their bikes, changing tyres chains and sprockets and generally checking that everything was shipshape. Moral was very high, but nerves were beginning to get tense - will they make it?

THURSDAY 6th. OCT.

All our lads set off again and battled round the course, today I was determined to get it right for misery faced Greeny and had everything laid out ready for him, even his chocolate. When he arrived at my check I ran round doing what I thought was right, but no, I was wrong again handing him his bottle of drink I forgot to remove the top and was immediately told in chinese or some kind of language which left me feeling really inferior. Should I go home or smack him in the mouth. Jack and Paul went through without problems and all completed the day.

FRIDAY 7th. OCT.

Today I must have got it right, because Brian, although showing signs of strain, actually thanked me. The day passed without incident and all our lads were in really good spirits even though exhaustion was showing.

SATURDAY 8th. OCT.

Please God let them finish, this was the thought in all our minds as our team set off again. At the end of the course all riders had to ride a motocross track to complete the event and when they finally finished the joy we all felt was indescribable. Poor Vernon was nearly in tears he was so happy, champagne bottles were opened and the lads were nearly beaten to pulp with all the backslapping and hand shaking. The Manchester 17 Team finished ninth best clubteam which is truly a fantastic triumph and a credit to the club.

All the team members and their support crews thank the club members who supported their fund raising efforts and hope that they were not put to to much trouble by pestering them for their 10p's over the past months, it was worth it, wasn't it?

RESULTS. Brian Green Finished 31st. and won a Bronze Medal.
 Jack Chatwood " 87th. " " " Bronze Medal.
 Paul Reynolds. " 90th. " " " Bronze Medal.

Team Manchester 17 came 9th. in the Club Team results.

The Team has been awarded the F.I.M.Diploma, which is awarded for the best performance by a bona fide Club Team of 3 drivers, the three machines must include at least two different makes.

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COMMENT.

In a week that saw the Classic Bike Show at Belle Vue and the I.S.D.E. in Wales one must be forgiven for feeling sad at the way in which the former has become a monument to the British Motor Cycle and the latter has become a race which by its very nature has to be held almost entirely on private or forestry commission ground.

Last year the Classic bike of the show was Johnny Brittain's I.S.D.T. Royal Enfield which he rode in the 1953 event,

Rules have of course changed since that time, it used to be that the winner of the 'Trophy' ran the event the following year, but they could only run it for two consecutive years even if they won it both times. Britain (Country) won it in both 1949 and 1950 and therefore it went abroad the following year, it wasn't until 1954 that it came back to Wales through our winning it in 1953 in Czechoslovakia.

In 1949 and 1950 the two years that I rode my 350cc. Gold Star BSA there were no back up teams that I can remember even for the National and Works teams. You signed up with one of the petrol companies for fuel and oil, Dunlop for your Trials Universals, and either Champion, Lodge or KLG for your plugs you could get £5.00 from Lodge if you finished. Maintenance was done by the rider in the morning when you got 15 minutes or when you arrived back in the evening using the time you had 'made' before clocking off, many a bike was pushed through the check with a repair half finished.

With a bike that was prepared by BSA along with those for Fred Rist and the works and army teams at a price that wouldn't be enough for the deposit on one of today's bikes £227-6/10 and an entry fee of £20. I had the pleasure of riding as a privateer in one of the classic events of yesteryear.

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THE EDINBURGH TRIAL. 1st. October. 1983. Report by John Ward.

The weather forecast was pretty poor, so we prepared for the worst before setting off to ride to the Coventry start, however apart from a light drizzle which impaired visibility, the initial run was comfortable. On arriving at the start on the A.45, we filled up, signed on, had the bikes scrutineered and waited for the starting time of 3-30 am.

I was first away on the 250 XL.Honda followed by Brian Starkie and John Hoxworth both on 200 XR.Hondas, bringing up the rear was Walter Boothroyd - 500 Triumph Adventurer, Peter Potts with Glen as ballast were left behind as their start time was one hour later with the rest of the chairs. The night run to the breakfast stop at Findern, near Burton-on-Trent was warm and uneventful apart from losing John and Brian due to a misunderstanding as to which road to take from the roundabout close to the start. Nevertheless they duly arrived at Findern having done their own thing en route which included buying a map. Shortly before we left on the final road leg to Darley Dale, Peter and Glen arrived on time for their breakfasts - sausage, egg, tomato, fried bread, beans etc. always tastes good at 5-0 am.

Back on the road at 6-15 am. to arrive at Darley Dale just as first light was creeping across the sky, fill up and head across the road for the time control start at 7-30 am. numbers were fixed on to the bikes, and now the trial starts for real with Clough Wood being the first section. This didn't cause us any problems and with rain and mist starting to close in we arrived at section 2, Moneystoneshill near Newhaven, which didn't look particularly inviting, the multi-rutted limestone surface shrouded in mist, incorporating a stop and start test midway along the section, but we all seemed to take it in our stride and headed for section 3 and 4 at Putwell near Monsal Dale. These are stoney climbs with restarts midway, just so its not too easy, the restart in section 4 was on wet limestone with a gradient of about 1 in 6, careful throttle control is a must, particularly with a chair.

The infamous Litton Slack loomed out of the mist at 9-30 am. and after a delay for the section to open on time, we viewed at a distance the long steep climb - at M.C.C. trials you are not allowed to leave your bike, so rock kicking and line picking is something that you can only do once you are in the section. The climb was divided into 5 sub-sections with a restart for trials tired competitors, road tired bikes and chairs get a straight run through. This year, in complete contrast to last years gripless summit, most bikes had a clean climb, Peter and Glen on the Halo also found it easy.

A switch of course now diverted the trial from the section called Highcliffe near Eyam to Great Hucklow where a muddy rock strewn gully awaited the riders, which if the delay was being caused by competitors failing on the hill must have been spoiling clean sheets. Millstone Edge above Hathersage had a very vaguely marked special test and I remember doing a full circle before getting the direction right, this wasted valuable seconds. Onward to section 8 at Haydale near Peak Forest, a good hill with a double restart on it, and onward through to section 9 at Taxal near Whaley Bridge. Rake End time control located on Long Hill had to be reached at 12-08 my time - not earlier and not later than the 10 minutes allowance to retain a first class award. I arrived at 12-09 had my card signed and set off for the special test located on the old green road nearby. Brian set what appeared to be a brisk pace stopping astride the designated lines, when my turn came, not to be outdone on time after my dismal showing at Millstone Edge, I gave the Honda a tight wire after leaving the midway stop line and it was going well in third when I saw the final line approaching, astride which I must stop. Well not to put to fine a point on it, I slid over the line with both wheels locked. Result, failure of test and loss of first class award, Ah well!!

EDINBURGH TRIAL CONCLUDED.

The final section was at Lymer Rake near the old section of Hollinsclough, this was a good steep rocky climb, which an MZ rider on road tyres just in front of me made very nicely inspite of having to foot. Road tyred class riders are allowed to foot unpenalised in any two sections during the trial.

The final run to the finish in Buxton was all that was left and after signing off at our respective finishing times around 9-30 pm. a cuppa in the Haddon Hall Hotel-the trials headquarters- went down well. All that remained was the ride home completing some 275 miles in 15 fairly busy hours plus the loss of a nights sleep. However there was no rest for the wicked as Peter and I intended riding to Rhayader the following morning. So it had to be a quick check and lube of the chain and almost before the motor had cooled we were off again swinging through the bends beyond Welshpool and Newtown to see the I.S.D.E. at Builth Wells.

The following awards were claimed:-

John Ward.-----2nd. Class.

Brian Starkie,)

John Howworth.)

Walter Boothroyd.)

Not declared.

but the final results will tell all.

Peter and Glen Potts.---1st. Class.

PS. Anyone fancy lending me a road bike for next years do, or will I have to buy one?

Results confirmed as above but with John Hoxworth gaining a 2nd Class.

-----END-----

47 Years Ago.

Sunday 17th. January.1936.

A Conducted Tour of Trials Hills.

Present. F. Greaves & Marjorie; J.Scholefield; J. Machan; E. Charlton; N. Stretch; R. Hallam; C. Binks; C. Somers; Massey; Large; Lacey & Bunney. Arrived late at Rainow were H. Nield and T.Dugdale who were route marking for a future novelty event.

The largest turn out of the year moved off from the Princess Hotel at about 11 am. Led by F. Greaves the party moved off down Mauldeth Road much to the annoyance of the undersigned who not having seen the direction taken, charged off down Princess Road, in an earnest but somewhat naturally unsuccessful endeavour to catch them up, however the party was completed in Macclesfield and Mr. Greaves led us up to the first little spot of trouble - Langley Splash.

Here members showed their skill with varying amounts of success, those with 'comp' tyres proving somewhat superior. The only casualty was Cliff Somers "Ajay" the front headstock of which disintegrated. After persuading him not to try and ride it any further he transferred his affections to the pillion of Mr. Binks 'Tiger' who suddenly remembered a song made popular by the Mills Brothers and was not seen again until tea-time at Rainow.

After sampling other trials sections at Wildboardclough and Hazel the party made for the Rose & Crown at Allgreave & 'LUNCH'. Several hours later waders and stormguards adorning their respective but much heavier owners the party plus two lone gentlemen met at lunch, arrived at Flash Bottom and four very exhausted riders managed to get to the top

1936 and all that continued.

After a rather hazardous descent Mr. Large on his comp Infield had another try and did the climb feet up, unfortunately whilst descending things happened with the result - he arrived at the bottom minus headlamp glass and with a badly dented headlamp pointing uselessly heavenwards.

After Flash Bottom, onwards through a mixture of main roads and very secondary rabbit tracks to Flash, Summer Hill, Croft Bottom and Cheeks, the main road at the top of Cheeks being frozen, causing some rather strange antics by some who refused to believe that granite is a constant force (sometimes). So on to the Goyt Valley, Pym's Elbow, Jenkins Chapel and Rainow.

After tea and a pleasant run home the day was voted a great success Mr. Greaves being asked to run another such tour in the near future,

A.C.Lacey.

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AUTUMN TINTS RUN OCTOBER 23rd. 1983.

Not announced as a joint run with the BMW Club this was nevertheless a repeat of the run to the Pinstyl Falls that the Editor has organised for the last two years. As usual the number of Manchester 17 riders that greeted Barry Jones at the Robin Hood hardly warranted the diversion to do so and the majority of BMW members were waiting at Whitchurch.

Unfortunately this year I was unable to lead the run, but the practice of carrying out a reconnaissance over the route paid off and the car park at the falls restaurant must have been very full indeed. A total of some 45 to 50 bikes joined the run which at Gobowen it was felt prudent to split into two parties joining up again at the village of Llanrhaidr.

The route over the Eunant to the Bwlch y Groes has been improved since 1950 which was the last time that I had been over it and at which time the surface or lack of it would have given the BM's a lot of trouble. Apparently we had a first with an outing of one of the new K.100 four cylinder BMW's in the group ridden by Bill Frazer who incidentally is both a BMW Club member and a Manchester 17 member. Bill tells me that the bike handled impeccably although the seat is not as comfortable as the one on the RS that he owns.

The autumn colour is not quite far enough advanced but with the lost hour reducing the hours of daylight the run was terminated at Bala, members then returning home by any route that took their fancy.

Report by Barry Jones.

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Will members please note that the Advertisement by High Peak Motorcycles inside the front cover should read - Wheel Building and not Wheel balancing.

The Motor Cycle Centre have closed their shop on the Buxton Road and are now concentrated at 2 Carrington Road, Stockport.

BOOK OF THE MONTH.Gordon Ruffley's story of the Manchester 17's entry in the 1983 I.S.D.E.

The club Enduro Committee, comprising all the enduro riders had always considered entering a team in the I.S.D.E. in Wales. The crunch came in January 1983 when we had to show a bit of willing if we were really going to realise our ambition. Problem number 1 was the amount of cash that we would need if things ever came to a head. The enduro chaps promptly volunteered to provide a full team of officials and observers for January's John Hartle Trial in return for a large share of the proceeds - thanks to the trials committee we earned our first donation.

Phil Minne then started to organise various raffles, football cards and jumble sales. Star sales persons and organisers turned out to be the ladies of the club including Linda Roberts and Liz Green's team of female fanatics

Eventually we got a set of regulations and were faced with the daunting task of choosing a team and a team manager. The manager was easy, Vernon Leigh can't run but he can certainly talk, so he got the job with Phil Minne as the secretary elect. The choice of a team was a much more difficult task because we had 4 very good riders in the club. With David Farndell doubtful as to whether he could spare the time away from his new business he was elected reserve.

The team therefore was Brian Green, Paul Reynolds and Jack Chatwood, aided and abetted by three outriders on similar machines just like the works teams! The task of organising a support team fell to Vernon, and frankly I think that he was the only one who was aware of the enormity of the task that we had undertaken, after all flying the '17' banner is no mean feat when you consider the successes that our trials riders have had in such events as the Scottish Six Days Trial.

We needed enough support cars and crews to provide fuel and sustenance for 3 riders and 3 outriders for 6 days. Two laps of 95 miles each were envisaged per day and with the riders spaced out because of their capacities 125, 200, and 250 each fuel check had to be manned continuously. So the total personnel required was 4 cars with 2 persons in each, 3 riders, 3 outriders, 1 manager, plus 1 lady for clothes washing duties. Accommodation was arranged at the Greyhound Hotel in Builth Wells by Phil Minne and Brian Garner

The next big problem - how to pay for it, the raffles were going badly with a poor response for the second one in spite of the tickets being distributed through the Newsletter. A jumble sale brought in £100 but things looked grim. Then a change of fortune - Vernon came up trumps and blagged £500 out of the Stockport Sports Council, the Club Committee donated £150 and the last raffle made a profit after all thanks to a final spurt on ticket sales when Chairman Ian Bottomley realised that the 17 isn't a limited company and we might have to pay the difference.

So, we eventually got a team, a support crew and enough money to make the entry viable. Vernon was given the task of interpreting the regulations so that we would all understand them. We tried to get sponsors in addition to Squires of Gteshead who for some unaccountable reason help Brian Green and Town & Country who for the same reasons hinder Paul and Jack. We didn't get out for nowt except Jones Goggles (very nice too) but Renthal, PJI Oil and Metzeler all chipped in with spares at cost, thanks folk, we really do appreciate your help.

Next, machine preparation, all the bikes were stripped (nice word that) and suspect parts were replaced. New chains and even pistons and rings were 'run in', removed and placed in spares kits. A complete list of parts which might be replaced in the time allowance were packed, labelled and taken to Wales. 'Uncle Len Hyre respoked all the wheels to his exacting standards and special thick (and expensive) inner tubes were fitted, we were taking no chances.

The riders went to Builth Wells on the Friday evening before the event in order that they could attend the F.I.'s Saturday Social and extensive pre-event medical and documentation check, machine examination and marking procedure.

This is where the fun started, for Jack Chatwood cannot stand on one leg with both eyes closed without falling over. Also trials riders please note - in a real motorcycle off road/on road event, no tax disc or no insurance means exclusion, no excuses entertained, no messing, no argument, go home please! Scrutineering brought about a big problem, in spite of the fact that Les Davies, yes the Les Davies assured Gordon Ruffley that brake lights would not be required, guess what, the F.I.M bods insisted that they should be fitted. Now since every other British rider must have been mis-led by the same Les Davies Esq. brake light switches were being snapped up at extortionate prices in ever increasing circles as far as Swansea and Birmingham. Gordon Reynolds eventually persuaded a local dealer to take one off a new bike but refused to pay the asking price of £50. and settled for a promise to return it in a clean condition after the event. Ha Ha Ha

ace mechanic Bill Bristow "bobby dodged" it up with a torch battery on to Jack's Kawasaki and the bike was sent into scrutineering with a promise that Jack would snip the wires and pocket the switch once he got into the parc ferme. Big problem, a marshall kindly offered to wheel the bike away to its allotted spot before Jack could operate the snips. Quick as a flash Lorna and Pete Lockwood demanded the marshalls attention to a make believe problem, giving Jack time to do the dirty deed and hand the switch over for the next bike in the production run! By the way, Brian Green owes the dealer for the switch as he had it last.

Sunday was the day that our heroes paraded in front of millions at the showground, proudly carrying the Manchester '17' banner and wearing an ill fitting assortment of Manchester '17' jerseys and at least one wooden leg. Truthfully they got a bigger cheer than the Royal Signals Display Team and the American ISDE Team even though as usual the Yanks were cheering themselves. Meanwhile our team of outriders, comprising Ian Bell of Squires, Bill Bristow and Ian Ruffley from T & C were quietly inspecting Mondays route, having searched out the route marking. British team manager - eat your heart out.

DAY 1 of EVENT.- MONDAY.

Our lads fired up as per rehearsal and off they went into what happened to be, in many ways, the hardest day of the week. Get this, five, yes five minutes into the day Paul Reynolds was treated to a handlebar lift by a passing American which left them both in a heap - no apologies - just a "get out of my --- way" look from the yank. Those who know Paul are aware that enduro riding has already treated him to a right arm held together in the same way as Barry Sheene's legs. Paul was so put out by this crash that at one check in the day he was 58 minutes late, just 2 minutes short of exclusion and the end of our team hopes. Examination at the end of the day revealed black and blue biceps on both sides of his upper arm. Brian Green's early number was advantageous but even he was 17 minutes late and admitted afterwards that he thought that we had bitten off more than we could chew. At check No.2 with 14 checks to go he was 20 minutes down. Jack Chatwood settled for a steady day, "no problems" he said but at the end of the day he was 25 minutes down, and replaced a suspect drive chain before signing off. Heres where our managers strategy came into play. Gold and silver awards now out of sight for individuals, Vernon instructed his riders to use every available minute to keeping the machines running properly, we were in for a hard time.

DAY 2 - TUESDAY. Another reconnaissance of the route by the outriders the evening before suggested that today's route was going to be twice as tough in the Crychan Forest. Rennie was still feeling poorly, he diagnosed a front wheel puncture on a very tight check after complaining of five miles of poor steering! Brian Green gave Gordon Ruffley a rollicking because his spare Jones goggles weren't gift wrapped! Serves him right! It cost him six minutes at the end of the day. Jack continued in his happy way and was so chuffed at the end of the day he almost stopped to sign autographs during the acceleration test. Vernon's maintenance strategy was now put into operation, all the lads fitted new rear tyres and used up their hour prior to signing off.

DRAMA!! Vernon got a set of Monday's results and Rennie was excluded - out of time. An interview between manager and rider quickly confirmed Rennie's claim that he was only 58 minutes late on his black Monday. A quick meal and Vernon and Gordon rushed down to the Metropole Hotel in Llandrindod Wells to lodge a protest together with the necessary 5000 Swiss francs. At 1-30 am on Wednesday morning they emerged from the jury room triumphant, protest upheld, our lads were back in the hunt.

DAY 3 WEDNESDAY. A reverse of the previous days route which had cut up badly with the passage of 382 riders. It was bad, and then some. Brian Green said that he thought the worst part of the whole six days was when he approached the special test. It had been hissing down for most of the day and the test area looked like the Somme. However he survived and found enough time to fit a new chain and sprockets before riding into the parc ferme. Jack the smiler and Rennie the invalid also toured in, very happy to have survived a hard day - new Renthal sprockets and Izumi chain were fitted all round. Rennie had a comic tale to tell - having arrived at a bad bog feeling particularly knackered here were a dozen or so foreign riders stuck "up to the makers name" in goo. Rennie decided to have a go and got stuck just as badly, whereupon the marshalls who were trying to clear the course left the other guys who were not 'Brits' and helped Rennie to get through first - so wearing a green helmet paid off!

DAY 4 - THURSDAY. All our weary heroes presented their machines to Eddie Chandler (the starter) on time, and yet again Paul Reynolds bike was mentioned over the loudspeaker as a 'first kick' starter. We couldn't figure out why our Kawasaki was getting so much free publicity until we read in TMX later that E. Chandler's Kawasaki powered outfit was up for sale. Cute in it?

Anyway, off went our chaps on to a brand new route, which included two tours of the Claerwen Dam and a couple of quick trips around a new moto-X special test at Castle Vale. Outriders were valuable today, even if they are a bit illegal. Rennie broke the adjuster on his front brake cable and the only way that he could get any brakes was to over do the adjustment, which meant that the front brake was on all the time and the bloody thing wouldn't go round corners. Guess who he bumped into deep in a Welsh forest, Ian Ruffley, who just happened to have a spare handy. Brian Green had a gentle go at Dennis Taylor today, having been chastised for not having the regulation Yorkie on a silver plate our Dennis thought that he would make it A la Carte today. Petrol, Chain Lube, segmented orange on a serviette, and high energy glucose drink for our hero No.44 Everything went according to plan until he got to the beverage - Brian apparently was expected to chew the top off the drinks bottle whilst wearing his helmet. Brian Capper had to push his Range Rover between joiner and plumber (couldn't afford the petrol) and the Cagiva rider eventually got back on to the trail spitting glass and dentures in time to fit front disc pads en route and repair his radiator which was in danger of falling off. The Kawasaki riders fared little better today, Rennie was knocked off his bike by a tree branch and nursed a cut nose while sitting in the mud. He also ran into Jack's bike when they were both trying to negotiate a large bog.

To add insult to injury Jack threw his bike away on a fast stretch and broke the front light unit and number plate. Fortunately he was able to borrow Bill Bristow's light unit and have it officially marked at the end of the day by the FIM stewards. All three riders did a complete tyre change before wheeling their bikes in for the night.

DAY 5 - FRIDAY. The previous days route in reverse with all the problems of going over well used ground. Jack Chatwood borrowed Bill Bristow's kickstart after worrying for most of the night about the one that had served him well for 4 days. However it didn't help him very much when he hung his bike in the fork of a tree, but his green helmet did, for assistance arrived from nowhere to help a Brit in trouble, they even gave him a brew! Brian was worried about a bad bog between checks 5 & 6 but had a surprise to find that the Clerk of the Course had cut it out because the West Germans had made a new motorway around it - by moonlight - they were excluded. Rennie had a steady ride and was so surprised that no disasters had befallen him that he treated his bike to a P.J.I. gear oil change by way of a celebration, the other chaps did likewise. Only one day to go, Vernon was as nervous as a kitten and Joan Burgess who had done the washing all week was looking forward to an evening when she could see something other than the inside of the local launderette.

DAY 6 - SATURDAY. An easy ride over moorland and through the Radnor Forest to the final special test in England! Uneventful for Rennie and Greenie but Jack Chatwood had a dice with the Yank who brought Rennie off on Day 1.

Quote, "Are you still in this event?" - perhaps he thought that Jack was Rennie, "Well stick to your own rut bud, or I'll have you out" Would you believe that the Yank is called Roy Mungenast or as Jack said - Munganastie, sporting chap wasn't he? Bill Bristow stopped for a wee on the moor and found that he had lost his kickstart - or was it Jack's. Good management what! It could have cost Jack his medal.

The special test was a cock-up, barbed wire around the course and 50 riders per race. Our lads took it steady, no heroics, after all we had won more than we expected, 3 Bronze medals and ninth best club team in the world! Even better when you check the results, we were only beaten by 2 British Teams, the Scottish ACU, which I assume are the pick of the riders north of the border and the Leatherhead who used such aces as Dia Jeremiah (isn't he an imported Welsh ace?)

That makes us the Best British Club comprising real club members, they all go to the Robin Hood every Tuesday night, well done chaps.

Just in case I have forgotten to mention anyone, including Vernon Leigh, Bill Bristow, Pete and Lorna Lockwood, Ian Bell, John Goodlife, J. Sadler, Arthur ?, Gordon Reynolds, Dave Eaton, Joan and Ian Burgess, Dennis Taylor, Brian Capper, Ian Ruffley, anyone who sold or bought raffle tickets, football cards, donated jumble, collected it, sold it, or helped in anyway shape or form, especially our trade sponsors and the Stockport Sports Council and the Manchester 17 Committee. To you the riders asked me to say "THANKS VERY MUCH."

READERS LETTERS.

4, Waverley Drive,
Cheadle Hulme,

I.S.D.E. 1983.

What a grand effort!

Can I congratulate everyone on the Enduro scene in the Club. I won't mention names as I know that beside the great ride by the three lads a lot of people contributed to make the entry happen.

Such success must register with all club members that an "All out" determined effort to succeed can work both on and off the bike.

Once again thanks for making me feel proud to be a '17' member.

Jim Capper.

(Devout Trials Enthusiast.)

-----oooooooooooo-----

"Paddock Side",
Towers Road,
Poynton.

Dear Members,

Since joining our club in the mid fifties I have seen many changes to the Newsletter in terms of format, content, quality and frequency of publication.

The most significant changes were effected when Keith Haining assumed, on our behalf, the unenviable task of Editor. Indeed, for the first time in the club's long history, we were privileged to read truly professionally produced Newsletters which appeared with unfailing regularity at the beginning of each month, Keith being also largely responsible for the content of each issue.

Be under no delusions, Keith has injected a breath of fresh air into our club by his efforts. He is what the Romans would describe as "sui generis" - unique, without equal in his position as Editor of our magazine.

In his September editorial, Keith, referring to his role, suggested that "a rest from it at the end of the year would be good for the Newsletter and the Editor". It may well be beneficial to Keith. Goodness knows he has earned a rest from his labours, though no doubt his agile brain will apply itself with equal enthusiasm to another challenge (the BMW Club would be most grateful for a chance to harness his restless energies).

But, good for the club? It would be disastrous! Keith's peers are as rare as rocking horse manure (or four stroke MZ's) May I appeal, therefore, to each of you to let him know, in no uncertain terms, how much we value his contribution to our club and ask him to think again before he rides off into the sunset.

John Yates.

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