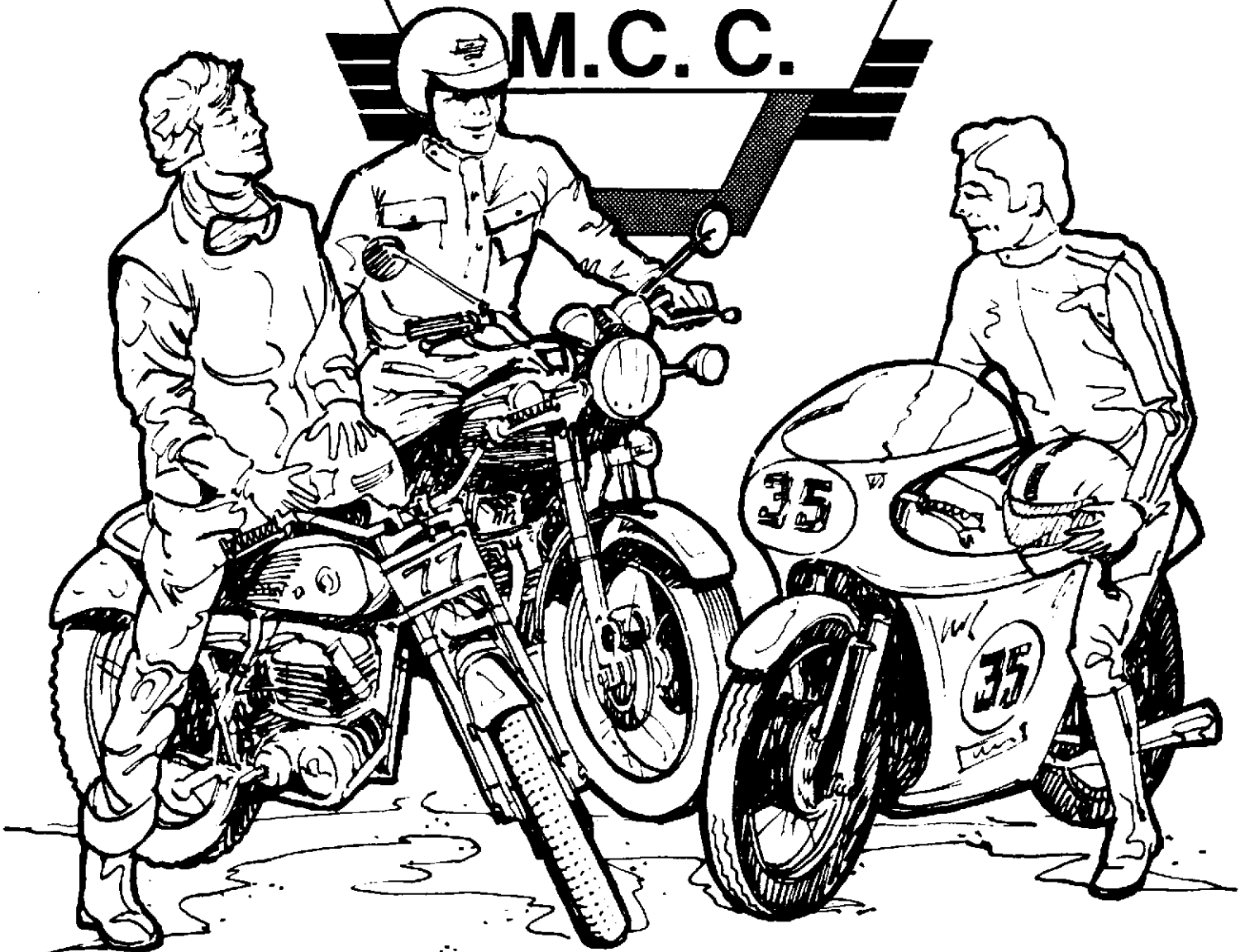


FEB 1983

# THE MANCHESTER '17' MOTOR CYCLE CLUB

(Founded 1935)



Meetings: Tuesdays, 8-30pm. Robin Hood Hotel, High Lane. (A6)

# WHEELING & DEALING

\*  
**TOWN & COUNTRY  
MOTORCYCLES**  
227-229 STOCKPORT ROAD  
ASHTON-U-LYNE  
061-339 3918  
136, BUXTON ROAD HEAVILEY  
STOCKPORT  
061 - 483 2804

**MOTOR CYCLE CENTRE**  
061-480 3346  
2 CARRINGTON ROAD  
STOCKPORT  
also  
261 BUXTON RD. Gt. MOOR  
STOCKPORT  
061-456 5202

**TRAVIS SPARES**  
BRITISH MOTORCYCLE SPECIALISTS  
NEW & SECOND HAND BRITISH  
MOTORCYCLES AND SPARES  
HELMETS AND CLOTHING .  
16, TURNCROFT LANE  
STOCKPORT .  
061 - 480 6670

HIGH PEAK MOTORCYCLES  
( SALMON & MELLOR LTD. )  
ALBION ROAD NEW MILLS  
TEL. NEW MILLS 42289  
SUZUKI - MZ.  
M.O.T. CENTRE  
WIRE WHEEL BALANCING  
A SPECIALITY  
CLOSED ALL DAY WEDNESDAY

\*  
**PAUL LUDLAM  
MOTOR CYCLES**  
57 - 59 BROADSTONE ROAD  
REDDISH STOCKPORT  
061-432 1743

**ARMSDENS  
MOTORCYCLES**  
AGENTS FOR SUZUKI  
147 ASHLEY ROAD  
HALE CHESHIRE  
061-928 2104  
BARBOUR - BELSTAFF - KETT  
STOCKIST

**BOB LYDIATT  
MOTOR CYCLE REPAIRS**  
1 CROMWELL STREET  
HEATON NORRIS  
STOCKPORT  
061-480 5375

**B. G. C.**  
MOTORCYCLE ENGINEERING  
( BRIAN CAPPER )  
SORIAU TUNING - CYLINDER BORING  
CRANKSHAFT, CYLINDER HEAD  
ENGINE RECONDITIONING, MACHINING  
FORK STRAIGHTENING - HELICOILING  
WELDING AND ROUTINE SERVICING  
43A CHESTER ROAD, NORTHWICH  
0606 - 77212

**DEREK  
WARBURTON**  
260 LONDON ROAD  
HAZEL GROVE  
STOCKPORT  
061 - 483 - 4500

**WYMAC**  
Your Only Local  
RELIANT DEALER  
135 WELLINGTON ROAD NORTH  
HEATON MOOR - STOCKPORT  
061-432 5637

\*  
**ADAMSONS  
of Stockport**  
240 STOCKPORT ROAD  
CHEADLE HEATH  
061-428 9599  
OPEN 7 DAYS A WEEK

**JOHN E. SHIRT  
MAJESTY  
MOTOR CYCLES**  
THE WORKSHOP, STABLE LANE  
BUXTON  
BUXTON 5460

\*  
**SKIDLIDS**  
4 LIVERPOOL ROAD  
MANCHESTER  
061-834 1501

\*  
**CLAREMONT  
Motor Cycles Ltd.**  
TEAM YAMAHA SERVICE  
275-7 STAMFORD ST.  
ASHTON-U-LYNE  
061-330 3418

**TRIM**  
GRAND PRIX RAINSUIT  
MOTOR CYCLE BOOTS  
SECONDS WATERPROOF CLOTHING  
DIRECT FROM THE FACTORY  
\*\*\*\*\*  
TRIM  
12a JACKSON STREET,  
HYDE CHESHIRE  
061 - 368 - 9216 .

\* DISCOUNTS TO CLUB MEMBERS

MANCHESTER 17 MOTOR CYCLE CLUB.

NEWSLETTER - FEBRUARY. 1983.

CLUB OFFICIALS.

EDITOR. Keith Haining,  
83 Offerton Lane,  
Stockport,  
Cheshire. SK2 5BY.  
Tel. 061-483-4437.

PRESIDENT. Ron Weale, 18 Jacksons Edge Road,  
Disley, Stockport, Cheshire.

CHAIRMAN. Ian Bottomley, 1 Mulberry Close,  
Heald Green, Cheshire.

SECRETARY. Roger Richards, 49 Woodsmoor Lane, Stockport.

MEMBERSHIP SEC. Roger Richards. ---ditto---

TREASURER. Ken Roberts, 17 Mill Lane, Hazel Grove, Stockport.

TRIALS SEC. Edgar Rosenthal, 192 Compstall Road, Romiley, Stockport.

RALLY SEC. Paul Rushton. 81 Boddens Hill Road, Heaton Moor, Stockport.

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

RIGHTS OF WAY OFFICER. Vernon Leigh, 2 Marton Green, Bridgehall,  
Stockport.

CLUB CAPTAIN. Geoff Winstanley, 3 Dean Street, Northwich, Cheshire.  
Tel. 0606-44563.

TRAINING SEC. Ken Howard, 25 Broadstone Hall Road, South Reddish,  
Tel. No. 061-477-4291. Stockport.

ORDINARY MEMBERS. Dennis Taylor, 6 Sundial Road, Offerton, Stockport.  
Phil Minne, 12 Stainburne Road, Great Moer, Stockport.

CLUB ROOM & NIGHT. See Cover.

DIARY OF EVENTS.

6th. FEB. Road run into Derbyshire. Approx 70 mls. Meet junction of  
A.57 and A.560 2 miles east of Hyde. 10-30 am.

15th. FEB. General discussion on foreign travel. 9 pm. Robin Hood.

16th. FEB. ENDURO SUB-Committee Meeting 8-30 pm. Robin Hood.

20th. FEB. CLUB TRIAL. Clough House, Derbyshire. Ken Roberts, Secretary  
Location - Take A54 out of Buxton and turn right 2½ miles  
past junction with A.537 keeping on the A.54.

20th. FEB. Visit to JODREILBANK RADIO TELESCOPE. Meet Robin Hood 1 pm.

2nd. March. COMMITTEE MEETING Robin Hood 8.0 pm.

4th. March. ANNUAL AWARDS NIGHT - BUFFET - DISCO. Tickets £6.00.

8th. March. Film Show. Robin Hood.

16th. March. ENDURO SUB-Committee meeting 8-30 pm. Robin Hood.

EDITORIAL.

Dear Members,

On the 11th. January a prospective new member came along to the Robin Hood and the impression that he got of the Manchester 17 was first class, these were his words not mine.

In the first place Graham Watson was at the club when he arrived and seeing a new face, engaged him in conversation, introducing him to the other members who were present. Then we had our 'Open Forum' which allowed the members to participate and to top it all I had a copy of the January newsletter that I was able to let him have.

The 'Open Forum' did not go as smoothly as I would have wished, but this was my own fault because I had not prepared anything that would break the ice so to speak. However the members did listen to what was said and it gave me food for thought.

I would like to give a resume of some of the points made and for which I couldn't think of a snappy answer at the time.

- a. I proposed that we have a run to Snowden on the 22nd. May. I then listed three alternative things to do. i. Walk up Snowden with me. ii. Go by train to the summit. iii. Visit the slate museum on the far side of the lake.

Re-action. Why do we have to keep going to Wales?

I thought that this was a bike club not a walking club.  
I don't see any point in visiting a slate museum.

Answer. The first rule for anyone organising a run for the benefit of club members is to ensure that he or she goes and does what he or she will enjoy. The result- at least one satisfied member.

- b. I suggested that we might have a camping week-end in the Lakes near Cockermouth.

Re-action. Why a camping week-end why not go to a rally.

Answer. Rule 1 applies again and I am not personally into rallies, like the Dead Ants etc.

Question. i. When are we going to have another photographic run?

Question. ii. Why didn't we stop on the Wrynose Pass during the run to the lakes on the 19th. Sept. 82.

Answer. i. April. Incidentally for those who came on the last one see the announcement of the competition in this newsletter.

- ii. Geoff Winstanley explained that it was very difficult to find a suitable parking place, this area is very popular.

Final Comment. Any member of the club can offer to organise a club run, the response from the other members will soon tell you if you have found the right formula.

EXCERPTS FROM THE PAST.

DECEMBER 12th. 1936. ANNUAL DINNER AT RAINOW. report by A.C.Lacey.

Members present. E. Charlton, J. Scholfield, C. Somers, T. Dugdale,  
C. Binks, A. Lacey, R. Wilcox, E. Cave, R. Embleton,  
J. Sharpe, G. Machin, H. Nield, E. King.

Starting from the Princess at 6 o'clock those mentioned above, with the exception of H. Nield who proceeded to Rainow alone, packed themselves into one sausage van (Scholfield) one Morris "ten" (Cave) and one BSA 3 Wheeler (Embleton) and moved off towards Rainow. After groping their way through sundry clouds of fog Messrs. Cave & Co. reached Rainow about three beers before the rest, however this was speedily rectified and the dinner commenced.

This was a huge success, several of the greedier members got as far as three helpings of goose, their greediness was only realised after they had tackled the Christmas pudding after which loud groans prevailed.

By this time Mr. Binks was getting quite "ripe" and after pulling down the decorations, dressing himself up as something known only to himself, and trying to set the house on fire we quietened him down sufficiently to stagger upstairs "en masse".

Mr. Nield then presented the club trophies most of which seemed to go to Mr. Machan, although John Scholfield did get one. After a few good short amusing speeches, the more "alcoholical" members started what appeared to be a desperate race against time, during which bottles emptied rapidly. Mr. Machan was leading by about three laps, due no doubt to the fact that his "main jet" was double the size of anyone elses.

He rewarded us amply however by a very amusing description of his exploits on the sand and in trials, followed by a remarkable exhibition of "dancing" with Mr. Binks

Mr. Tinsley after accepting a couple of drinks, dissapeared, and returned after a time with two large tin jugs of - for which he was applauded by all. (What was in the jugs was missing from the account. ED)

As it was getting on for midnight about three members decided it was time to leave, and after carrying on for a short time the rest of us followed after unanimously voting the evening one of the most enjoyable we had ever spent.

-----0000000000-----

RON WEALE - PRESIDENT OF THE MANCHESTER 17 M.C.C.

The committee of the Manchester 17 Motor Cycle Club have unanimously voted to make Ron Weale an Honorary Member of the club in recognition of the service that he has rendered to this club and to motorcycling.

THE JOHN HARTLE TRIAL - SUNDAY 16th. Jan. 83.  
 Report by Keith Haining.

Three of the clubs sections were in evidence at the John Hartle Trial that was held at Harrat Grange Farm near Chapel en le Frith on the 16th. The Trials section who were of course running the event, The Enduro section who stood to gain financially, and the road riders some of whom it was said would go anywhere as long as it wasn't Wales.

Taking the attendance figures for the sections in reverse order certainly didn't put much of a strain on my abecas. Those meeting at the Robin Hood - 2, the Editor and Ian Harrison. Making their own way Graham Watson and Geoff Winstanley and that evergreen 'Observer and Hon. Member Dennis Rourke. Ian was particularly interested as he hopes to get a trials bike in the near future and participate rather than spectate.

The Enduro lads turned up in force to help at the start and to observe, Vernon Leigh, Phil Minne, Dennis Taylor, Brian Green, Brian Garner, Pete Conway, Paul Reynolds and Jack Chatwood. The secretary of the trial Jim Capper quickly dispatched them to the various sections on the course.

A word now about the course - difficult - although I am sure that both observers and competitors could be relied upon to come up with other expletives. The amazing thing is though that whilst they may have felt this way while they were struggling round three laps of the 12 sections not one of the riders that I helped untie their bibs complained in anything but a humorous tone. The reason for this I feel was that in the very difficult condition? Novice and Experts got pretty much the same marks usually a three or a five.

An entry of 111 tackled the sections in the order dictated by the starter so that queuing was kept down to a minimum, sections 1, 2, and 3 were in the old quarry near to the start. These were the easiest sections being over rock and most of the cleans were scored in this group. Section 4 was a grassy ledge with limestone outcrops that the riders had to descend and then climb steeply over a three foot high step that quickly became very greasy. No one cleaned this section the best one could hope for was a 3 on each lap.

Sections 5 and 6 in the wood near the farm were a sea of mud, most riders found it as difficult to get past the section starts card as they did to make any further progress in the section. Tyres quickly clogged and looked more like slicks and as grip dissappeared the weight of mud being carried by the bikes increased. The best score here was Chris Clarke the winner with 8 for three laps on section 5.

Section 7 on the fringe of the wood consisted of a tight turn on to a ledge round a tree whose roots plus rocks were to most unsurmountable. A word of praise here for the observer Brian Green who deprived of any shelter from the extremely cold wind and the fact that we were up in the cloud at Harrat Grange meant that it would have been warmer on a North sea trawler.

Sections 8, 9, 10, 11 and 12 were at Gautries the farm next door, these were reached across the fields. Riders had to go down the hillside past the sections that they then had to tackle, ending up at the top again. The recent weather had not had the devastating effect on these sections as it had had on the previous three sections. The rocks stand proud giving grip where forward motion can be maintained, however in section 8 forward motion was frustrated by the introduction of a loop into the field reminiscent of the limbo turn that features in the "Kickstart" series on the television.

Section 9 was the first one that took the riders into the gully that ran out finally at the top of the hill, and whilst the first part was reasonably straight forward a final climb and turn over a large pile of rocks had most riders pivoting on one foot to score accordingly. Unfortunately for those who did well here the state of the observers card meant that this section had to be omitted from the results.

Section 10 was a stop and balance section with a 60 degree turn needed up against the vertical rock of the gully wall. Only number 69 J. Darlington managed to clean this section on each of the 3 laps. No. 32. A. Clarke, No.36 John Hulme, and No.96 Dave Thorpe were the only riders who managed to keep their scores to 3 for the three laps.

Section 11 further up the gully which they traversed, turning round a tree and back again across the ledge the gully having run out. Once again very few riders managed to keep their scores to zero for all three laps they were No.16 G. Carney, No.32. A. Clarke, No.42 D. Hooke, No.55. P. Bennett, No.90. P. Salt, No.95. C. Milner, No.96 D. Thorpe, No. 105. K. Hobson. This is not to say of course that other riders didn't clean this section on one or two of the three laps.

Chris Clarke and John Hulme had scores of 2 and 3 respectively on the last section No.12. for the three laps, while a total of 6 helped D. Hooke, R. Darlington, J. Darlington, and D. Thorpe to their 1st. class awards.

### RESULTS.

#### 3 Laps - Eleven Sections - No. 9 omitted.

John Hartle Memorial Trophy.	C. Clarke.	240	Izumi Fantic.	43.
First Class.	A. Clarke.	240	Fantic.	55.
	D. Thorpe.	340	Bultaco.	58.
	J. Hulme.	246	JES Majesty.	61.
	D. Hooke.	250	Majesty.	62.
	J. Darlington.	200	Fantic.	65.
	C. Milner.	280	SWM.	72.
	R. Darlington.	250	Bultaco.	73.
	P. Bennett.	250	Majesty.	75.
	G. Carney.	200	Montesa.	76.
	M. Bailey.	240	Fantic.	81.
Best Intermediate.	C. Machin.	240	Fantic.	84.
Runner Up.	A. Hipwell.	250	Majesty.	95.
Best Novice.	D. Morewood.	175	Majesty.	85.
Runner Up.	N. Moreland.	340	Bultaco.	86.

The club thanks all those who assisted and Mr. D. Thompson and Mr. F. Williamson the farmers whose land we used.

-----000000000000000-----

CLUB SUB-COMMITTEES. Report by K.Haining.

In addition to the main executive committee that is elected by those members who attend the Annual General Meeting in November each year, there is a Trials Committee who take care of all matters appertaining to the running of the series of trials that the club organises.

For many years now the Manchester 17 Trials Sub-Committee has held its meetings at the White Horse Hotel, Disley where until recent times a small room was available. The dates of the meetings are invariably linked to the holding of a trial and the inquest afterwards. The number of people who attend the meetings is not fixed and any interested party can take part. Usually it is restricted by the willingness of members to get involved in a practical way by offering to assist in section marking and officiating on the day of the trial.

Following my policy of reporting on all aspects of club affairs I attended the meeting on the 12th. January. At least twenty members were present and all were able to speak and vote on a well prepared minutes of the previous meeting and an agenda.

I don't think that anyone present will disagree with me when I say that this number of people is far too great for a sub-committee, and that whilst in the past members have been welcome to sit in so to speak it is impossible to get through the business of the meeting with so many voices trying to be heard often two or three at the same time.

To make matters worse the White Horse has been modernised and whilst it is a very comfortable open plan arrangement, it no longer affords the degree of privacy that is needed. However that is something for the Trials Sub-Committee to accept or reject.

Whilst it is not my intention to give a blow by blow account of the meeting one matter that had its origin at the AGM and that gave rise to at least two proposals was the benefits and penalties of 'Sporting Membership'. This was introduced by Jim Capper at the AGM last November when it was passed, the meeting leaving it to the Trials Sub-Committee to decide upon the conditions that would apply to members who wished to take advantage of the reduced fee of £2.00.

You will recall that instead of asking an out of town rider to pay the full club membership when seeking an entry in one of our trials with little prospect of seeing him again. We offer him Sporting Membership at half price. However in order to qualify for this form of membership the rider must belong to a club somewhere and be in possession of an ACU Competition Licence. Production of this licence at the time of applying for the S.M. was to be essential. Riders who do not produce the licence would be refused membership.

Now riders are very careless about things like reading the rules carrying licences etc. and as one who has had the unpleasant task of excluding a prominent rider for an infringement of the rules I have sometimes regretted the decision I took, albeit was with the ACU Stewards agreement. So I felt that this policeman type attitude at what should be a sporting event was wrong. After all riders are supposed to have a current ACU Licence in order to ride in any event and they are rarely asked to produce it at the trial. An amendment to the proposal that licences be produced to the effect that application for Sporting Membership be accepted on trust was carried by the members.



TRAIL RIDERS FEDERATION - BYWAY AND BRIDLEWAYS TRUST.  
by Dennis Taylor.

Whilst supporting the BMF and the TRF the Manchester 17 sent a donation to the Byway and Bridleways Trust in June 1982, this was very much appreciated by the trust who regularly send the club copies of their bulletins. The following is an extract from Bulletin No.9. 1982. which tells of one success story in the constant fight to keep trails and green lanes open.

Application Refused. Gwent County Council's application to downgrade to a bridleway a vehicle track well-used by motorcyclists has been refused by the magistrates. The track runs from Wattsville to the Mynydd Machen-Mynydd Grug mountain road, and crosses a disused railway line. The Council, apparently concerned by a sheep straying problem, applied to downgrade the track under S.116 of the Highways Act 1980 on the grounds that it was unnecessary. After visiting the track the two magistrates hearing the case failed to agree. A rehearing took place before three magistrates, at which the Council based its case on its proposal to create a linear country park on the route of the disused railway line and to include part of the track as a horse riding circuit. The declared aim was to minimise conflict by removing vehicular use. The magistrates dismissed the application on the grounds that it had not been proved that the vehicular use of the track was unnecessary.

The members of the T.R.F. team who opposed the application, argued their case effectively and feel confident that they can win cases provided they have time and money to prepare them properly.

-----ooooooooo-----

PHOTOGRAPHIC COMPETITION.

On August 29th. 1982 the road riders went on a photographic run in the Wirral peninsula. Ron Armsden supplied the route and the Editor led eight members from the Boat Museum at Ellesmere Port, via Willaston, Hadlow Road Station, Ness Gardens, Parkgate and the Wirral Country Park at Thurstaston.

Photographs taken during the frequent stops should by now have been developed and those members who came on the run are invited to enter a maximum of three photographs taken at the time in a competition.

There will be two classes for the entries, prints and slides, the maximum of three photographs will be accepted in both classes.

Entries should be identified with a mark and a letter sent with the entries should give name and address, the number of prints and or slides together with the method of identification.

The judges will be members of a photographic club that has no connection with the members who enter the competition and their verdict will be final.

A prize of £2.50. will be awarded to the best entry in each class and entries should be in the hands of the Editor by the 15th. February. The results will appear in the March newsletter.

-----ooooooooooooooooo-----

MANCHESTER 17 / ROSPA TRAINING SCHEME.

Ken Howard the Training Officer says that the first course will start on February 6th. 83. The scheme has 3 approved training grounds, 4 examiners for the part 1 test and 10 instructors. All they need now are more pupils. Ken's address is on page 1 and his telephone No. is 061-477-4291.

Treasure Hunts, ~~-----~~ write an article on how to tackle this type of event.  
Poker Runs. Some years ago didn't someone give themembers a talk  
on the interpretation of the various methods of route  
marking. Can someone refresh my memory?

Phil Minne has embarked on the Enduro Sections most ambitious fund  
raising exploit yet. A bike raffle with a first prize  
of a voucher worth £750 that can be exchanged at any  
one of three dealers Town & Country Motorcycles, Motor  
Cycle Centre and H.D.Cartwright for a bike of their choice

Roger Richards has not moved house, he still lives at 49 (forty nine)  
Woodsmoor Lane inspite of the editors efforts to move  
him to 29. We can only hope that the lady who lives  
at 29 will accept our apologies for the inconvenience of  
having to pass on the renewal forms sent there by members.

NEWS from our ADVERTISERS.

Bob Lydiatt informs me that in addition to the motorcycle  
repair and servicing that he offers at his premises at 1 Cromwell  
Street, he also stocks Lockheed spares, Goodyear tyres, disc pads  
and filters. He is also an authorised MOT examiner.

Once again we correct the advertisement that High Peak Motorcycles  
have on the front cover which should read Wire Wheel Building

-----oooooooooooo-----

MANCHESTER '17' TRIALS FROM MARCH 1983 to FEBRUARY 1984.

<u>Date.</u>	<u>Event.</u>	<u>Open to:-</u>	<u>Secretary.</u>	<u>Zone.</u>
10/4/83.	John Simister.	Centre.	Sonia Rosenthal. Bollington 73728.	UZA.1,2,3.
19/6/83.	Duron 1.	Club.	Colin Mather. 061-494-0372.	UZA.2:PG.
10/7/83.	Dave Rowland.	National.	Ron Weale. Disley 2001.	UZA.1,2,3.
23/7/83.	Over 40, Nov Pre 65.	Centre.	Ron Hulme. Whaley Bridge 3379.	UZA.
31/7/83.	Duron 2.	Club.	Ken Roberts. Poynton 871474.	UZA.2 PG.
28/8/83.	Duron 3.	Club.	Edgar Rosenthal. 061-427-1755.	UZA.2.PG.
11/9/83.	ENDURO.	Centre.	Brian Garner. 061-456-8049.	3.PG.
25/9/83.	Trial.	Centre.	Jim Capper. 061-440-9367.	UZA PG.
23/10/83.	Fisher Trial.	Centre.	Ken Roberts. Poynton 871474.	UZA.
27/11/83.	Duron 4.	Club.	Colin Jones. 061-449-8543.	UZA.2. PG.

CLUB TRIALS FIXTURE LIST CONT.

<u>Date.</u>	<u>Event.</u>	<u>Open to:-</u>	<u>Secretary.</u>	<u>Zone.</u>
11/12/83.	Northern Experts.	Regional.	Ron Weale. Disley 2001.	3.PG.
22/1/84.	John Hartle.	Centre.	Jim Capper. 061-440-9367.	UZA.
19/2/84.	Trial.	Centre.	John Garlick. New Mills 45239.	UZA.PG.

-----ooooooooo-----

INTERNATIONAL TOURING SECTION. by Geoff Winstanley, Club Captain.

There's only one thing better than touring abroad on a motorcycle and that is doing so with other riders, meeting up at the end of the day to recall sights and experiences that occurred en route. With this in mind I would like to get people together, into groups to journey abroad (or in this country if you prefer) and to generally help and encourage foreign touring.

If you haven't ridden abroad before, it is really worth the effort for your bike is probably the best way that there is to see the world around you. You will see not only your destination, but a host of interesting places en route in a way that no other form of transport allows, plus having the enjoyment of riding. No package tour can hint at the sense of freedom, independence and fulfilment of getting there yourself, for your a motorcyclist not just another tourist.

You don't need a big bike although it does help. My MZ250 took me comfortably to Rome and back and my 500 Morini gives all the power I want for one up touring. Smaller bikes than 250 cc. would no doubt reduce your daily mileage, but should not stop you going.

A quick survey in the clubroom indicated considerable interest but a variety of preferences. Some suggestions are the Circuit de Pirene, the FIM Rally in Austria 1983. race meetings or just the sights and sun.

So I would like to hear from anyone interested with their preference for dates, distance and destination and hopefully some of this years road runs will be a bit more interesting.

-----ooooooooo-----

Although the Editor does not claim to be a regular visitor to the continent he has attended two FIM Rallies, one to Maastricht in 1979, and to Yugoslavia in 1981 it might be useful if we had an informal discussion in the clubroom when the experiences of other travellers can be told for the benefit of all. See 'Diary of Events page 1.

-----ooooooooo-----

MANCHESTER 17 M.C.C. ANNUAL AWARDS NIGHT - BUFFET DANCE.

Tickets are available from Ken Roberts the Club Treasurer price £6.00. The venue is once again the BELGRADE HOTEL, Dialstone Lane, Stockport. Don't be put off by the word 'BUFFET' you eat the courses in turn at set places, all those who came last time thoroughly enjoyed themselves. The date 4th. March. Time 8 pm till 1 am.

EXETER TRIAL JANUARY 1983. Report by John Ward.

The mild weather prior to this event seemed certain to end before we set out on the Friday afternoon for the start control at Cirencester, however it remained mild and with Brian Starkie and his wife as the send off party, two outfits and one solo set off from the Rising Sun in the Grove for the 700 mile round trip.

Peter Potts with Ron Armsden as ballast were on the 650 Halo outfit, John Hoxworth with Peter Ogden crewing were giving the Jim Maple 750 Triumph outfit an airing and last but not least your scribe on the 250 XL Honda. With the initial journey to the start completed in the rain and dark, the machines were checked by the machine examiners, the riders signed on and at 22.06 hours we were off towards Crewkerne and the first control 91 miles away in the Cricket St. Thomas Wild Life Park.

We arrived in the very early hours after a rather wet ride, and after signing in had a welcome warm and brew in the cafe before tackling the first section - a muddy lane located in the grounds. The Honda got cross rutted - a quick dab - and loss of First Class award - just like that, and with only 250 miles completed. However, on through Honiton and two more sections Stafford and Greenslinch, generally muddy climbs before a short stretch of M5 motorway to the breakfast stop at Kenford just south of Exeter. We arrived at 04.45 and should have been penalised for early arrival, but the time check marshall was feeling generous.

A welcome breakfast, the full monty, soon disappeared and we were ready to restart after having the bikes scrutineered for the second time, mainly to see that lights were still working. 06.31 and we were underway again towards section four, Tillerton which was somewhat easier than usual the rain having washed the rocks clean and filled the holes with shale. Ten miles further on at sections five and six, Peter and I were surprised to find John Hoxworth and Peter Ogden already there. It turned out that due to unclear information on the route card in which a Gulf petrol station had changed to an Elf petrol station they took the wrong turning and missed the Tillerton section.

The Fingle sections were quite tough with steep muddy climbs and I remember dangling a leg or two and seeing John and Peter giving the Triumph a bit of stick (think of Jim's bores), the sections finished we all had a breather, thankful that it was now daylight, and let the Triumphs cool off. We were over the worst and at Simms, the next section, Peter and Ron couldn't work out whether they footed before or after the section ends card. At this point we lost contact with John and Peter on the Maple Combo and arrived at Higher Rocombe, section 11 which was its usual superb climb with hairpin bends. For the solos on trials tyres there was a restart part way up that had me fighting the Honda to get forward motion again.

The route now took us over the estuary bridge with its picturesque views and into Teignmouth, shortly leaving via the main road and joining the M5 for a 20 mile gallop to just beyond Sidford at Bovey Down and the special test which consisted of riding to place the front wheel over a line, reverse back over it, drive forward and finally stop astride a line, the whole being timed from start to finish.

Within this area of land, Normans Hump section 12 was to be found, it was a very steep muddy climb with very little room to run at it yet surprisingly good grip for the solos. I think Peter and Ron had trouble here and also on Clinton, section 13 which was equally steep and stopped the Honda, driver error really. At the top I stopped and watched Peter and Ron have a run at it, just for fun, and blasted to the top in fine style, pity M.C.C. sections don't allow a run into the sections, all attempts are from a stationary position from the line.

All that remained now was the final section Waterloo No.14 and whilst waiting for our turn, Peter got into conversation with Ralph Venables (name dropping) and asked him why the outfit was called a 'Halo'. "Did he always wear it round his neck"? Ralph asked. The midday sun was so warm here that wax started to ooze out of my suit, however before it became too unpleasant we next into the section. The muddy winding climb was in prime condition and I footed with abandon, Peter and Ron stopped.

It was all over, a final run of ten road miles to the finish at Sidmouth. 12.45 on the Saturday afternoon saw us signed off and paddling in the sea to wash our wellies. There was no sign of John Hoxworth and Peter as we retired to our hotel to have a wash and nap. However a phone call from John to say that the Triumphs clutch had packed up ten miles away at Bovey had us reluctantly dragging our suits on again. We rescued the stricken outfit one hour later having removed the chaincase and tightening the clutch springs.

A good meal, a few drinks, a nights sleep and after a good breakfast the return journey commenced. We didn't stop for the first 130 miles until just past Cirencester where a convenient Little Chef and petrol station offered food and fuel. Onward again to just through Stow on the Wold where both Triumphs required attention, John's had an electrical fault and Peter had to adjust the clutch push rod that was being steadily devoured. No further problems occurred until we reached Buxton where the Maple combo's clutch began to slip badly, John managed to coax it up Long Hill out of town and finally staggered home albeit slowly.

The whole trip was just short of 700 miles and whilst the outfits gave some trouble they were fortunately curable at the roadside. The 250 Honda, apart from oiling the rear chain and tensioner, never hiccuped once and gave an average petrol consumption of 102 mpg.

-----00000000-----

In the January Newsletter, the Editors report on the committee meeting that took place on the 8th. December 82 contained a reference to the disquiet that Phil Minne and Vernon Leigh felt on hearing that the Rally Section had been allowed to open a separate account for the Dead Ants Rally when they had not for the Enduro Team funds.

Vernon asked the Editor to qualify his attitude as being fully in accordance with the Committees policy of only having one bank account for the Manchester 17 Motor Cycle Club, the account being in two parts a deposit account and a current account.

-----00000000-----

THE BRITISH MOTORCYCLISTS FEDERATION & THE 1983 FIM RALLYE.JOIN THE CLUB.THE 1983 FIM RALLYE - MELK, AUSTRIA. 6, 7, 8 JULY.

What an example British riders set at last years International Federation of Motorcyclist's Rally in Switzerland. The 220 strong British team, everyone of them a member of the BMF, ranked the third largest there.

There are over 100 trophies to be won at an FIM Rally, the major ones going to the nations and clubs that not only field the largest teams, but also ride the furthest to the rally. From Finland and Sweden it is a long ride to almost anywhere, but what British riders miss on distance they invariably make up in enthusiasm and avid support.

There is likely to be upwards of 2000 riders camped on the banks of the blue Danube river beneath the imposing monastery at Melk, about 60 miles west of Vienna, and many more will be staying in hotels close by. There'll be eating, drinking, music and dancing, a coach trip into Vienna, prize giving and folk dancing shows, with the usual Parade of Nations on the afternoon of the third and final day.

No doubt there'll be some frustrations too; it's almost inevitable when so many congregate in one place. There will be some queuing for meals, and campers won't have a quarter acre plot all to themselves. We can only hope that lightning doesn't strike twice and destroy the water supply to a hotel as it did at the '82 Swiss event. If the prospect of such 'tragedies' appals you then please don't enter the rally; but if you like the idea of three days shared with riders from about 20 other nations then the FIM Rally is to be recommended.

The entry fee this year is 1600 Austrian Schillings, we leave you to convert that into pounds, for who can anticipate what the exchange rate will be in early February when the entry forms should be available. Pre-booking is obligatory, and all entries must be in by 15th. April.83.

All riders who hold BMF membership cards are eligible for entry. Anyone who entered last year will automatically be sent details for this years do, but others should apply as soon as possible to Geoff Wilson, BMF/ACU Touring Steward, 4 Scaur Close, Lazonby, Penrith, Cumbria CA10 1BT. (Please send 22 pence worth of stamps as well to cover some of the postage costs).

If you have not dared venture abroad before on your bike why not use the FIM Rally as an excuse to do so. Ride with a friend or a club group .... or ask Geoff for some foreign touring information to help you along.

A PIECE OF ADVICE. from John Ward.BOB HEATH X500 FLIP SHIELD.

If like me you still prefer to use a proper open face helmet, you may be interested in this visor produced by Bob Heath.

The visor is attached via a small peak to the helmet by three studs. Peter Potts and I used them in the Exeter Trial this January and found them very satisfactory for the following reasons.

1. The curvature and length of the visor reduce updraughts and if a scarf is worn around the chin in very cold weather the draught is reduced still further.
2. The small peak is usefull in reducing dazzle from either the sun or oncoming car headlights at night.
3. The length of the visor when down prevents rain from reaching the jacket collar thus keeping you neck dry.
4. There is no noticeable pull or lift on the helmet at speeds around 70 mph.
5. In addition to the normal advantages of wearing a visor this one can be raised or lowered easily when on the move.

At around six quid from club dealers I wish I had discovered it years ago, it made the 700 mile Exeter trip seem like a trip to the shops.

PS. if you want to filter the air you breathe with the visor down, grow a beard like Dave Lawson, his fits the bottom of the visor like a glove?? chin?

-----000000000-----

MUTUAL AID.

FOR SALE. BMW Handlebars. £5.

BMW Crash Bars for R45/65. £18.

Craven Clipper Handlebar Fairing. The one with the small storage compartment. Has been fitted to a BMW R80. £40.

BMW. Handlebar Fairing. £35.

BMW (Type) Legshields. £35.

All from Bob Willocks on 061-430-4693.

FOR SALE. Ossa 250cc. Trials Bike. 1975 Model White and green. £220.

Kawasaki KH.400.S3.'T' Reg. 9900 miles. £300 o.n.o.

Both from Andrew Darwent on 061-980-2295.

CLUB SUB-COMMITTEES - ENDURO SECTION MEETING on 19th. JANUARY.83.  
Report by Phil Minne.

Whilst all members of the Manchester 17 Committee have been given a copy of the minutes from which these extracts are taken, it was felt that members not directly concerned with the Enduro scene should be informed.

RAFFLES/FOOTBALL CARDS. Phil reported that contributions from the football card (enduro) and his bottle amounted to £70. Books of raffle tickets for the Motorcycle described in 'Club Comment' on page 8 are being distributed in the Cheshire Centre and Phil has obtained permission from the Chief Marshall at Oulton Park to sell them at the 1st. road race meeting.

BRINKS ENDURO 1982. As the club awards night is not being held until March, Vernon suggested that the awards for the 1982 event be posted to the winners this was agreed to, The 1983 Brinks Enduro will be held on 11th. Sept. 83.

I.S.D.E. The Manchester 17's Entry - Vernon Leigh who is the team manager (designate) supplied copies of the draft proposals for the organising of the team, bikes, accomodation, fuel, spares, back up, etc. always assuming of course that the ACU give us an entry.

NEXT ENDURO SUB-COMMITTEE MEETINGS ARE ON. 16/2/83; 16/3/83; 13/4/83.

Manchester 17 Committee Members have all received a copy of the draft proposals, anyone who has not received a copy should contact Phil Minne. The team will of course require help of all sorts so if you make a contribution between now and the 1st. week in October when the event takes place please contact Phil, Vernon or Brian Garner. You could for example take books of raffle tickets to your place of work.

The event is being held in Wales the headquarters and start is at Builth Wells, Powys.

-----  
LETTER FROM PHIL MINNE TO CLUB MEMBERS.

Dear Member,                      1983 I.S.D.E. in Wales.

Some time ago, one or two members expressed a wish to marshall at the I.S.D.E. If anyone is still interested, would they please contact.

J.D.Matcher, Handyman's Store, Park Crescent,  
 Llandrindod Wells, Powys.

If you require any further information, please contact me at the club and I will do my best to help.

You will also find from time to time, members of the Enduro section selling raffle tickets. Your donations so far are greatly appreciated, but I would like your assistance in selling more tickets. As you can imagine, it requires a considerable amount of money to enter a team in an event of this nature, so please, Ladies and Gents, take some tickets and sell them to your friends. Tickets can be obtained from Brian Garner.

Phil Minne,  
 Enduro Sub-Committee.



# TRADES & AIDS

## JOHN YATES

FOR  
Motor Cycle Number Plates

Pressed Aluminium  
Superb Quality - Quick Service

Poynton 874409  
(evenings)

## GARDNER & TAYLOR LTD.

BUILDERS, JOINERS  
PLUMBERS

EXTENSIONS - REPAIRS  
PATIO DOORS - GLAZING

061-483 9266 - POY 3075  
061-487 2525

## JAVIS MFG. CO. LTD.

Lower Carr Mill, Hopes Carr  
Stockport

Model Aircraft - Boats - Cars and  
Railways

WHOLESALE ONLY  
061-480 2002/3

## S. & R. MOTORS

26 UPPER BROOK STREET  
STOCKPORT

Car Sales and Bodywork

M.O.T. WHILE-U-WAIT

Telephone 061-480 4755

## DIAL AUTO ELECTRIC

Electrical Repairs to  
CARS and MOTORCYCLES

8 Dial Road, Gt. Moor, Stockport  
061-483 0961

## Chestergate Wood Supplies

for your  
D.I.Y. & Home Improvement  
Requirements

Borron St., off Gt. Portwood St.,  
Stockport  
at junction 13 M63  
061-480 7138

## G.B. TROPHIES

For all Sports Trophies  
CUPS - TANKARDS - SHIELDS  
Engraving Service

175 Bramhall Lane  
Stockport

Telephone 061-480 5818

## BRIAN GREEN

CENTRAL HEATING  
and PLUMBING  
CONTRACTOR

061-483 4175

## TOP TEN TYRES

We stock all makes of Motorcycle  
Tyres - Please ring for quote or  
advice

35 London Road, Hazel Grove  
061-483 6873

## M. WATTS (Mrs.)

L.I.S.Ch., A.Ch.

Chiroprapist

25 Hillington Road  
Edgeley, Stockport

Telephone 061-480 0133

## BASE CAMP

89 Lower Hillgate  
Stockport

061-480 2945

Lightweight Tents - Sleeping Bags  
and equipment for the  
MotorCyclist and Backpacker  
O.S. Map Stockists

## Roy Worth

High Class Decorator

PRIVATE & INDUSTRIAL WORK

43 Lisburne Lane, Offerton  
Stockport

061-483 6705

## HB Printing Co.

Printers and Stationers

Specialists in small quantities of  
Commercial Stationery

Letterpress and Lithographic Printers

A QUOTE COSTS NOWT

175 Bramhall Lane - Stockport  
Telephone 061-480 5818