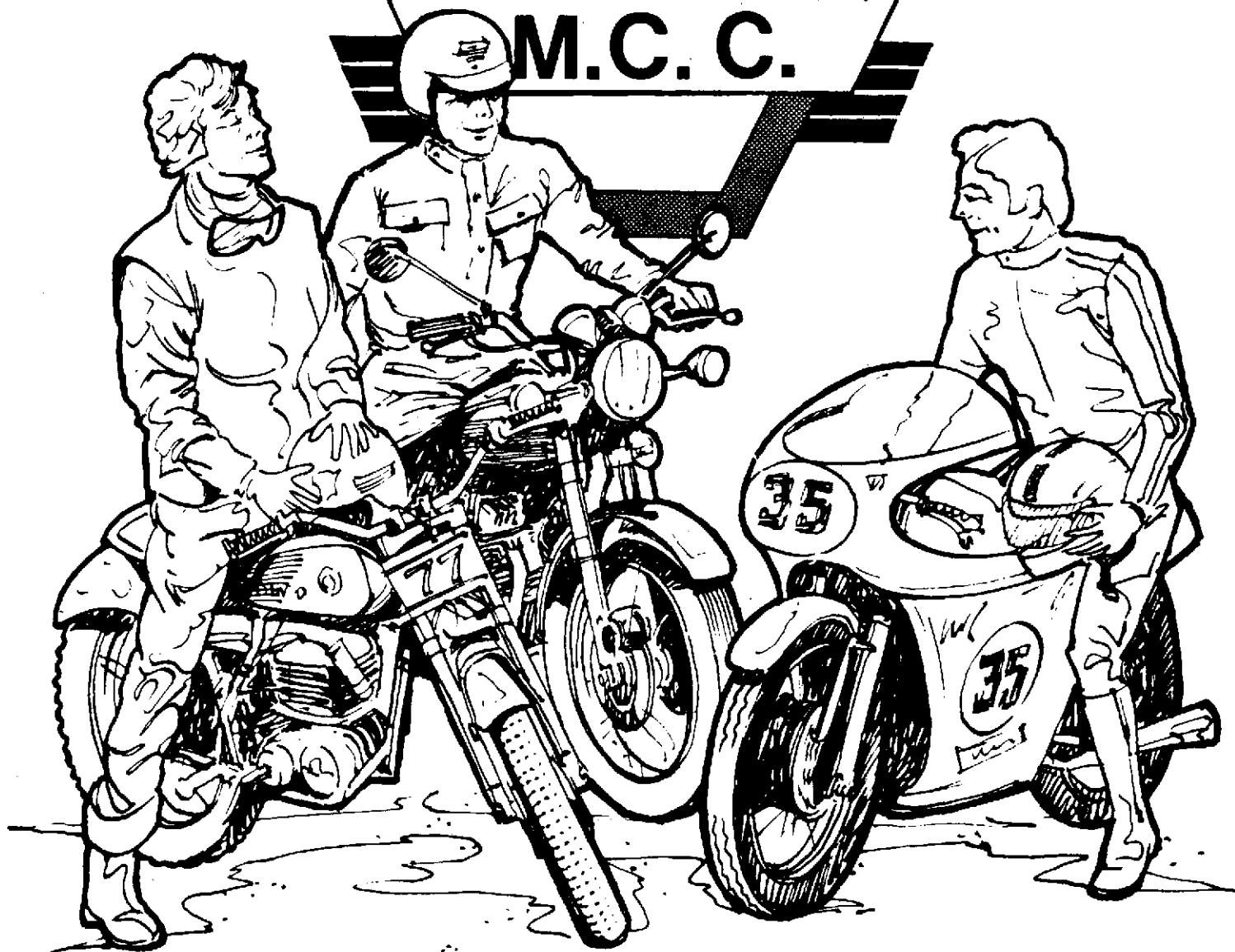


JUN 1983

THE MANCHESTER '17' MOTOR CYCLE CLUB

(Founded 1935)



Meetings: Tuesdays, 8.30pm. Robin Hood Hotel, High Lane. (A6)

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FRAN TOWN

MANCHESTER 17 MOTOR CYCLE CLUB.

NEWSLETTER - JUNE. 1983.

CLUB OFFICIALS.

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. -----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.

TRAINING SEC. Ken Howard, 25, Broadstone Hall Road, South Reddish,
Stockport. Tel. 061-477-4291.

ORDINARY MEMBERS. Dennis Taylor, 7 Sundial Road, Offerton, Stockport.
Phil Minne, 12 Stainburne Road, Great Moor, Stockport.

CLUB ROOM & NIGHT. See Cover.

DIARY OF EVENTS.

JUNE 12th. Club run to the Foxfield Railway, Blyth Bridge, Nr. Stoke.
There are 15 steam locos on display plus 5 diesels and 1
electric locomotive. Entrance fee £1.00. which includes a
ride. Start from Robin Hood at 12.30. pm.

JUNE 15th. Trials Committee meeting at the Swan Hotel, New Mills.

JUNE 19th. Duron Round 1. See inside for details.

JUNE 26th. Ride to the three Sisters Race
Meeting for vintage racing motorcycles, near Ashton in
Makerfield. Meet at Sports old shop, Liverpool Rd. at 11 am.

June. 29th. COMMITTEE MEETING. Robin Hood at 8-0. pm. prompt.

EDITORIAL.

Dear Members,

In December 1982 I wrote an article based on a talk given to the club by Drs. Geoff Roe and P.E. Thorpe the subject of which was motor cycle steering and stability. Their work at the Wolfson Motor Cycle Research Unit at Manchester University funded by the German BMW factory had resulted in the design and production of a prototype front fork based on the 'Leading Link Front Fork' concept.

Unfortunately the basic feature of the design according to Dr. Roe was the size of the front wheel spindle, I say unfortunately because this meant that the dimensions of both the front wheel and the leading link itself assumed proportions that looked unnatural. The reaction of BMW was to say the least unsympathetic and in spite of irrefutable evidence from Dr. Roe, BMW did not take up the option and the opportunity to incorporate the forks as original equipment and all that this means in terms of production costs was lost.

Attempts to interest engineering firms in this country to manufacture the fork resulted in delay after delay, mainly I feel because very little market research had been carried out and the extent of machine modification that was needed to a BMW, which incidentally was the only bike to which the forks had been fitted, was considerable.

Since 1976 when the prototype was produced, one club member who has been keen to fit a set to his own BMW has been John Yates. John has followed the progress or lack of it made by his friend Geoff Roe and appearance from time to time at the BMW Club meetings added to his frustration. However a solution to the problem of how to get a set of forks was slowly being worked on at Leek Technical College where Gordon Griffiths was developing a set of forks that could be more readily fitted to the standard BMW without recourse to changes to wheel and headstock.

Accepting a standard wheel spindle or one that would not affect the cup outside diameter of the taper roller bearing fitted in the disc brake type of wheel. Marrying the 2½" diam Renolds tube that houses the Koni dampers to the standard stanchions to fit the existing yokes is done with a boss of high duty alloy that deeply spigots the two tubes making them into a single leg.

The unique method of carrying the disc brake caliper and the linkage tying it to the stationary leg of the fork plus the very neat proportions referred to in the preceding paragraphs has resulted in a very pleasing layout and what is more important one that can be adapted to existing machines.

Both John and Gordon report that the handling of the machines is improved by the new forks, and whilst they may not fulfil all the criteria set out by Geoff Roe they offered to at least one enthusiastic motorcyclist the chance of a lifetime.

So next time you see that immaculate R.100.RS. have a good look at the front forks.

THE BMF RALLY. Report by John Ward.

The annual gallop to Peterborough helps to clear the coke and other accumulated crud from the pipes, plus the prospect of a sunny day seemed a good idea at the time. However the weather, usually very good, became very bad with rain setting in soon after passing through Leicester. A brew and a pie just before Peterborough enabled Peter Potts and Dave Lawsons BMW GS80's to cool sufficiently to keep up with my 250 XL. for the remaining few miles and we joined the increasing throng of bikes heading towards the East of England Showground, the general standard of riding would best be described as excellent.

Once inside and having parked in an easily remembered spot - helps finding the bike when surrounded by thousands of others - we made our way to the main arena, to watch first of all, vintage speedway races which looked a bit hairy but seemed to show if nothing else that dirt track Duggies go better in straight lines than round corners.

An Arena Trial followed, you know the sort of thing, pirouettes in window boxes and cart wheels over tyres, however it was made all the better by all the hazzards being liberally wetted by the incessant rain. A few A.O.T's were seen with the bikes usually standing neatly upside down resting on their handlebar ends waiting for the riders to regain their composure before continuing. Each rider had to perform a wheelie for about 96 metres or 100 yards for you Anglo-Saxons at the finish of each lap, one rider finished that requirement and continued on, turning back along the front of the Grandstand and finally back to the pits, before letting the front wheel down. Must try it on the XL, down the A6 to Simpson's corner on a Tuesday, rear mudguard sponsor needed!!

The dinner interval approached and as the grandstand began to empty, we made a bolt for it, (mechanical ingenuity) to get a seat out of the rain, this achieved we were able to have our butties in comparative comfort. The rain continued as we watched the final round of the arena trial as Nigel Birdshit and his cronies muffed the various plastic hazzards.

Finally, at 3 pm. with the rain still teeming down we squelched round the sidestands thinking to ourselves, it will take about half a ton of 'Solvol' Autosol to restore the exhibits to their former glory, and then, low and behold as we walked towards the bike park, the rain finally stopped.

The journey home through Melksham and Derby proved ten miles shorter than the outward one through Leicester, and apart from weathering a thunderstorm just before Derby, the ride was very enjoyable. The BMWs gave me to understand that they were barely off the pilot jets, the Honda did the journey for half the price.

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The BMF report that inspite of 5 hours solid rain, a record crowd of 26,300 people attended this years rally. John Reynolds (Bultaco) won the arena trial losing only 25 pints.

Next years rally same site - 20th. May.

COMMITTEE MEETING 18th. May. 83. Report by K. Haining.

Those present were Ron Weale, Ian Bottomley, Roger Richards, Keith Haining, Edgar Rosenthal, Vernon Leigh, Geoff Winstanley, Phil Minne, John Garlick, Dennis Taylor, Paul Rushton.

The secretary Roger Richards informed the committee members that a wall chart had been obtained upon which it was intended that all meetings and events would be written. It was proposed to settle in this way the vexed question of dates in advance thus avoiding where possible the clashing of club meetings, and sub committee meetings. It will be put up on the club notice board and members who arrange events should make sure that it is filled in.

The Newsletter Editor reported at some length on the need for events to appear in the Newsletter, and for accounts of the events also to be documented. Dennis Taylor felt that the absence of the Editor on a Tuesday night prevented news matter being handed over, however the Editor felt that this was expecting too much of him and said that members should send articles in the post if need be.

The Editor had received two letters, one from Alan Whitehead the organiser of the Classic Bike Show, inviting the Manchester 17 to put on a stand at Belle Vue on the 1st and 2nd. October. It was proposed that as Keith Haining would not be able to organise the stand this year that a joint effort by the 17 and ROSPA should be made and the Chairman said he would see to this.

The other letter was from the National Motorcycle Museum asking for help in fund raising for this project. The Editor had already intimated to the organisers that we were at present actively engaged in fund raising for our Enduro Team entry in the I.S.D.E. and that we felt under the circumstances unable to accept a further commitment at this stage. The committee agreed with the action taken by the Editor which in addition to the article in this issue also undertakes to give more active support later in the year.

Edgar Rosenthal reported as Trials Secretary on the meeting of the Trials sub-committee held on the 11th. May. at the Swan Hotel. Arrangements are well in hand for the Dave Rowland Trial to be held on July 10th. Norman Eyres reported on the introductory youth event on the 23rd. April at the Victory Quarry at Doveholes, where our members assisted the Flagg Youth Trials Club at the same time hoping for permission to hold a club trial there in the future.

The Manchester 17 will manage an Arena Trial in support of the Stockport Lads Club fund raising event being staged by the Stockport Junior Chamber of Commerce. Ken Roberts has already given the JC a list of equipment we require and has approached a number of club riders. We will of course require some active support from all club members on the day - JUNE 18. so whether you follow the trials scene or not come along to the venue behind the Stockport Lads Club gymnasium Hempshaw Lane, Stockport.

At the back of this newsletter members who intend going to the I.S.D.E. in Wales during the first week in October this year will find a form to fill in appertaining to team assistance and accomodation. Phil Minne is hoping that members will fill in the form and return it to him. The bike raffle together with half the nett receipts from the John Hartle Trial held earlier this year added £429.75. to the enduro fund.

A decision has been taken by the committee with regard to the kind of Annual Dinner and Awards presentation that we will have in 1984. A small banqueting sub-committee has been appointed to make enquiries for this event which next year will be a formal dinner. The awards that will be presented will be restricted to premier trophies and special awards. It is hoped to have a guest of honour.

On the question of Awards, John Garlick was invited to make the necessary arrangements for obtaining the various cups etc. However the Editor asked as a matter of policy that the firm GB.Trophies should be given an opportunity to quote because they had taken space in the Newsletter. John was reluctant to do this in view of the time involved, but the Editor pointed out that unless firms who patronised the newsletter were at least given this opportunity he could not be expected to ask them to renew their advertisement later this year. The committee thought that the request was reasonable.

Paul Rushton reported as rally secretary that there was a doubt as to the availability of our present site near the Cat & Fiddle for this years rally. No reason was given but members of the trials section were assured that there was no threat to their use of the farmer, John Bowler's land.

NEXT COMMITTEE MEETING 29th. JUNE.1983. - 8.00.pm. Robin Hood.

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ADVERTISERS.

Each year the Editor spends a considerable amount of time sending out letters to each of the fifteen dealers who take squares inside the front cover. This has then to be followed up with a personal visit to them to see if they are happy with their own particular advertisement. Still more visits are needed as the deadline approaches for the production of the new covers. In the case of the back cover even more effort is required as quite a number of the advertisers have little or no connection with motorcycling..

The revenue from these advertisements more than pays for the covers and therefore is to the benefit of the Manchester 17. The Editor asks you to patronise those firms that support us in this way by at least giving them a chance to quote. If you get a better deal elsewhere that is fair enough but my own experience lately both with tyres and printing enabled me to place orders with firms on the cover. Please get at least two prices when buying especially if it is for the club.

Will members please note that in connection with the advertisement of High Peak Motorcycles. It should read 'WHEEL BUILDING' not balancing.

Highland Games. by Norman Eyres.

Over a number of years the Manchester 17 banner has been carried by a succession of members in The Scottish Six Days Trial.

This year was no exception as one young club member, Paul Turner followed in the footsteps of, Dave Rowland, Steve Thomas, Harvey Lloyd, John Hulme, John Shirt, Yours truly and others, in trying to bring back an award from this the greatest of all motor cycle trials.

For some, the week was to start a few days before the traditional carnival atmosphere of Sunday's Weigh-in. I had arrived on Thursday with my wife and daughter, Shirty arrived late Friday night straight from the shop looking thoroughly knackered. As he was stopping in the bungalow next to ours we had the kettle on when he arrived and talked into the early hours of Saturday morning. Pete Flemming, Mrs. Flemming as he became known as the week progressed because of his superb cooking, and Harvey who were stopping with John arrived at 6 o'clock in the morning after a long drive through the night, crawling into bed for a few hours kip.

Brian Cotteril who was stopping in the other bungalow was due to arrive sometime on Saturday. For those of you who do not know Brian, he is probably the best "over 40" rider in Whaley Bridge, sorry Ronny! He did in fact arrive with Margaret and the girls in the firms van at 2 pm. claiming to have covered the 350 miles in 5½ hours. This Harvey disputed, commenting that, "that Bloody Van must fly". Little did we know that van was going to save us a 3 mile trek to some out of the way sections called Glen Cia-aig, on Tuesday.

Saturday afternoon having visited the Glencoe Centre I popped in to see the lads, what a mess, you have never seen so much video equipment, all in the middle of the floor.

Sunday morning we all drove into Fort William for the Weigh-in. Here we met so many friends, it was hard to believe that we were not just at a local club trial. Some of the most interesting trials machinery in the world could be seen totalling over £250,000 worth, including Sammy Millers Ariel last ridden in 1963, incidentally, the year of my first Scottish, Eddy Lejeune's very special Honda, the new production 200cc Honda, and the very latest 250 Montesa. The whole scene was typical of any international motor cycle event.

In the afternoon, about 15 of us headed for Glen Nevis. At the top of the Glen we left our cars and set off to find a rope bridge which spanned the river. If you'd have seen some of the antics we got up to!! - just for the record not one of us got wet. we were all in the right mood and knew we were going to have a great week.

Monday, our first stop was a section called Cameron Hill, two subs of steep slab rock. As predicted, Lejeune and Gorgot were off to a good start as was our own Steve Saunders, Paul arrived and really looked to be enjoying himself. He came very close to a clean climb which received a big hand from an ever appreciative crowd of spectators.

In the afternoon we drove to the top of Glencoe and onto the top of Altnafeadh. Paul arrived just before the last man but really made our long wait worth while with a super clean, in fact one of only a handful all day. At the end of what was a very hard first day Paul finished in 52nd. place.

Tuesday saw us trying to find a new section called Glen Cia-aig, remember that 3 mile van ride I mentioned? Well, this section was miles from anywhere and nine of us made the long up-hill journey in relative comfort.

Of the first 100 riders only one managed to leg it to the top of this really hard section, Gorgot had a fabulous clean and only lost 3 marks all day. Paul arrived quite late in the day looking quite composed and finished the day in the top 75.

Wednesday we made for Kentallan. This is the last group, and is probably the type of section that has caused some criticism in recent years, as being too hard. It really tested the top men as it was not cleaned all day (could they be right?) though it did give us a great days sport watching the top continentals attempt sections of world class standard.

Thursday, nine of us were off in Brian's van again over the Corran Ferry and on to the Moidart Peninsula. This is the highlight of the week for me - I just love the place. About seven miles down the coast we arrived at Meall-nam-each.

As the competitors had to travel some 100 miles before reaching this section we had a few hours to enjoy the real beauty of the highlands. When the first riders arrived we heard tales of a number of accidents. BURGAT, the Fantic teamster, was so badly injured that he was out of the trial and had, therefore, lost his third place. Then we heard that Paul had been brought off by Eddy Lejeune on a narrow road. Paul eventually arrived with rather a sore "behind" nursing broken front forks, which later cost him a number of fives. He managed to finish the day and following a protest by other riders who had witnessed the incident he was allowed extra time to make repairs.

Friday, I suggested we go to a new section called Feifsit. Having studied the map the night before I said it wouldn't be that far to walk from where we left the cars. Me and my big mouth, you've guessed, it must have been at least 3 miles up-hill. Everywhere in Scotland's up-hill! You can guess how amazed we all were having reached the sections to find Paul's granny sat amongst the vast crowd. I am sure that she will forgive me for saying that she is 74 years young. At the end of a super day which saw Paul safely through we began to feel that barring any serious setback he was going to finish.

The arena for the finish of the final days action was picturesque Glen Nevis and 10 sections perched on the slopes of the snow covered mountain. A massive crowd had gathered to see Toni Gorgot from Spain overcome all the late challenges to win his first Scottish from Thierry Michaud and the World Champion from Belgium, Eddy Lejeune. Paul finished with a first class award and with the determination that had seen him through a tougher than ever Scottish. He vowed he'd be back next year. Only 1984 will tell whether he is the only Manchester 17 rider we will have to shout for, As for this year,

WELL DONE PAUL.

BMF. APPEAR BEFORE SELECT COMMITTEE.

In the week that parliament was dissolved, the BMF were asked to appear before an all party Select Committee of the House of Commons in order that they could submit their views on several subjects affecting motorcyclists. John Ross, Chairman of the BMF's Legislative & Technical Committee and two colleagues attended. The subjects covered were as follows:

ROAD MAINTENANCE - OVERBANDING.

The subject of BMF lobbying over recent years, the BMF expanded on its earlier written submission on overbanding, stressing the dangers and urging the Department of Transport give even greater emphasis to these dangers in their advisory capacity to Local Authorities. The committee's attention was drawn to the DfPs Roads & Local Transport Advice Note RA/21/82 issued January 1983, which deals specifically with overbanding stating that the width of the band should not exceed 40mm. The uncontrolled use of overbanding treatments increases the risks of skidding in wet conditions, particularly for motor cyclists. The BMF hope that riders will also use this advice note in approaches to Local Authorities where problems exist.

LIGHTING.

Earlier this year the BMF had been asked by the DfP for its views concerning the revision of lighting regulations for motorcycles and had agreed that the performance of some lighting equipment was poor. The BMF pointed out that many of their members had written complaining of poor lighting and therefore they supported the principle that headlight power should be related to machine performance and not as at present to capacity. This would mean three basic categories related to speed as suggested by the DfP (a). Machines capable of over 50 mph. should be fitted with headlamps to BS AU40 or "E/e". Machines capable of a speed between 30 and 50 mph should be fitted with a headlamp of not less than 24 watts, and (c). motorcycles and mopeds not capable of exceeding 30 mph should be fitted with a headlamp of not less than 18 watts.

NOISE.

The BMF made it clear that they in no way condoned excessive noise, pointing that they had even been criticised by some for their support for tighter controls over after market exhaust systems. As members of the British Standards Committee on Replacement Exhausts, the BMF welcomed the revised Construction and Use Regulation and supported the need for a British Standard but stressed that this was where the problem lay and not with new machines. In the case of the latter the BMF emphasised that a further reduction in noise levels introduced recently under 78/1015/EEC was, in their opinion, totally unnecessary and that hopefully these latest measures would prove them right.

VISORS.

As members of the British Standards Committee on Visors, the BMF welcomed the decision of DfP not to ban all tinted visors and stressed to the committee the positive safety benefits of a lightly tinted visor. The BMF also raised the point that it had written to the Chancellor of the Exchequer asking for VAT to be removed from replacement visors.

TRAINING.

As the organisers of the second largest training scheme with nearly 60 centres, the BMF were highly critical of recent legislation mainly with respect to a lack of incentive for 16 year-olds and the two year licence limit. The BMF submitted a plea that 16 year-old moped riders who take training and pass Part 1 be allowed to ride a 125 cc machine until passing Part 2 after their 17th. birthday, and categorically stated that in their opinion the 2 year limit on licences was unfair, illogical and unnecessary. Unfair because it was discriminating; illogical because holders of full car and moped licences were exempt and it was difficult to comprehend what benefits a 1 year ban would bring; unnecessary because a restriction to 125 cc brought its own incentive for most riders to pass their test and move up to the larger machine.

Note. Select committees normally remain irrespective of changes in government.

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NEWS IN BRIEF.

The winner of the Enduro Team Fund Raffle drawn on the 26th. April was David Adamson who lives at Poynton.

Ian Bottomley the club chairman and his wife Julie are moving house towards the end of June. Their new address will be 114, South West Ave. Bollington, Nr. Macclesfield, Cheshire. This move has an added bonus for the club in that they will be able to deliver Henry Rosenthal's newsletter thus saving us 12½p each month.

The start of the Duron Trial is from Clough House Farm, Wildboarclough. This is a club trial and is open to Solo Experts, Intermediate and Novices, Youth 'A'. and Over 40's. The secretary of the trial is Colin Mather whose address is 23 Beech Lane Romiley, Stockport. Tel. No. 061-494-0372.

The Editor is developing a new piece of equipment for the Physiotherapy Department at the Stockport Infirmary it consists of a pair of handle bars with twist grip incorporating variable loading.

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Scott Rowland continues to make his presence felt in sidecar trials having knotted up enough points with second place in both the Victory and the Mitchell Trials to earn him and his passenger an entry in the British Experts.

LLANBERIS RUN - COMBINED MANCHESTER 17 & BMW CLUB. 22nd. MAY. 83.Report by Keith Haining.

I chose Whit Sunday for this run because it was not a public holiday and because from past experience the Summer has usually come and gone during that particular week end. You can imagine my dismay when Howard & Una Wood from the BMW Club reported that on their reconnaissance run at the end of April there was still snow on Snowdon and that neither the mountain railway or the lakeside railway were running.

They had however found a campsite and this was used by Alan Aldred, Geoff Winstanley, Dave Ramsey, Alan and Dinah Cooke as well as themselves. Eleven members stayed at the hotel run by John Ireland, and John Yates, Chris together with Dr. Geoff Roe and Sheila stayed at another hotel in Llandudno.

Members of the Manchester 17 who met at the Robin Hood made the journey led by Carl Kellar collecting on route members who lived in the Chester area, at the car park at Ince adjacent to junction 14 on the M56. Members of the BMW Club made their own way to Llanberis in various groups whilst I journeyed by car being joined by Tony Crampin and his wife who were providing a support vehicle for those people who needed somewhere to store their helmets etc. whilst making the climb to the top of Snowdon.

I was amazed to find the roads virtually empty and the motorway route into north Wales enabled me to get from Stockport to Llanberis in 2 1/2 hours. I was the first one there and went for a cup of coffee in the town before getting back to record the names of the members from both clubs who had supported the event. A conversation with a gentleman in the coffee shop explained why the place was so empty and why the season had apparently not started. It is all tied up with the children breaking up for the summer holidays, well I took it to be the summer holidays, seems a bit early, and this is due to happen at the end of May. Until then you can't even find a toilet open.

A total of 51 members from the two clubs had arrived by the time that those of us who intended climbing Snowdon set off, and I understand that more people arrived up until mid-day. It was arranged that those not climbing would visit the Slate Museum across the lake after which they would make whatever arrangements they wished to enjoy the sights of Caernafon and the surrounding Welsh scenery. In the meantime 20 members suitably attired for mountaineering set off for the peak. Of those 13 reached the summit in what can only be described as a blizzard. I'm afraid that I faltered a mile from the summit and will have to get myself into better shape if we organise another similar run.

I think that Howard and Una together with Geoff Winstanley were adequately rewarded for our efforts by the fantastic turn out, and it does make the idea of a combined run very satisfying. Whilst the number of members from each club allowing for those who are in both clubs worked out as a ratio in favour of the BMW Club of 3 to 1 it must be remembered that all the BMW members are road riders the membership of the 17 who are road riders is less than 100.

All in all a very good turnout and we were pleased to welcome four members of the BMW Club Western Section and one from the Yorkshire Section. Four members of the Highwaymen Club who came along with Mike Jenkinson. Barry Jones tells me that there was a particularly good turnout by members of the BM Club who live in Wales, thanks to you all for coming.

THE NATIONAL MOTORCYCLE MUSEUM

The demise of any industry is a sad thing, but it would be a crime if a record of its history and achievements was not preserved for future generations to appreciate. The Editor.

A unique project devoted to displaying the products of the British Motorcycle Industry in superb surroundings - and for all time.

THE WORLD'S FINEST MOTORCYCLE MUSEUM, that is what the National Motorcycle Museum will be. A place where the motorcycle assumes its rightful position as the premier and only exhibit. A tribute and a living record of this one great British Industry.

The United Kingdom already has a National Motor Museum, a National Maritime Museum, a National Railway Museum - soon it will have a National Motorcycle Museum, purpose built using all the latest architectural and display skills to present the finest collection of motorcycles in existence today.

The decision to build the Museum was taken some years ago. The interim period has been spent acquiring samples of all that was best in British motorcycle engineering. This collection now totals over 400 machines. Of this number more than 50% have already been restored to 'as new condition'. By the time that the Museum is built and operating there will be nearly four hundred machines available for display. Most existing motor museums have motorcycle departments but these are very secondary to the four wheel section and the actual number of machines on show is small. Ultimately the Museum will contain something like 1,000 machines spanning almost a century of development and manufacture.

It will be the policy of the Museum to arrange special displays from time to time in addition to the static ranges of superbly restored motorcycles which are without equal anywhere in the world. These will include, for example, displays featuring make with models ranging from the earliest to the latest with background material relating to the factory and its history. Other displays might trace the evolution of design features (the development of rear suspension for example) using drawings, photographs and actual hardware. Period displays will add a nostalgic note, with tableaux illustrating the motorcycle scene of a particular year or period.

Other facilities will include a cinema, a restaurant and a shop for the sale of Museum catalogues, books, photographs, posters and other material. A reference library will be built up and made available to help those restoring old motorcycles. Conference facilities will also be available.

RIGHT IN THE CENTRE. The location of the National Motorcycle Museum could hardly be bettered. The eight acre site is alongside the A45 main highway, mid-way between Coventry and Birmingham at the point of intersection with the M42 Motorway giving access to the M1, M5, and M6 motorways. It is within sight of the National Exhibition Centre at Bickenhill and a few minutes by road from Birmingham International railway station and Birmingham airport. Access by road, rail or air is swift and easy.

It is hoped that Friends of the Museum will show an avid interest in helping to raise funds. Sponsors at £10 for a square yard of land are a practical way of supporting this project, and anyone interested should contact Mr. W.R.Richards, Founding Trustee, 86 Henwood Lane, Catherine de Barnes, Solihull, West Midlands. B91 2TH.

THE YORKSHIRE 2 DAY ENDURO 19-20 MARCH. 83. 1st. Round British Championship.

Report by Dennis Taylor.

SATURDAY. All clubmen riders were expected to complete two laps of the 40 mile course. Expert and I.S.D.E. riders had to complete 3 laps.

Our first man away was Brian Garner then Ian Ruffley both on clubman schedule, then Peter Conway on 4 stroke clubman followed by the Manchester 17 team riders Paul Reynolds and Jack Chatwood on expert schedule and Brian Green on I.S.D.E. schedule.

Team Manager Vernon Leigh decided to crew for all riders at the start/finish checkpoint while I elected to crew for the riders at a checkpoint out on the course.

At the end of the first lap Peter Conway and Brian Garner had to retire, but the rest of our riders were still going strong inspite of running late. Ian Ruffley had taken a hard fall and broken his rear mudguard, but nothing was going to stop him - after a hard kick and some verbal abuse from Vernon. At the end of the second lap our riders were still going strong but were still running late. Ian had completed his day and was still within the time allowance needed to qualify for the next days run. At the end of the last lap our three team riders finished intact. Everyone was late, even the British Champion, and because of this the organisers realised that they had underestimated the times. Due to the bad conditions on the course they decided to scrap the time allowance and let everyone through to the second day who had completed the required number of laps, but sadly said that any rider who had run over the permitted hour would not be eligible for championship points. Much to his disappointment at this, Brian Green decided to carry on anyway to keep our team together.

SUNDAY. The organisers had chosen a different course and all classes of rider had to complete three laps of a thirty mile course. All our riders completed the full distance without incident. Ian finished with a smile on his face and a ton of mud on his back being minus a rear mudguard, nevertheless he had finished his first two day championship enduro, well done Ian. Our team finished in second position and a credit to the club.

RESULTS.

| | | |
|----------------|----------|---------|
| Brian Green | I.S.D.E. | Bronze. |
| Paul Reynolds. | Expert. | Bronze. |
| Jack Chatwood. | Expert. | Bronze. |
| Ian Ruffley. | Clubman. | Bronze. |

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MUTUAL AID.

FOR SALE. 1978 XS750E. YAMAHA. High mileage, taxed and rested, plenty of extras. A good bike not rubbish. Reason for sale - need cash for 'metal overcoat'. £500.
2 Trailer qWheels. Complete, brand new, never used. £15. pr.

1950. BSA BANTAM 150 cc. V.G.C. not taxed or tested with spare 125 cc. engine in pieces, plunger frame model. £175. o.n.o.

For all the above items contact Keith Williams on 061-430-4564. after 6-0 pm.

WE REQUIRE ASSISTANCE.

From Club Members who are willing to work hard for 7 days at the I.S.D.E. in Builth Wells in October this year with our team entry.

For those wishing to assist the team, we have arranged accomodation at the Greyhound Hotel in Builth Wells. There are a limited number of extra beds solely for members wishing to take their families but I must emphasise that they are limited and will be allocated on a first come - first served basis.

The rates for the rooms are:-

Bed, breakfast & evening meal £15.00. per bed, per night.
Room with private facilities will be..... £16.50. per bed, per night.

We have decided that as a sign of good faith, anyone wishing to assist should pay a deposit os £20.00.

A 'bank' has been set up to ease the problem of paying approximately £128.00. per person, and any payments can be made to myself on any Tuesday night right up to the event.

Will those wishing to assist please complete the following form and return it to me as soon as possible, with your deposit, either by post or on a Tuesday night.

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

Name.

Adress.....

.....

Number of beds required.....

Number of family beds required.....

Bed room with private facilities.
Standard room.

} Tick which required.

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