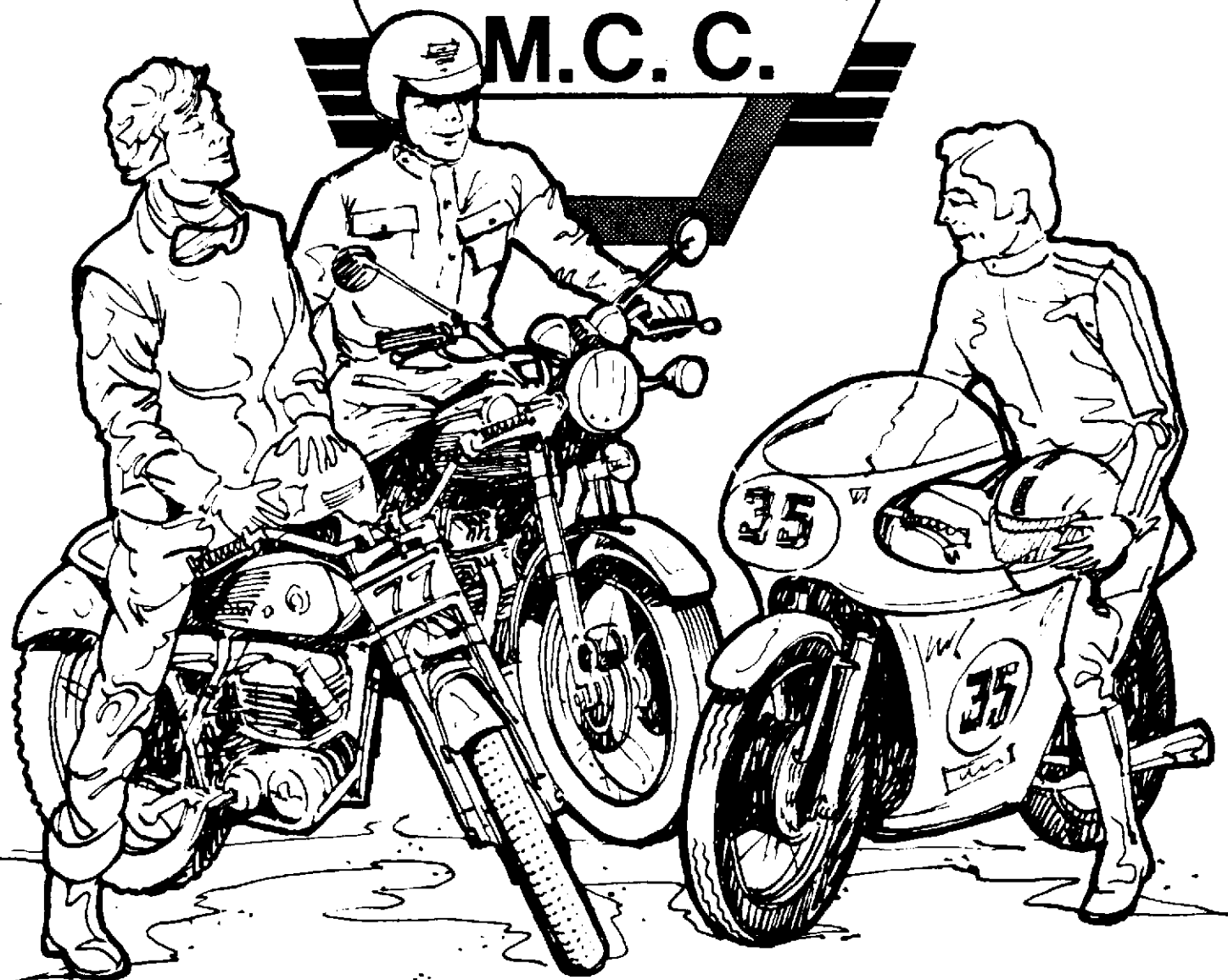


JUL 1983

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MANCHESTER 17 MOTOR CYCLE CLUB.

NEWSLETTER - JULY. 1983.

CLUB OFFICIALS.

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

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CHAIRMAN. Ian Bottomley, 114 South West Avenue,
Bollington, Nr. Macclesfield, 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.

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

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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

CLUBROOM & NIGHT. See cover.

DIARY OF EVENTS.

July 10th. The Dave Rowland Trial.(National) Starts from the Duron
Factory Car Park at 10-30 am. Take the A515 Buxton to
Ashbourne Road and the start is on the left after approx.
1 mile.

July. 20th. Trials Sub-Committee Meeting. Swan Hotel, New Mills.

July 23rd. Trial for Novice, Over 40 Riders and Pre-65 Machines.
3-00 pm. start. Venue Hawkes,Nest.

July 27th. Trials Sub-Committee Meeting. Swan Hotel.

31st. July. Duron Round 2. All classes. Start from Clough House. 11-00am.

July 19th. Dartboard Quiz in the Clubroom. Starts at 9-00 pm.

July. 17th. Run to Black Rock Sands. Port Maddoc. Start 9-0 am. Robin
Hood. Bring your bathing costume!!!

August. 10th. Committee Meeting. Swan Hotel. 8-00 pm.

EDITORIAL

Dear Members,

For a family with four vehicles, two cars and two motorcycles, as well as two push bikes and two skateboards we found ourselves with only my car in a serviceable condition. Nicholas has decided to do a complete respray job on his Mini, his DT 250 Yamaha Trail bike is in bits due to a need for new bushes in the rear suspension, and until I can ride the BM again I cannot raise the energy to start on its repair.

I have always used my bike for trips into Stockport in preference to the car, because it is possible to get through the various traffic jams and bottle necks that would otherwise make progress impossible. You will also appreciate the need to keep abreast of all the roadworks in the surrounding district if you are to avoid the chaotic situation that has arisen at the bottom of New Zealand Road, right outside the Motor Cycle Centre.

A bridge needs strengthening so that it will be capable of carrying the 37 ton monsters that will become quite a common sight on our roads in the next twelve months. What one wonders was all this bull about the increased load being carried over more axles so reducing the load on our roads. Traffic heading for the M63 has been diverted as well as that heading for Stockport and Manchester on to a narrow lane ending in a set of lights. This single carriageway from which there is no escape effectively holds up all the vehicles because those going into Stockport find their route blocked by other stationary traffic.

Last Friday I decided to take some bearings to a factory along this diversion and had to abandon my car and walk 300 yards to make my delivery, and on returning to my car rejoined the queue without losing my place. If I had had my bike I would have been home again in 15 minutes, instead it took me an hour and a half.

So when the powers that be are thinking up more ways to restrict motorcycles, they should remember that it will not be long before we reach a total saturation point at certain times in the day when the two wheeler will be the only way to keep things moving.

-----oooooooooooo-----

MUTUAL AID or how to avoid making the same mistake that I have just made.

I have frequently asked club members to give us all the benefit of their experiences with regard to faults and servicing difficulties that occur with their machines. Unfortunately one only gets advice after the event which is almost as bad as a dealer telling you that "all Hondayambums suffer from this problem".

When you go along to buy a motorcycle or a car from a dealer it is usually with some idea of what you want, therefore the reaction from the dealer is hardly likely to contradict you especially if it would end up with you buying a cheaper model. In spite of being told that a model will be worth at least what you paid for it in twelve months time, depreciation is bound to occur and only a fool would believe otherwise.

So for the benefit of anyone thinking about buying a Yamaha Trail bike give ear to the following. When it comes to deciding upon the capacity of the bike go for the 175cc. machine. It has two advantages, 1. The power is adequate and the weight is manageable, and 2. It puts you into a better insurance category than say the 250cc. model.

When you want the revs but not the speed the 250 lets you down, on the other hand the 175 can be revved without getting away from you. So, why buy a 200? well the frame and forks appeared to have the benefit of the motocross model and its front forks appeared to have the spindle mounting lugs in the best place, on the front of the legs.

We bought the DT.250.MX. and in the first year while we didn't do a great deal of trail riding, its capacity for getting along the motorway to work was great. Then we decided to sell it and straight away everyone was the expert. "No one wants a 250" we were told, well I suppose it depends upon the asking price. If its cheap enough someone will buy it and here again it always seems to be a buyers market if you are selling and a sellers market if you are buying.

It is much better if you can keep the bike, after all by this time you will have found out all there is to know about, or do you. After 9000 miles and during one of the periodic checks you find that the swinging arm has play in the pivot, no sweat you think, just pull out the bolt from the frame and the top of the monoshock and hey presto new bushes and you are back in business. Not so, the 16mm diameter bolt coroded into the sleeve that runs in the swinging arm bushes, and won't move. When I say won't move I mean just that and neither will the monoshock bolt.

The dealers of course have all met this problem before, and are sympathetic, however their experience and consequently their spares relate to the 175 machine and not the 250. Never mind we order the spares and tackle the job of how to remove the swing arm, heating with a blowlamp and clouting it with a sledgehammer had no effect, not the slightest movement, and with the head of the bolt tight up against the frame it was impossible to spread the frame to get a saw down.

So I drilled off the head, in both cases and then managed to saw through the bolts on both sides, I also drilled most of the bolts left in the lugs before they could be driven or pressed out using the vice and a 3 foot piece of tube to get sufficient leverage.

One thing that did amaze me was the location of the bolt in the frame, in a drilled hole through the gusset plates approximately 3/16" thick, such precision. So how do you avoid this problem? well we are going to try "Copperslip", and coat anything that we can get apart with it, repeating the operation at least once a year. We already know that the engine bolts are coroded solid in the Yamaha and I suspect also in the BMW. because I have just had to drill out the fork brace fixing capscrews in the lower fork leg.

So benefit from our experience, I only wish someone had contributed this to the Newsletter from their experience, or is it possible that not all Hondayambums suffer from it.

Keith & Nick.Haining.

COMMITTEE MEETING 29th. JUNE. 83. Report by K. Haining.

Those present were Ron Weale, Ian Bottomley, Roger Richards, Keith Haining, Vernon Leigh, Geoff Winstanley, Phil Minne, Ken Roberts, Paul Rushton, Ken Howard.

Concern was expressed by Vernon about the somewhat condensed minutes of the previous meeting that had been provided for approval. In view of the fact that the minutes are filed in typed form it was felt that these should be duplicated and not an abridged version provided for members approval, the Secretary agreed.

Roger reported that the club now has 176 full members including the Honorary Members, 77 Sporting Members and 1 Youth Member.

The Treasurer, Ken Roberts reported that our finances were in a healthy condition, whereupon various members of the committee tried in vain to think of things to spend the money on, in the belief that it was wrong for a club to have money languishing in the bank. However there will be plenty to spend it on in 1985 when the club celebrates in a big way our Golden Jubilee.

The Newsletter Editor had little to report except to advise members that the next Newsletter would be published on the 5th. July. In view of their impending Raffle, Phil Minne asked the Editor to insert a book of raffle tickets in with each copy of the Newsletter to promote it more effectively, this the Editor said he would do if the books were available by Monday at the latest.

The training courses run jointly by the Manchester 17 and ROSPA are getting into their stride and Ken Howard announced the results of the last course in which there were 14 entrants and 14 passes, as well 15 pupils taking the proficiency test of which 14 were successful. Ken also announced that on June the 18th and 19th. instructors from the scheme took a course of instruction at Great Driffield. The next training course starts on Wednesday evening 24th. August. at the Bulkeley Girls School, Cheadle Road, Cheadle Hulme and if club members know of anyone wishing to take training they should contact Ken Howard, either at his address given inside the front cover or by ringing 061-477-4291. between 6-00pm and 10-00 pm.

The Rally Secretary Paul Rushton reported that it was necessary for us to find a fresh venue for the Dead Ants Rally, he suggested that if it was necessary to move some distance away we should change the name, as the name and venue were related in the minds of rallyists. It was felt that the landlord of the Cat & Fiddle would be very sorry to see us go.

In the absence of the Trials Secretary, Edgar Rosenthal the President Ron Weale announced that he has received 77 entries for the Dave Rowland Trial which takes place next Sunday the 10th. July. starting from the Duron Brake Companies factory on the A.515. about 1 mile from Buxton town centre.

Ron informed members of the death of Er. Domadjan, a lifelong member of the ACU. His name appeared regularly as a member of various organising committees and in his memory the club is sending a donation to the ACU Benevolent Fund.

NEXT COMMITTEE MEETING 10th. AUGUST. at the Swan Hotel, New Mills.
by the traffic lights on the A6.

ENDURING NOTES from Phil Minne.

We have enclosed with this months Newsletter 2 books of Raffle Tickets. Again it is in support of our fund raising efforts for the International Six Days Enduro Team that we are entering in the event that takes place in Wales during the first week in October.

Our last raffle did not get as much support as we had hoped and one of the reasons we feel is that the prize was a motorcycle and nothing else. The latest raffle has five prizes and should appeal to everyone.

We hope that you will sell the two books of tickets to your friends or purchase them yourself. The draw takes place at the Robin Hood on the 20th. September 83. Please send the stubs and money (A cheque if you intend to use the post) or bring them to the clubroom before that date. Please do not return any unsold tickets.

Cheques to be made payable to the Manchester 17 M.C.C. and sent to Roger Richards, 49 Woodsmoor Lane, Stockport.

PLEASE MAKE AN EFFORT IN SUPPORT OF THE CLUB.

-----oooooooooooooooo-----

MUTUAL AID.

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FOR SALE. 1965 Velocette Venom Clubman. ('C' Reg.)
1953 BMW. 51/3 ('B') Imported 1964.
1970 SS.125 Honda.

Anyone interested in these bikes contact Alan Aldred in the clubroom or on 061-368-7355.

FOR SALE. YAMAHA XT500. W Reg. as new straight from the crate, only used for evaluation purposes by Dr. G. Roe at Manchester University. A bargain at £1000.

Contact Dr. Roe on 061-273-7121. Ext. 5268.

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£385-00. No offers.
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ARENA TRIAL.

(Supporting the Stockport Lads Clu'.) by Ken Roberts.

There are a number of rules that nature follows, some of which are well defined like the laws of gravity, physics and thermodynamics. Others are less well known, but equally governed by the power full forces that nature can exert. One of these laws is:-

$O = ME^2$, where O = Organisation; M = Number of individuals involved; and E = Effort of individuals in the organisation.

Another relevant law is $S = \frac{O}{D \times IT}$ Where D = Debating Factor.
Where S = Success; O = Organisation; I = Negative Experience; T = Time.

What, you are probably asking yourself has this got to do with an arena trial, Well the law applies to meetings and their organisation and the ratio of success to effort. So when I attended a meeting of the Stockport Junior Chamber of Commerce where everyone except yours truly came prepared in advance with the agenda and portfolios of relative information I should have seen the light and bowed out.

It was intended that the Manchester 17 would provide the expertise for a "Kickstart Trial" that would be the major attraction at the Stockport Bike Show on June 18th. The whole idea having started early in March when the infamous Trials Committee had been talking about putting on an Arena Trial in Buxton as part of the 'Festival of Flowers'. However, Stockport is 'Home Ground' with or without Brian Redhead and this Junior Chamber lot could be very influential friends and whats more they had promised to do all the work! Sounds to good to be true - and it was!!

There I was at 7-00 pm. on Friday the 17th. the day before the event in this big empty field, on my own with a big pile of junk, timber, rusty barrels and a very second hand 'Maxi'. I was feeling decidedly sick, because by this time the area should have been roped off and the material "to hand". Three quarters of an hour later during which time I had tried to rope off an area measuring 150 yards by 75 yards using 12 steel stakes and 200 yards of rope on my own, Phil Minne arrived.

Phil had cashed in an wing favour to get the loan of two skips which were due to be delivered at 7-30 am the next morning, Saturday, and he had come along to see where we wanted them dropping. This was a precaution on Phils part, for although he intended to be on hand when they arrived, he had somehow got the impression that I found it hard to get out of bed in a morning. We established where the other things were to be sited and were pushing the car into position when Colin Mather turned up. He looked decidedly apprehensive when we started moving the oil soaked railway sleepers into position and I noticed how smartly dressed both he and Phil were. It transpired that they had only come to see how I was doing on their way out for the evening.

At "This point in time" as all commentators say that it dawned on us that we only had about 50% of the material that we needed. I rushed off home to have a chat with a mate of mine who is a Project Manager with Rowlinsons a building firm in Poynton. He had already supplied most of the material we had, and fortunately had access to more. So at about 9-30 pm I was loading 10 more sleepers and a 16 foot by 12 inch length of shuttering together with vast amounts of 2" x 2" timber on to a 3 ton lorry. With only 16 hours to go we now had nearly enough material, and it was dark.

When I arrived at the field at 9-30 am on the Saturday morning Phil was hard at work and had been since 7-0 am. He had already fitted full strengthening to the inside of the Maxi and had positioned the two skips. Keith Haining had arrived a few minutes before me and he was quickly dispatched to obtain awards for the riders that I had forgotten to get. Jim and Tim Capper were next to arrive and they set to work on the sleepers. Colin Mather arrived after what must have been a good night and five hours sleep at the same time as Jack Chatwood, they joined Phil in constructing what must be the most solid pivot wall ever seen. Next to arrive was Bob Donaldson aboard his recently acquired GS.1000, by this time the Manchester 17 had twice as many people on site that the organisers of the whole event.

While Henry 'Superbars' Rosenthal was indulging in his usual practice of when in doubt hit it with a big hammer, I was beginning to worry about the tyres and the 3 ton truck that we had been promised but which had not yet arrived. I need not have worried for while watching Bob and Gareth Jones weight training with a 50 gallon drum of water that they were using with pallets to make a way into the skips the lorry arrived. Thanks to our disorganised hard working team the panic was over.

The Course and the Credits.

1. JUMP. Built by Henry 'Superbars' and Jim Capper.
Observer John Howworth and Daughter.
2. SKIPS. Supplied by Phil Minne, built up by Bob Donaldson and Gareth Jones.
Observer Stan Moss.
3. SEE SAW. Built by Phil, Jim Capper and Henry.
Observer Brian Garner.
4. RAILWAY SLEEPER FANS. Built by Jim and Tim Capper, Henry and Colin.
Observer Paul Reynolds.
5. CAR. Strengthened by Phil, sign writing by Keith.
Observer John Cantrell.
6. MOVING BARRELS. Built by Ken Roberts.
Observer Keith Haining.
7. PIVOT WALL. Designed and constructed by Phil Minne, with help from Jack Chatwood, Tim, Colin, Gareth, and Bob. Signwriting again by Keith.
Observer Pete Conway.
8. WHEELY. Marked out by Gareth, and Ken inspite of efforts by Henry to destroy it with his sledgehammer.
Observers Colin Mather and Gareth Jones.
9. TRUCK-CLIMB-BALANCE & JUMP OFF. Built up by Colin and Gareth.
Observed by ... unanimous. Sorry but we don't know your name.
10. BALANCING BEAM. Built by Colin and Gareth.
Observed by Jack Chatwood.
11. TYRES. Arranged by Colin and Gareth.
Observed by Bill Bristow.
12. LIMBO STEPS. Built by Phil and Henry 'Superbars'.
Observed by Edgar, Father of Henry 'Superbars'!

COMMENTATOR. Vernon Leigh.

THE RIDERS Kevin Hipwell, Paul Turner, Rob Donaldson, Tim Capper, Andy Cantrell, Sam Brownlee and Andy Hipwell.

The bright sunshine helped to provide us with an audience of about 500 people and first away after a practice session was Kevin Hipwell. Each rider did two laps of the course, once in each direction, and it can be seen from the results that they did the club proud with a real display of skill.

cont....

ARENA TRIAL Concluded

RESULTS. The Winner - Paul Turner after a tie breaker with Sam Brownlee both having lost 1 mark after two rounds.

- Second - Sam Brownlee.
- Third - Kevin Hipwell. 4 marks lost.
- Fourth - Tim Capper. 17 " "
- Fifth - Bob Donaldson. 18 " "
- Sixth - Andy Hipwell. 21 " "
- Seventh- Andy Cantrell. 39 " "

This report allows me to have the final word and so even though we may not have debating society type meetings, our events work out fine. Thats all because Organisation equals Members x Effort squared.

-----oooooooooooo-----

1st ROUND OF DURON TROPHY SERIES. 19/6/83.

Unfortunately I take each week the MotorCycle News instead of the Trials and Motocross paper in which accounts of our trials appear. Mind you I think it might improve our coverage if the same write up that is sent to T-MX could be sent to me for the Newsletter, still I suppose I should feel privilaged to receive a copy of the results without having to enter the trial and include with my entry fee a S.A.E.

So although I cannot give you a section by section account of the trial here are the results as prepared by Colin Mather the Secretary of the trial.

<u>PREMIER.</u>	John Hulme. JES. Majesty 250.	8	Marks	lost.
<u>FIRST CLASS.</u>	Paul Turner. Fantic 200.	9	"	"
<u>BEST INTER.</u>	Carl Machin. Fantic 240.	31	"	"
<u>1st Class.</u>	Mark Hallows. Montesa 250.	37	"	"
<u>Best Novice.</u>	J.E.Marsland. Montesa 349.	67	"	"
<u>1st. Class.</u>	C.H.Bradley. Majesty 250.	91	"	"
"	Ian Howell. Fantic 240.	100	"	"
<u>Best Over 40.</u>	Norman Eyre. Majesty 320.	23	"	"
<u>Best 'A' Class.</u>	Robert Vaughan. Fantic 200.	127	"	"

The points position so far are as follows.

<u>DURON.</u>	<u>WARBURTON.</u>	<u>GUY ALLOTT.</u>	<u>STRUGGLERS SPROCKET.</u>
J. Hulme. 9.	C. Machin. 9.	M. Marsland. 9.	N. Eyre. 9.
P. Turner. 7.	M. Hallows. 7.	C. Bradley. 7.	B. Cantrell. 7.
J. Shirt. 5.	K. Hipwell. 5.	I. Howell. 5.	J. Cantrell. 5.
D. Walmsley. 2.	I. Targetts. 2.	P. Harrison. 2.	R. Hulme. 2.
S. Brownlee. 1.	S. Holland. 1.	D. Smith. 1.	

JOHN CANTRELL.

- R. Vaughan. 9.
- R. Lomas. 7.
- P. Adcock. 5.

A RIDE TO AND ON THE FOXFIELD RAILWAY. by Geoff Winstanley.

This run was only about 40 miles in each direction so we had an afternoon start. It also gave me an opportunity to take my latest combination on its first club run. It would be a bit slow for longer runs, but at least it gave Harold a chance to catch up.

In view of the short distance and the good weather we set off on a scenic back roads route past Lamalocsd Reservoir and through Wincle to Leek. and from there to the railway at Blythe Bridge. The journey was punctuated by the sight of a car parked very neatly in a small riverbed, A puzzled looking bystander stood gazing at it wondering no doubt as to how it got there, so neatly wedged in.

Those members with short sidestands complained about the coarse gravel surface of the car park when we arrived at the station, although Peter and I couldn't understand what all the fuss was about. After looking at the 20 or so small industrial type locomotives in the sheds we set off for the 12 - wheeler section of the ride. The single coach train was pulled by a 0-4-0 saddle tank loco which had an especially short wheel-base that was designed to cope with the tight bends found in gasworks. This made it look out of proportion and it appeared to totter when moving

The 4½ mile outward journey was accompanied by a light hearted commentary on the locality given by the guard who's uniform was in period with the older locomotives. The speed was sedate enough for us to lean safely out of the window and catch a whiff of steam, or like most of our members, sit inside and wallow in memories of trips to the seaside.

Those present were:- Ray Spence. Honda CX.500.
Alan Aldred. BMW R.45.
Harold Dewhurst. BMW R.45.
Peter Potts. BMW GS.80.
Geoff Winstanley. Reliant-Cossack-600cc Outfit.

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CLUB RUN TO THE THREE SISTERS ROAD RACING CIRCUIT - ASHTON IN MAKERFIELD.

Report by Harold Dewhurst.

Carl Kellar thought that members would like to go to a race meeting for a change and the club is always anxious to take advantage of spreading the load you might say, however I must say that most of us found Carl's blistering pace more suitable on the circuit and so we arrived at the track without him.

We arrived at the circuit at about 12-15 pm. The meeting was organised by the North West Section of the Vintage Motor Cycle Racing Club and they had laid on about twenty-two races for approximately fifty four bikes. Like the run to the Foxfield Railway this again was pure nostalgia. We watched 3 wheel Morgans 1957 series racing with a 1937 Vincent and sidecar with the Vincent coming out the winner.

The turnout of club members could have been better, but we all enjoyed the racing, those who came were Carl Kellar with Martin Aldred on the BMW 1000 R.100. Alan Aldred with Nigel Aldred on the BMW R45. Peter Potts on his BMW GS.80. and yours truly on my BMW R45.

THE CLUB CAPTAINS COMMENTS. by Geoff Winstanley.

In order to encourage more road trials I intend to award the Presidents Cup this year on a points system, with points going to the organiser of the event as well as the competitors. The points will be awarded as follows, Winner and Organiser - 3 points; 2nd. place - 2 points, and all finishers - 1 point. Points allocated will be reduced if less than 3 riders enter.

The Nigel Wood Trial will not count towards this series unless there is a tie, because this cup is for a specific trial. So come on all you 'Road Trialists' get in on the act and organise some road trials if you want to win our prestigious 'Presidents Cup.'

-----00000000-----

FRENCH TOUR. 27th. August - 11th. September 1983.

Will anyone who wishes to go on this tour please contact me during the first part of July if they haven't done so already.

-----00000000-----

BMF NEWS - BMF NEWS- BMF NEWS-BMF NEWS-BMF NEWS-BMF NEWS-BMF NEWS-BMF NEWS-BMF NEWS

NO DAY-RIDING LIGHTS IN FUTURE.

With the election rapidly approaching the BMF hope that at least one major concession by the government has not been in vain i.e. the decision by Parliamentary Under Secretary of State for Transport Lynda Chalker not to pursue the compulsory fitting of daytime running lamps.

In a little publicised DTP press release (No.158), Mrs.Chalker in reply to a Parliamentary Question, said that even though the TRRL will continue to study conspicuity, she did not consider; "on the evidence at present available that the benefit of running lamps are sufficient to justify making their fitting compulsory, especially taking into account the representations I have received from the British Motorcyclists Federation and others."

The BMF see this as not only a victory for common sense and reason but also official recognition in unequivocal terms that the BMFs representation are listened to and acted upon.

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PROPORTIONAL REPRESENTATION FOR MOTORCYCLISTS.

The BMF have launched a petition calling for improved coverage of motorcycling topics by the media.

Although not directly connected with competitive motorcycle sport, the BMF have responded to complaints from its members that road racing does not receive its fair share of TV coverage, particularly from the BBC, by asking specifically for this to be improved. The petition also points out that as roughly 10% of all private vehicles are motorcycles, all motoring programmes and press features should therefore include a section on motorcycling.

When completed, the petition will be presented to the BBC but the degree of support will be made known to the media in general. Early indications show that a very good response from motorcyclists can be expected, given the opportunity at last of trying to influence media opinion.

TRADES & AIDS

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