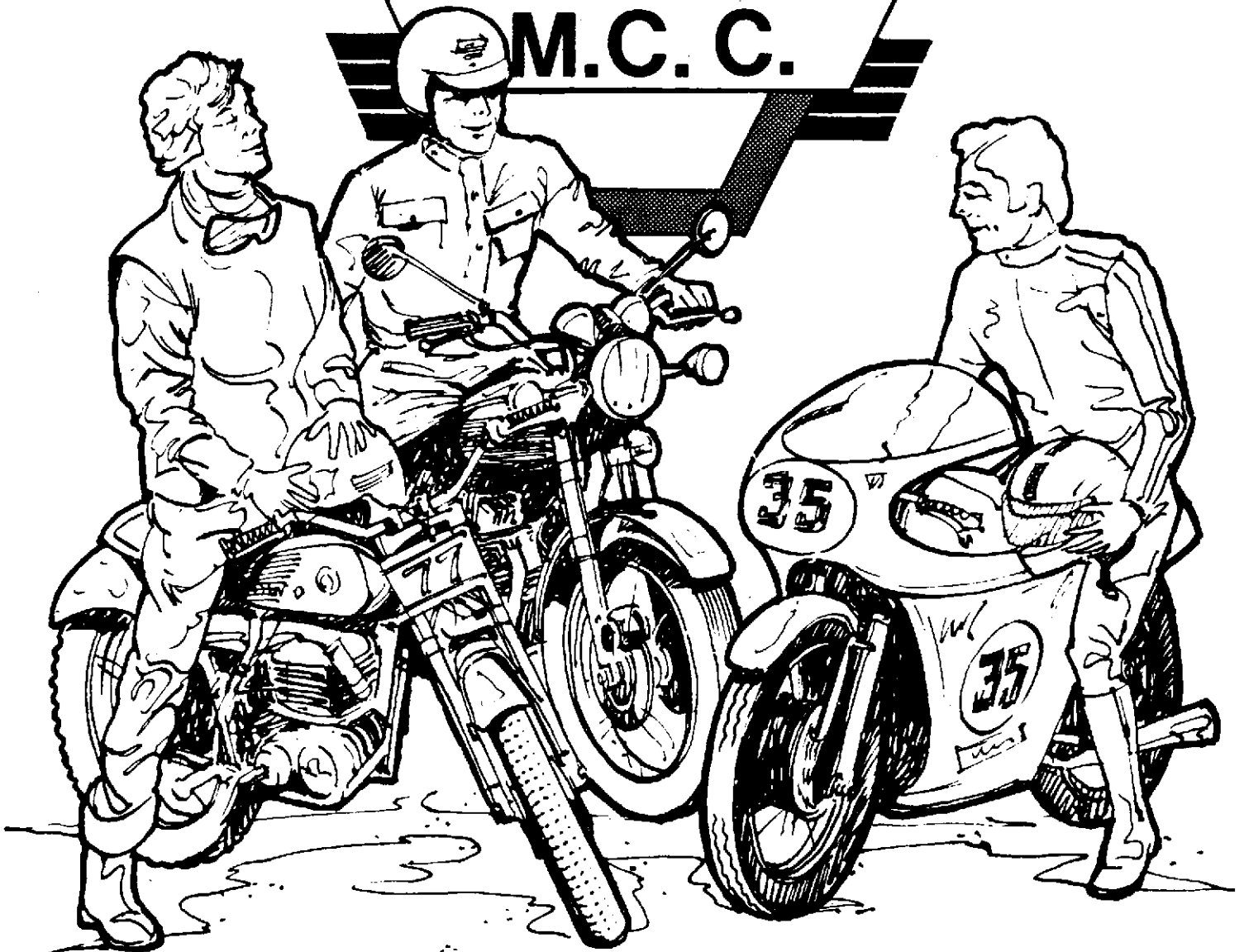


AUG 1983

# THE MANCHESTER '17' MOTOR CYCLE CLUB

(Founded 1935)



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

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\* DISCOUNTS TO CLUB MEMBERS

MANCHESTER 17 MOTOR CYCLE CLUB.

NEWSLETTER - AUGUST. 1983.

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

CLUB CAPTAIN. Geoff Winstanley, 3 Dean Street, Northwich, Cheshire.

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

CLUBROOM & NIGHT. See cover.

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DIARY OF EVENTS.

August. 10th. COMMITTEE MEETING. Swan Hotel, New Mills. 8-0 pm.

August. 14th. Run to Ironbridge Museum, Coalbrookdale. Start from  
Robin Hood at 9-00 am.

August. 12th - 14th. Camping week end at the Southgate Campsite, Little  
Stretton, Shropshire. includes the visit to the Ironbridge  
Museum.

August. 28th. Duron Round 3. Trial.

August. 19-29. 'Bike 83'. at Earl's Court, London.

September. 11th. BMF Fun Day at the East of England Showground, Peterboro.  
See the notice board for BMF press release.

EDITORIAL.

Dear Members,

It will I am sure give Paul Tootall's father a feeling of satisfaction to know that no one has come up with a better cover layout than the one that he produced many years ago.

The response to the 'Front Cover Competition' has been one partial suggestion by Rick Stewart, so it is with some relief that as Editor I can use the same blokes shoulder as a guide as to where to put the middle staple. This may seem a small point, but if that staple is put anywhere else it sticks in your finger when folding the newsletter for insertion in the envelopes.

All too frequently one hears the comment, "It is always the same few members who make any contribution to the activities of the Club". On the other hand it can be claimed that these are the members who have the most to gain from organising trials and enduros.

However there is a limit to what can be done by the 'few', and until the 10th. July I was convinced that the ordinary club member only had to be asked to help, and help would be forthcoming. I can see the smile on Norman Eyres face when He reads this, for I was the misguided soul who some months ago tried to enlist the help of two able bodied members with the Dave Rowland Trial, and I must say that I was very pleased when both agreed and confirmed that they were free on the day, Sunday the 10th. July.

Now no one minds being told that circumstances have changed and that, "sorry I can't make it", as long as it is done by the person concerned, but when you have to make a precautionary phone call to confirm the arrangements only to be told the bad news it is unforgiveable.

So in future I will certainly leave it to the same old reliable bods to do the work, SAD!!!

In an effort to add a bit of colour to the Newsletter this month I have included a leaflet from Castrol, the free lubrication chart for cars is worth having, unfortunately they don't appear to have one for bikes. In the past I have included a leaflet on tire changing from Michelin, a leaflet from Duckhams. If members know of other publicity colour supplements please let the Editor know.

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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. If you haven't signed the petition yet see the Editor.

THE URBAN TRAIL RIDER. by John Ward.

Conjures up visions of sliding over manhole covers, spinning away from lights, avoiding 39 ton juggernauts and filtering usefull amounts of hydrocarbons from the breathing medium (can't call it air), doesn't it?

Well Peter Potts and I have spent some time now exploring the trails in the Lancashire area, and apart from the twenty miles of initial urban bit has proved to be well worthwhile, even if the weather was continually off putting, generally consisting of High winds, rain, mist and cold, not necessarily in that order, but always together. However I digress, I must go and wax the suit before the next time.

We have a climb near Huddersfield which devours BMW's and has Honda's on a butty. Apart from large rock steps, the gradient and corners are lethal. I must suggest to Brian Starkie that he should get a proper bike before he tackles it,,200 XR's will be as much use on it as a penknife would be in a pine forest.

The moorland crossing from Worstethorne via Gorple to Widdop would be very challenging run in the opposite direction and I can't see many bikes or riders clearing the climb from the reservoirs to the moor top, even in dry weather.

Bacup old road across the moors from Todmorden is interesting and I would imagine gives good views as well as a reasonable ride on a clear day, but in parts it suffers from the north west disease of fly tipping. Who the hell would take a three piece suit two miles up a rough road on to the moor to dump it?

There is certainly plenty of country the park wardens have not yet discovered and the ramblers appear not to want. So apart from from a bit of aggro around the Piethorn Reservoir area, it appears that we can leave Derbyshire during the summer months to those agoraphobic ramblers who do a conga up Jacobs Ladder and a lot of good may it do them.

I have now replaced the chain and sprockets on the XL after that disasterous failure in the Land's End Trial, it appears that not even a Renolds will do more than 5000 miles. It is fair to say that I knew that it was in poor condition before I started and after all it did get me back home from near Exeter inspite of only one sideplate being intact. It was of course like driving on ice and to prove it I now have micrometer on my right wrist.

The other week we met Vernon Leigh and party on Roych Clough, I didn't realise that Vernon's bike was equipped with a sonic drive system, somehow arranged to bounce the appalling mechanical noise of the dry stone walls causing the bike to move (vibrate) gradually forward. I believe it can also be used for cleaning stone buildings Mon - Sat incl. See Vernon for details.

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NEWSLETTER.

Trials Secretaries who accept full membership subscriptions at a trial must make sure that all parts of the official yellow application card are filled in and the relative parts handed to Roger Richards and the Editor. Otherwise these members will not receive a copy of the Newsletter as we will have no record of their joining.

THE DAVE ROWLAND TRIAL. 10th. JULY. 1983.Report by K. Haining.

It has been said that trials are attracting a smaller entry these days than would have been the case a few years ago, and it was most noticeable that the more experienced riders of yesteryear, Martin Lampkin, Malcolm Rathmell, Dave Thorpe and Nick Jeffries were missing from our 'National' this year.

On the other hand it was great to see the young men who started with the 17's Youth Section, Tim Capper, Paul Turner, Gary Burdett, and Carl Heath developing into competent trialists, performing alongside the 'Old Hands', John Shirt, Nigel Birkett, and John Reynolds.

The morning of the 10th. was misty in sharp contrast to the day before, but there was the promise of a hot afternoon. My shorts caused some amusement, but as my role was to chaffeur a journalist around the course I felt that it was important to keep cool. As it happened our V.I.P did'nt turn up so that my role in the trial even as the club's press officer didn't even warrant a set of results.

The first two riders were away at 10-30 am followed at 1 minute intervals by the remainder of the entry in pairs. The first two sections were at Owl Hole, one on either side of the road. These were supposed to be easy, settling down sections, but settling down can be very expensive in lost marks. The second of the Owl Hole sections had nasty repercussions for two of the riders who hit their heads on an overhanging branch of a tree just after the 'finish' card. Paul Turner had three bad bruises on his face and also suffered damage to his teeth.

The next group of sections were at Mycocks Rocks, three sections spread along a limestone ridge. Even in dry conditions outcrops of rocks that start with a large lump, can stop riders taking a good run at the climb. We had been criticised for not making the 1982 Dave Rowland stiff enough, this year there were enough vertical rock faces to satisfy Chris Bonnington.

Booth Farm and Washgates gave very little trouble, as far as I know and then came the first of our new sections Black Clough with a first section along a stream and then up a vertical rock wall. Certainly no Niagra but it took marks from John Reynolds as well as Tim Capper who was having his first 'National' ride. It was after this section that the lack of clear off road direction signs saw riders disappearing into the sunset when they should have been going east.

Hawkes Nest or should I say Old Faithfull, was next and riders might be forgiven for not being able to drag themselves away from these familiar surroundings that have featured in practically every trial the 17 has run. However the lack of urgency displayed by all the riders here was in the opinion of the Clerk of the Course - Norman Eyre responsible for the number of marks lost on time.

On to 3 Shires where it was to be hoped that the bathers from the day before, found it more exciting to watch the riders than bathe in what was bound to become a somewhat colouring experience.

Off then to Egertons, where to pass the end of the silage pit is more of a trial for the spectators than the riders who have speed on their side. Not quite so hot here as it was on the Saturday when I did my reconnaissance, but Tim Capper soon had me out of breath extricating him and his Fantic from the bole of a tree on section two.

The first section at Egertons, up the stream and up the waterfall, unfortunately for a number of riders the approach was anything but straight forward, and the number of different positions that it was possible to get the bikes into without even attempting to climb the waterfall has to be seen to believe. This was the kind of section that the soft hearted observers assistant ends up vowing never to come again, because to help a rider in distress is the sure fire recipe for disaster. The maxim is "He got in, let him get out" and providing the rider is not in danger of drowning, or burning on a hot pipe, he will extricate himself in the end.

Plantation, Bens Ditch, and Cumberland, the middle one being new and again the vertical climb. The dry conditions invariably resulting in punctures and it was at this stage that I was able to fill my true role as a good samaritan. I returned to the start with a rider who was concerned with having a wheel for next weeks trial tha ending up with a square one.

Danebower. these sections I missed as well as Bowlers which incidentally had proved to be the sting in the tail last year, and on to Wrights which is close enough to the finish to give the rider a will to do well here, but it is not a natural hazzard like the remainder of the trial it is a pile of rubble, concrete rubble on John Cantrells doorstep. The first section is one to demonstrate the technique of the start, stop, balance, lift the front wheel round, start, etc. etc.

At the finish, hardly a rider without penalty points and for the rider who has done reasonably well, to be put out of the awards with this kind of penalty is galling. No complaints though, a good trial, and as John Lampkin remarked its a pity it wasn't the week before the Swiss round of the World Trials Championship.

The winner - Steve Saunders on the Armstrong CCM.

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#### EDITORIAL REMINDERS AND CORRECTIONS.

The Editor reminds all Trials Secretaries that they should send him a copy of the results and if possible with an account of the trial. Efforts will be made in the future to get the local papers to include the results of our trials, but this will mean the Editor getting the copy on Sunday night.

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#### GRAND DRAW in aid of Club Team competing in 1983 I.S.D.E.

Will members with monies to send in for tickets sold, please send them to either Brian Garner at 8 Babbacombe Road, Offerton, Stockport, or to Phil Minne at 12 Stainburne Road, Great Moor, Stockport. and not to the club secretary Roger Richards.

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#### High Peak Motorcycles.

Will members please note that this advertisement in the front cover should read 'WIRE WHEEL BUILDING' and not balancing.

HOLIDAY SPECIAL. by Dave & Debbie Clarke."THE ROADS GO ON FOREVER".

Having visited Lands End the previous summer, it seemed fitting to visit t'other end of this island at sometime in the near future.

The time had arrived, "not for me" cries spouse, who didn't relish the thought of camping and many miles in the saddle, "just to get me picture taken at John o Groats". Not so for daughter Debbie who dives at the chance to ride pillion (with the added bonus of an extra week off school)

Sunday-2nd. July. 9 am. Off we go, taking the M6 up to Carlisle then the A74. to Abington, onto the A702 to Edinburgh and the Forth Bridge (no toll for motorcyclists). Passing through Perth we pick up the A9 and our first camp site at Blair Atholl. A really good campsite this, with good facilities ie. Shop, Laundry & drying room, showers and toilet and just off the site the Post Office, pub etc. The camp adjoins Blair Castle which is the seat of the Duke of Atholl, the only nobleman in the UK allowed to raise a private army. The castle is open to the public and it costs £1. to view the 32 rooms and the souvenir shop. An added bonus is a scots piper who ~~strangles-a-eat~~ sorry! plays the pipes at 11 o'clock each day.

After breakfast we looked around said castle and then blast off up the A9 through Inverness and the coast road to John o' Groats and camp. The weather up to now had been cloudy but dry, and as we took photographs of the famous signpost the sun came out with vengeance and it remained hot for the rest of the trip.

A visit to Duncansby Head is recommended while you are here, and this we did before travelling up the A836 to the Dounreay power station. The nuclear power station is open to the public, as are a lot of public utilities in Scotland (monopoly) and you are given a guided tour of the prototype fast breeder reactor and a stage by stage explanation of the process. Really interesting stuff and well worth a visit. How about a club run for a Sunday, Geoff?

The A897 to Helmsdale is a single track road with passing places, but it is well surfaced and all the drivers that we encountered would pull over to let you pass. This seems to be the norm in Scotland and made a welcome change from the "run em off the road brigade." Picking up the A9 again we travelled south to the highlight of our trip, Loch Ness. Having read the book "Motor Cycle Touring" by Peter Theomling and Peter Rae we noted that they recommended the 2 star Caledonian Hotel in Fort Augustus. On arrival we were warmly welcomed and offered a room at the front of the hotel overlooking the loch which we accepted. A good hotel with good food (a choice of menu for all meals) and a bar.

There was a good contingent of foreign tourists as well as your humble bikers but the hotel staff treated everyone the same, this again seems to be the norm in Scotland, nice people the scots. We spent the evening boating down Loch Ness and enjoyed one of the finest sunsets of the year. Wednesday dawned with the promise of an other fine day so we had a run down to Aviemore to buy presents etc. taking the A862- the A851 to the A9 and were rewarded with the finest scenery so far seen on our travels.

Thursday morning, we said our goodbyes and once again headed south. After camping overnight at Gretna Green we arrived home on Friday. To anyone contemplating a trip to Scotland my advice is 'GO', the place is a bikers paradise, the roads were built for bikes, and they do go on for ever.



BLACK ROCK FOLLIES. Composed by Geoff Winstanley.

The morning was pleasant as I rode my Morini to the Robin Hood to lead the run to Black Rock Sands on Sunday July 17th. and it looked just right for a seaside trip after weeks of exceptionally hot weather. Had I realised what a massive turn there would be, I could have telephone Glyn Baxter and Alan Aldred and arranged to meet them en route.

With Martin Aldred on Alans pillion the route to Porthmadog via Northwich, Chester, Mold, Ruthin, Cerrig-y-Druidion, and Festiniog can usually be relied upon for a good ride, combining varied scenery with an even better variety of roads, and the traffic is nearly always light as far as the coast.

As we neared Porth Madog the traffic built up and we were glad to be on two wheels as we passed the queue of cars waiting to use the toll road, where we were waved through. At Black Rock we passed another queue of cars and found a free bike park just a few yards from the beach. It makes a pleasant change to find in a holiday area a 'Motorbikes Only' sign. (The Editor feels that this was not so much for the convenience of motorcyclists, but to stop them racing up and down the beach as they used to do in the past.)

We walked to the beach and found it looked more like a car park, (which it was) with people filling the spaces between the cars. We found a rock to sit on and watched the cars edging back as the tide came in. We wondered where they would all go at high tide, but alas the tide was already in, and we were robbed of the spectacle of hundreds of cars backing on to the sand dunes. When we arrived at the beach it looked as if we had left the good weather behind in the mountains, but the sun soon came out again, warm enough to entice us into the sea. Glyn and Martin decided to wet their feet and I went for a swim. The water was so warm that Martin went in up to his thighs before deciding not to wet the rest of his jeans.

After a couple of hours on the beach we returned to Porth Madog for a look at the harbour and the Maritime Museum. The sun by this time was scorching and had dried Martins jeans saving him an uncomfortable ride home. Finally a cup of tea in Porth Madog's only snack bar where the atmosphere was pleasantly cool and provided a good cuppa.

We returned by the same route as far as Chester, unfortunately taking a short cut just east of Ruthin where the A494 snakes round to pass over the Clwydian Range but where the short cut goes straight over. Part way up a sharp left hand bend with a very steep gradient that is best taken wide we met a descending car and had to take a much steeper inside line and Glyn lost grip on a wet patch and dropped his bike. All hands to the rescue, but righting a C1500 on a steep gradient is no easy task when there is a high grass verge in the way. Fortunately the bike and rider were intact apart from a broken screen.

We didn't need our waterproofs, whilst you stay at home types had storms in the afternoon, so next time come with the sunshine tours.

THE ALLAN JEFFERIES TRIAL 17th. July. Report by John Ward.

- or was it just another excuse for trail riding? Well we certainly did some of the urban trails through to Hebden Bridge and by Skipton precipitation had set in, however this cleared as we took the 'B' road towards Kettlewell. On stopping at a level crossing Bill Sherras asked us if we were going to the trial, and if so he would follow us as he was not sure of where the start was. It was a good job that we were both talking about the same trial or he could have ended up being delivered anywhere!

We reached the start at Skirfare Bridge near Kilnsey at 9-30 am. and had a brew while watching the scrutineers at work. The same old problems, a 1,250 of machine with no horn and the tax disc lost. However with one horn and six tax discs being passed rapidly around the queue, everyone appeared to be legal at the time of the examination.

The first group of sidecar sections were close at hand, situated in a limestone rocky stream with a muddy climb out. Marks lost here were an even spread from the cleans of the caliber of Gaskell to the disasters of a nameless driver who lost his passenger into the river water literally. I never realised how much the clutch is used - abused - now - no wonder 150 cc. outfits are sufficient for pirouetting around rocks - how about a good 50% gradient of loose shale about 100 yards long to get the motors off the pilot jet.

We next went into Kettlewell past Wilkies garage and took the rough track up to Cum Head where we stopped on the moor for lunch. As the sun was quite warm lunch became a somewhat extended affair and it was with some reluctance that we donned jackets and helmets to drop down the loose boulders into Starbotton. On regaining the metalled road we proceeded to a group of sections at Yockenthaite which some were for solo and some for sidecars. The first section for solos that we reached had some of the largest rocks I've ever seen growing in the wild and the observers card only showed threes and fives until Martin Lampkin arrived and showed the way with a very controlled clean. John Hulme was sitting the rest of the trial out here having punctured early on and finally ripped the tyre. I'd sack your back-up team if they can't keep you mobile or get some proper four ply tyres.

The sidecar section here was very niggly, and Arthur Lampkin and Colin Pinder threw their machine away off the top of a five foot step, without damage. The best scores here were one dab, having to execute a right hand pivot turn with the chair high in the air. Scott Rowland was unlucky to have two dabs in quick succession but otherwise had a difficult section well under control.

The ride back followed the Pennine Way over Horton Moor, quite an enjoyable six miles of unsurfaced road to Horton in Ribblesdale and thence to Settle for some juice before heading for Gisburn, Burnley etc., and from there on the endless array of traffic lights, pedestrian crossings, cars, carbon monoxide and all the other delights of the urban trail rider. Walter Boothroyd's Triumph Adventurer is the fastest through built up areas due to a very low tech speed indicating device - I think that he counts the lamp posts per hour. Peter Potts now has rear suspension that actually bottoms out occasionally on his GS.80 BMW and it is rumoured that he will be able to touch the ground with both feet by about January 84. when the unit spring should be sagging, and the 250XL? - well it just keeps pegging away at 100 miles to the gallon.

As for Scott Rowland - he came second in this the Fourth Round of the British Sidecar Championship - Well done.

CLUB RUNS OF THE MANCHESTER 17 M.C.C.SUNDAY. JAN. 3rd. 1937. RUN TO CHESTER & DISTRICT. Mileage. 90.PRESENT. Messrs. Scholefield, Dugdale, Charlton, Lacey & Bunney, Greaves, Nield, Stretch and Machan.

Leaving the Princess Hotel at 11 am. approx, the club represented by five machines made their way along the well known road to the Chester Road, passing through Altrincham. On leaving the derestriction sign the riders proceeded to Northwich at various speeds. Arriving at Lostock it was noticed that Eric Charlton was missing. We retraced our steps and found Eric on foot, he had carefully spread his foot change mechanism over about half a mile of the main road.

While a search party was in session, G. Machan arrived on the scene (with loud noises) to be followed by N. Stretch. After finding as many parts as possible the bike was garaged and the party proceeded to the outskirts of Chester. Turning right at the North Wales by-pass we made our way to the scene of the recent Picton Trial.

After some of the members had covered themselves with more mud than glory, we found a splendid path which was not in the trial. Along this path various members seemed to be competing together to see who could sink deepest in the mud. This competition seemed to be won by G. Machan who almost made his machine disappear completely.

Eventually the machine was salvaged and the party returned to the road, and rested on the bank of a stream. Restarting, we endeavoured to find a hill that was visible in the distance. This hill was found much later entirely by accident.

Darkness found us in Frodsham and from here we made our way to Northwich and home for tea. We reassembled later at the Clubroom for a chat and an impromptu dance lesson.

The first run of the year was supported by a wonderful fine day, but not many members.

H. Nield.

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MUTUAL AID.

FOR SALE. 2 Trailer Wheels, complete, brand new, never used. £15. pr.  
A pair of BMW 35 ltr. Motocases (as new) and frame off /7 BMW.  
£90.00.  
Contact Keith Williams on 061-430-4564 after 6 pm.

FOR SALE. 1965 Velocette Venom Clubman. ('C' Reg).  
1953 BMW R51/3 ('B') imported 1964.  
1970 SS.125 Honda.

Contact Alan Aldred in the clubroom or on 061-368-7355.

FOR SALE. KAWASAKI KLX.250. Low mileage, excellent condition. Has been kept in Spain for occasional (dry) holiday use by chicken livered geriatric. £650. 00. Tel John Rubin on 061-980-8898.

Also Front Mudguard for BMW. Deep valanced, Police type £30.

MUTUAL AID Continued.

FOR SALE. 1972 VESPA. 3 Wheeler, four door, taxi type. With full top and tonneau cover. 2 owners, a rare vehicle. £385. No offers. Tel 061-480-7536.

FOR SALE. "TT Leathers" 1 piece leather suit, blue with white stripe. 38" x 5'-9" tallish. £75.00. Tel. Bill on 061-483-2804 day time. 061-301-4918. evenings.

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The Editor and Officials of the Manchester 17 M.C.C. do not accept any responsibility for the accuracy of the description of goods offered for sale in the newsletter.  
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TRIALS REPORT - by Ron Hulme.TRIAL for NOVICE, OVER 40's and PRE 65 MACHINES. HAWKES NEST. JULY 23rd.

Kevin Keenan won the Hawkes Nest Trophy Trial Novice Class in a very close finish with Stewart Ashmore, both riders losing 16 marks and the winner being decided on the number of cleans. The open to centre trial was supported by 60 riders and included 15 in the pre-65 class. The hot day was relieved towards the end by a slight shower and the verdict was that it was a first class trial.

Norman Eyre won the Over 40 Class with the loss of only 7 marks from John Cantrell who returned to the trials scene after a few weeks lay off.

In the Pre-65 class Peter Flemming riding a 250 Cotrell BSA led John Mac Donald home by the narrow margin of 3 marks.

RESULTS. NOVICE CLASS.

<u>Winner.</u>	Kevin Keenan.	349 Montesa.	16 Marks lost	38 Cleans.
1st. Class.	Stewart Ashmore.	240 Fantic.	16 " "	34 "
" "	Alan Williams.	250 Yamaha.	17 " "	" "
" "	Andrew Shaw.	175 Yamaha.	22 " "	" "

OVER 40.

<u>Winner.</u>	Norman Eyre.	320 Majesty.	7 Marks lost.
1st Class.	John Cantrell.	310 Armstrong.	14 " "

PRE 65 Class.

<u>Winner.</u>	Peter Flemming.	250 Cottrell BSA.	11 Marks lost.
1st Class.	John MacDonald.	199 Triumph.	14 " "

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MOTOR CYCLE PARKING IN STOCKPORT. by the Editor.

Three weeks ago a new recruit to the ranks of the club asked me whether we had raised the question of parking in Stockport, he had been moved on by the police when he tried to park in the already congested area on the pavement at Chestergate. I told him that in May 1982 I had reported in the newsletter about my efforts to bring this matter to the Stockport Councils attention and that what was needed was suggestions of suitable sites.

At that time however no one else in the club supported my actions, presumably because they had no trouble in parking, but if members have located places that are too small for cars but would hold a few bikes perhaps we can resurrect the question.

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