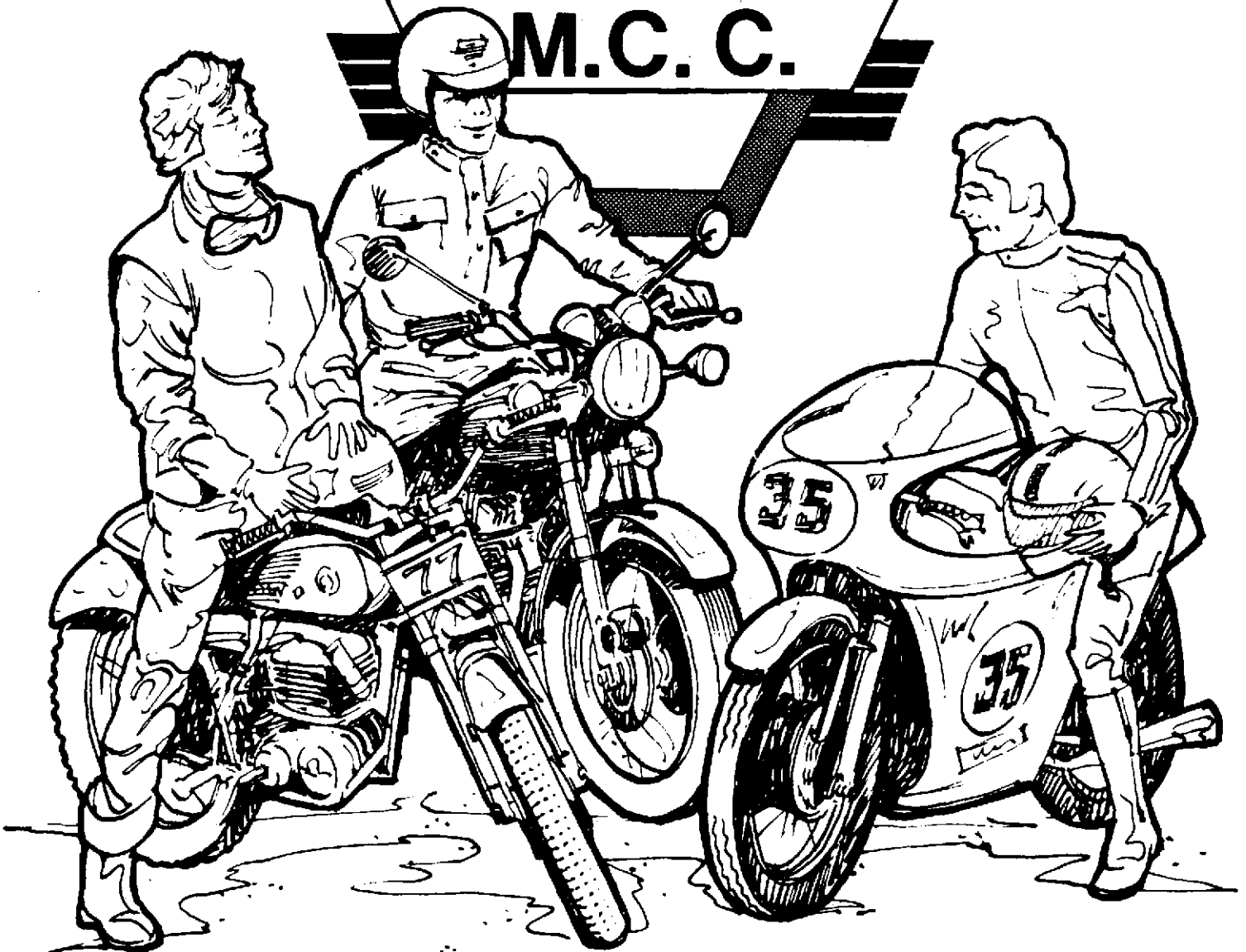


SEP 1983

# THE MANCHESTER '17' MOTOR CYCLE CLUB

(Founded 1935)



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

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MANCHESTER 17 MOTOR CYCLE CLUB.

NEWSLETTER - SEPTEMBER. 1983.

CLUB OFFICIALS.

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

PRESIDENT. Ron Weale, 18 Jacksons Edge Road,  
Disley, Stockport, Cheshire.  
Tel. Disley 2001.

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

SECRETARY. Roger Richards, 39 Woodsmoor Lane, Stockport, Tel. 061-456-4941

MEMBERSHIP SEC. -----ditto-----

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

TRIALS SEC. Edgar Rosenthal, 192 Compstall Road, Romiley, Stockport.  
Tel. 061-427-1755.

RALLY SEC. Paul Rushton, 81 Boddens Hull 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, 2 Dean Street, Northwich, Cheshire.

TRAINING OFFICER. 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.

SEPT. 22nd. Trials Sub-committee meeting Swan Hotel, New Mills.

SEPT. 25th. Open to Centre Trial. Booth Farm. Secretary of Meeting  
Jim Capper. Tel. No. 061-440-9367.

SEPT. 11th. Brinks Enduro. for details see inside. Starts at 10 am.

SEPT. 11th. BMF Fun Day. East of England Showground, Peterboro.

Will members please note that a diary of events has been provided by  
the secretary and is on the notice board any events not listed here  
please look there.

OCTOBER 1-2. Classic Bike Show, Belle Vue. Visit the club stand.

2.  
EDITORIAL.

Dear Members,

We are all very sorry to hear of the accident that befell Geoff Winstanley the Club Captain whilst leading the club run to the Ironbridge Gorge Museum on Sunday the 14th. August. The almost copy book situation of a car driver waiting to turn right, failing to see the approaching motorcyclists and turning across their path with disastrous consequences for the motorcyclist.

We are pleased to report that although Geoff's injuries include a badly gouged foot he has not broken any bones and hopes to be able to go on holiday later this month (August). Graham Watson who was the only other club member to accompany Geoff on this club run has very kindly offered to lend Geoff a bike, I'm sure we all applaud Graham's gesture.

One lesson that we can all learn from Geoff's accident is the need to wear proper protective clothing even in the very hot weather. The injury to Geoff's foot would have been less severe if he had been wearing boots. Riders who have <sup>been</sup> riding in shorts, in sleeveless shirts and without gloves are so vulnerable if they go sliding down the road.

Geoff Winstanley has made reference in his light hearted piece about the BMW owning members of the club to the AGM which will take place in November, a little over two months away. Members will be presented before then with a revised 'constitution' that has been prepared by a small sub-committee. The membership figures have not reached those of a year ago and it may be that the cost of this newsletter may prove to be too great a financial burden for the club to carry. Probably a rest from it at the end of the year would be good for the Newsletter and the Editor.

It is great to see Graham Watson back in the clubroom after such a long period when his work prevented his carrying on as Social Secretary, it is to be hoped that he will once again organise those clubroom activities that are so popular during the winter months.

Keith Haining.

MORE EXCERPTS FROM THE P.S.T.

Taken from the log book of club runs this one is dated the 29th. Nov.36.

E.C.T.G. Sporting Trial.

<u>Present.</u>	Messrs. Scholefield & girl.	(Velo).
	Greaves and Marjory.	(Velo)
	Hallam & Dugdale.	(Velo).
	Binks.	(Triumph).
	Machan.	(AJS).
	Massey.	(New Imperial).
	Nield.	(Ariel).
	Cave.	(Velo).

We made our way via Macclesfield to Bowlers Farm in Wildboarclough where the trail was to start from. We were asked to dye part of the course from Cheeks Hill to 3 Shires Head. H. Nield and E.C.Cave went straight to 3 Shires Head and the rest of us went to Cheeks Hill and over the moors to meet the others.

John Scholefield had some magneto trouble and Reg Hallam went back to help him, these two got lost as they made their way to Rainow, Geoff Machan also got lost and turned up at Rainow.

The rest of the party set out from 3 Shires Head to go to an observed section known as Wicken Splash, Fred Greaves and Marjory on the Velo and Wal Massey and Tom Dugdale on the New Imperial went on bikes, the rest of us set off to walk. It was a long way to the section and the walkers turned back before they got there.

Everyone, with the exception of Messrs. Nield and Cave who went straight home, turned up at the 'Outpost' at Rainow where we were glad of the big warm fire as there had been fine rain falling all day. We stayed at Rainow until about 7 pm. and then made our way to the clubroom.

T.A.Dugdale.

-----oooooooooooo-----

NOTES.

Will members please note that the MOTORCYCLE CENTRE has closed its branch on the Buxton Road and the business is now based at its depot at 2 Carrington Road, Stockport under the sole proprietor John Roberts.

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The advertisement of High Peak Motorcycles, Albion Road, New Mills should read 'Wire Wheel Building' and not Wire Wheel Balancing.

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Monies for the tickets sold for the club raffle in aid of the I.S.D.E. team fund should be handed to Brian Garner in the clubroom or sent in the form of a cheque to 8 Babbacombe Road, Olferton, Stockport. Do not return unsold tickets, the organiser would sooner have the money.

-----

A SHROPSHIRE TRILOGY. by Geoff Winstanley.Camping at Little Stretton.12-14 August, 1983.

As I approached Stretton on the A49 two close together headlamps appeared in the bar end mirror. A quick look over my shoulder confirmed that it was a bike with another one behind, were they club members I wondered. After some fast riding, not wishing to let the reputation of the Moto Morini down, I pulled up at the traffic lights outside Church Stretton and it was Paul Rushton who pulled up beside me followed by Ian McKenstrie on the other side. I was surprised to see Paul who had intended making the journey the following day on his 100/120cc. Suzuki Bloop (his GS.1000 having been recently stolen), but his brother had lent him a CBX for the week end. We carried on to the campsite where a BMW R45 marked the presence of Alan Aldred.

We quickly put up the tents and made for the pub, which was agreeably close and much to the delight of Paul and Ian was a 'Real Ale Guide' house, selling draught Bass and some good bar snacks. On leaving the pub the sky was exceptionally clear as it can only be in such remote places. The Milky Way was clearly visible and I saw several shooting stars before turning in.

In the morning the weather was glorious as it was to stay for the fest'83 weekend. According to Alan it had not rained in Stretton for 10 weeks, consequently the stream that ran by the site was fairly dry. When Alan was last at the site the ford that we had to cross was a couple of feet deep and running fast. Paul and Ian went into Church Stretton for breakfast and by lunchtime they still hadn't returned, but a Suzuki Katana arrived piloted by Brian Linton with girlfriend Sheila on the back. We went to the pub for lunch where we were joined by the other two.

After dinner we climbed up the nearest hill, a strenuous effort, but well worth it. We spent the rest of the afternoon on the hill in the hot sunshine, with a fresh cooling breeze, with breathtaking views. It was clearly not a weekend for doing much, and what an excellent venue for it.

As evening approached we were left by Ian who was working in the morning, but Brian and Sheila who had intended to come for the day decided to stay the night. We were shortly joined by Graham Watson on his Honda 750 and all went back to the Ragliegh Arms for food and drink. Graham who didn't have any poles for his tent, spent the night under the many stars wrapped in the flysheet - a ploy we discovered to avoid paying the tent charges.

The B.M.W. Moles and the Non-Run to Ironbridge.

The original reason for the Stretton camping week-end was to tie in with a club run to Ironbridge on the Sunday. However a phone message via the site owners told us not to expect anyone from Stockport. Now free to plan our own day we went to the Hollybush cafe for bacon butties and pots of tea, and discover why Ian and Paul spent so long there the previous day. From there Brian and Sheila went home followed by Paul. Alan, who was staying at the site for a few more days, went to find some friends living nearby, leaving Graham and I to make expedition to Ironbrid

The reason for the zero turnout at Stockport requires some explanation as it could well affect the existence of the club. For some time now the membership of the club has slowly been taken over by BMW owners. Beamer activists have been persuading members to buy BMWs, it has been alleged that these moles have been lying on their application forms, pretending to be ordinary motorcyclists and then suddenly arriving on their 'new' BMWs. There may also be undercover agents who ride normal bikes but who keep a BMW secretly in the garage.

The aim of these activists, I believe, is to achieve a majority at an AGM or EGM and change the constitution, requiring us all to ride BMWs. This is in accordance with the germanic ideal that we should all ride identical bikes, backed by type approval laws. You may think that they have not yet made sufficient impact on our large off-road membership (as GS.80's are harder to justify) but considering the attendance of last years AGM I think they may already be making plans for this years meeting, so I urge all of you to attend.

The result of all this infiltration is that the BMW Club can already completely thwart a 17 Club run by simply calling a BMW Club meeting on the same day. Leaving just Graham Watson and myself to attempt Ironbridge via the south face.

#### An Impromptu Club Run to Shrewsbury.

The most exciting though least pleasant part of the week-end was still to come as Honda followed Morini along a twisty section of the B4371 from Church Stretton to Much Wenlock. Then came a straighter bit which runs along the top of Wenlock Edge affording some good views if you have time to appreciate them. Through Much Wenlock and back on the open road - destination Ironbridge, we rounded a gentle bend at the top of a rise, the road stretched straight out ahead with two oncoming cars which did not appear to be making any progress. The reason became apparent as the first car indicated that it wished to turn right. The thought did not seriously enter my head that he might actually turn in front of me - until he did. With the offside blocked by the second car the only course open was heavy braking, which I found myself instinctively doing. Then came the crunch (sic)!, a short flight over the car, a somersault on my head, and I slid to a halt along the tarmac. I then found myself lying on my back with one leg fixed in pain above me and the other limbs similarly disposed, I felt like a dying cartoon character with all fours in the air (or should I say like a dead ant) Thus started the unexpected run to Shrewsbury Hospital, led by me (NHS Ambulance) followed later by Graham (Honda 750) and the next day by Alan (BMW R45).

I was very fortunate not to break any bones, looking back I took the best course of action for my safety, however I did manage to cut a four inch deep gash in my left foot, no mean feat considering the amount of flesh on the human foot, and the reason for my hospitalization. Had I been wearing my bike boots, as I should have, I might have walked away, I am certainly glad that I was wearing my leather jacket and gloves not to mention the obligatory helmet.

The incident is a hard hitting reminder that motorcycling is a potentially dangerous activity even when riding with reasonable care, but once a motorcyclist always a motorcyclist and even as I lay on the road watching my blood trickle past me, one of my major concerns was would I be able to ride to southern France in a fortnight. I would like to thank Graham and Alan for visiting me in hospital and again to Graham for efficiently sorting out details of the accident, getting the names of witnesses and ensuring that my bike and belongings were taken care of etc, Thanks also to other members for their moral support during my convalescence and finally I wish all members SAFE RIDING in the future.

Geoff (Scar-foot) Winstamley.

TRIALS REPORT. DURON ROUND 2. by Keith Haining.

Clough House Farm on July 31st. was the venue for the second trial in the Duron series where five laps of a twelve section course quickly knocked up scores that would have been better related to a cricket match than a club trial. Mind you it wasn't the fault of the marking out team but the alterations made by the observers who got tired of writing down zeros against nearly every rider. I have always found it extremely difficult to alter sections when the various groups of riders are all on different laps.

The sections were set out in the wooded area known as Plantation in the Dave Rowland Trial up to Cumberland Corner, all used the stream that runs down from the moor as well as its tributaries except for section 9 which twisted and turned around the multitude of trees.

Section 1, just through the gate dropped down from the bank into the stream which was followed for a short distance with the exit via a sharp right hander up to Section 2. Not a difficult one but the turn out does invite a steady foot and Norman Eyre obliged.

Section 2 was up a narrow gully that required concentration to cope with the 3'-6" rocky step, and John Hulme and Paul Turner had cleans here on round 1 and kept their sheets clean for the remainder of the trial.

Section 3 was a continuation of section 2. which was best negotiated with a slight wall of death swing up the banking to avoid a root and rocky obstacle. It was whilst performing this maneuver that Mike Edwards came to an abrupt stop against an outcrop adding his only five on this section. Gary Burdett on the Armstrong got into some difficulty and dropped four marks during the course of the trial.

Section 4 and the next one section 5 enabled riders of all abilities to feel that after all it wasn't quite as difficult as they had thought. Zeros were common place and fives were the exception, Ken Roberts managed one and from the look on his face as he tackles the sections I think that he ought to take a relaxative before starting, perhaps he does!

Section 6 was easy, I say this with the result sheet in front of me I'm sure that the three riders who managed to get into double figures here wouldn't agree. Henry Rosenthal tried it at Enduro speed, result 1.

Section 7 was one of those sections where a steep decent bending round a tree on the way down requires considerable skill in keeping the back wheel turning and yet using a co-operating back brake to keep the bike under control. Only eight riders kept their sheets clean for all the five laps. On the first round Brian Cottrell's motor died as he dropped into the stream and he only avoided a five by some enegetic paddling. No 18 and no.33 found a rock at the top of the climb and came to an abrupt stop.

Section 8 was through the stream and up the bank, not difficult, number 60 had a nice ride on the lap that I saw him tackle it but from his score it looks as if young Peter Adcock notched up 15 on the other laps.

Section 9 was easy to start but some alterations by the observers soon had the entry in trouble.

cont.



Section 10. at Cumberland Corner took the riders up the stream and out after 20 yards turning back on themselves where the riders seemed taken aback by a rock with the marker in the top, Some riders went down the wrong side and added five to their score card. The efforts of Ron Hulme here made him a candidate for the strugglers sprocket whether he won it on points or not.

Section 11 again a stream to follow which took very few marks away from the entry.

Section 12. Another Dave Rowland section with a fearsome waterfall. The fact that a stone block was laid at the foot of the rock face only added to the difficulties, it meant that the point at which the rider picks up his front wheel was just that little bit too far away to allow the back wheel to follow up the vertical face. No one managed this section without penalty on at least one lap Mark Holland dropped only one mark here.

### RESULTS.

<u>Premier Award.</u>	Kevin Boddy	Fantic 240.	4	Marks	(57 cleans)
<u>First Class.</u>	Mark Holland.	Fantic 240.	4	"	(66 " )
" "	Paul Turner.	Fantic 240.	9	"	
<u>Best Intermediate.</u>	David Morewood	Fantic 240.	33	"	
<u>First Class.</u>	Mark Hallows.	Majesty 250.	36	"	
<u>Best Novice.</u>	Philip Repton.	Montesa 200.	53	"	
<u>First Class.</u>	Kevin Keenan.	Montesa 350.	70	"	
" "	John Duffy.	Majesty 250.	80.	"	
Over 40 Best Performance. Norman Eyre. Majesty 320. 43"					
Best 'A' Class. Richard Lomas. Majesty 200. 112.					

The observers require a special mention and this we do adding our thanks to those of the riders who make a point in acknowledging the contribution made by those who keep the score. Thank you Les and Beryl Hipwell, John Hartley, Len Eyre, Ted Hawker, Stan Moss, Linda Roberts, Sonia Rosenthal, A. Hallows, Bill Turner, Jim Evans and Mandy Cottrell, Bob Lloyd and Jessie Boddy.

Ken Roberts and Colin Mather feel that they would have appeared in the results if someone hadn't made some of the sections that they had carefully marked out, more difficult, but everyone else thinks that they did a grand job.

Smooth was the operation of the Secretary of the meeting Jim Capper with Wendy as back up. Tim Capper still blames me for the voodoo that my shadow casts over him when he rides in a 17 trial, sorry Tim!!

TRIALS REPORT. DURON ROUND 3. by Henry Rosenthal.

'Wrights' on John Cantrells doorstep at Harpur Hill was the venue for the third round of the Duron Series on Sunday the 28th. August 83. and inspite of a very small entry (36) it was in the opinion of everyone who took part a first class trial, however concrete is not sympathetic material to ride over on a bike and the sound of metal coming into contact with is unnatural to say the least.

Norman Eyre and Andrew Cantrell laid out the 10 sections that the riders had to cover 4 times and right from the start this was an unusual event. In the first place the number of people volunteering to observe exceeded the number that were required, and the results produced a winner and three class placings without an expert class rider amongst them. The first wxpert being Andrew Cantrell riding his Armstrong 320 CCM.

Ian Margetts was the winner with the loss of 15 marks a score that he shared with Kevin Hipwell also on 15 with the premier award being decided on dabs, both these riders incidentally being Intermediate class riders.

The hardest section was undoubtable section No.2. and here Mark Hallows was outstanding losing only 2 marks, unfortunately his performanoe on the rest of the sections didn't maintain this promise and he dropped in the final order.

I always felt that there was a cowboy element in all trials riders and Ken Eyre had the opportunity to star in a melodramatic way by rescuing Margaret Cottrell from a herd of steers stampeding in Section 6 where she was observing.

Norman Eyre did well to hang on to the Best Over 40 rider with a bike that was definately not running well. A new reed block was diagnosed to be the fault which needed revs. to keep going which are the last thing you want to have to produce unnecessarily.

Absent from the trial was Tim Capper who has broken his left wrist in a recent Macc & Hyde Trial. This is Tim's first serious accident since he started riding with the Youth Section started by his father Jim. We hope that he will soon be back in the saddle, but in the meantime he is spectating and collecting autographs on his nice clean plaster, his mother tells me that he was due to take his driving test in the car shortly and will have to cancel this historic event until his arm has mended.

RESULTS.

<u>Premier.</u>	Ian Margetts. Fantic 240.	15 Marks lost.
1st. Class Expert.	Andrew Cantrell. Armstrong. 320.	19 " "
Best Intermediate.	Kevin Hipwell. Majesty 125.	15 " "
1st. Class Inter.	Mark Hallows. Majesty 250.	31. " "
Best Novice.	Philip Repton. Montesa 200.	19 " "
1st. Class Novice.	Kevin Keenan. Montesa 350.	20 " "
Best Over 40.	Norman Eyre. Majrsty 320.	28 " "
Best Youth 'A'	Richard Lomas. Majesty 200	61 " "

Thanks to John Cantrell we had the use of the land, and this together with organisation by Edgar Rosenthal, and with Ron Hulme to start them everyone had a good day.

DURON SERIES.

After three rounds the position of the leading riders in this series is as follows:-

DURON TROPHY.

Paul Turner.	12.
John Hulme.	9.
Kevin Boddy.	9.
Ian Margetts.	9.
Mark Holland.	7.
Kevin Hipwell.	7.
Philip Repton.	5.
John Shirt.	5.
D. Walmsley.	3.
Gary Burdett.	2.
Andrew Cantrell.	2.
Sam Brownlee.	1.
Kevin Keenan.	1.

WARBURTON TROPHY.

M.A. Hallows.	19.
Kevin Hipwell.	17.
Carl Mochin.	13.
Ian Margetts.	11.
David Moorewood.	9.
Tim Capper.	1.
S. Holland.	1.
Robert Gregory.	1.

GUY ALLOTT TROPHY.

Philip Repton.	18.
Kevin Keenan.	14.
J.E. Marsland.	11.
C. Bradley.	7.
J. Duffy.	5.
I. Howell.	5.
John Williamson.	5.
P. Harrison.	2.
D. Baines.	2.
D. Smith.	1.
D. Watson.	1.
K. Gunstone.	1.

STRUGGLERS SPROCKET.

Norman Eyre.	27.
John Cantrell.	19.
Brian Cottrell.	17.
Ron Hulme.	5.
Eric Adcock.	2.

JOHN CANTRELL TROPHY.

R. Lomas.	25.
P. Adcock.	14.
R. Vaughan.	9.
A. Turner.	9.
A. Parter.	5.
A. Ellison.	5.

THE 4th. and FINAL ROUND OF THE DURON SERIES - SUNDAY NOV. 27th. 83.

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ANNOUNCING - "THE BRINKS ENDURO 1983" - SUNDAY 11th. SEPTEMBER.

Once a year the Manchester 17 Motor Cycle Club organises its one Enduro event, and although club members are not allowed to enter, because they are needed to help with the running of it, club members who don't always understand the difference between 'Trial and Trail' have the opportunity to witness one of the most strenuous forms of motor sport.

It will also be a pre-view of what our team will have to cope with during the first week in October as they take part in the International Six Days Enduro starting from Builth Wells.

The location of the course will be signed from the A6 at Disley and the more exact address is Brink Farm, Bowstones Gates, Higher Disley. The O.S. Map grid reference is 974813. After taking the road opposite the entrance to the Moorside Hotel please take care and watch out for walkers the road is very narrow.

The route takes the riders over 100 miles of moorland tracks and other terrain and the 10 mile course is covered 10 times to a specified time schedule with penalties for arriving early or late at the time checks. Special tests are used to sort out ties and the performance of the riders at these points is worth watching. A good pair of boots and legs to match are essential if you intend walking around the course, but one word of warning, don't get roped in to help extricate a rider from the mire, you will end up covered in muck and exhausted into the bargain.

As with trials more enjoyment can be gained by helping in the organisation so contact Brian Garner the Secretary of the meeting either in the clubroom at the Robin Hood or at 8 Babbacombe Road, Offerton, Stockport.

-----0000000000-----

Phil Minne's Puzzle Corner.

	1	2	3	4	5
1					
2					
3					
4					
5					

CLUES ACROSS.

1. A boxer has one.
2. Popular puppet.
3. Well known magazine.
4. Type of drink.
5. Joiners tool.

CLUES DOWN.

1. Vegetables.
2. Female sheep.
3. Fowl.
4. Oceans.
5. Sometimes dropped.

A prize of a book of raffle tickets for the Enduro Team Raffle will be sent to the first correct entry picked out of the post received up to first post on the 16th. September 1983. at 83 Offerton Lane, S/port.

Answers next month.

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