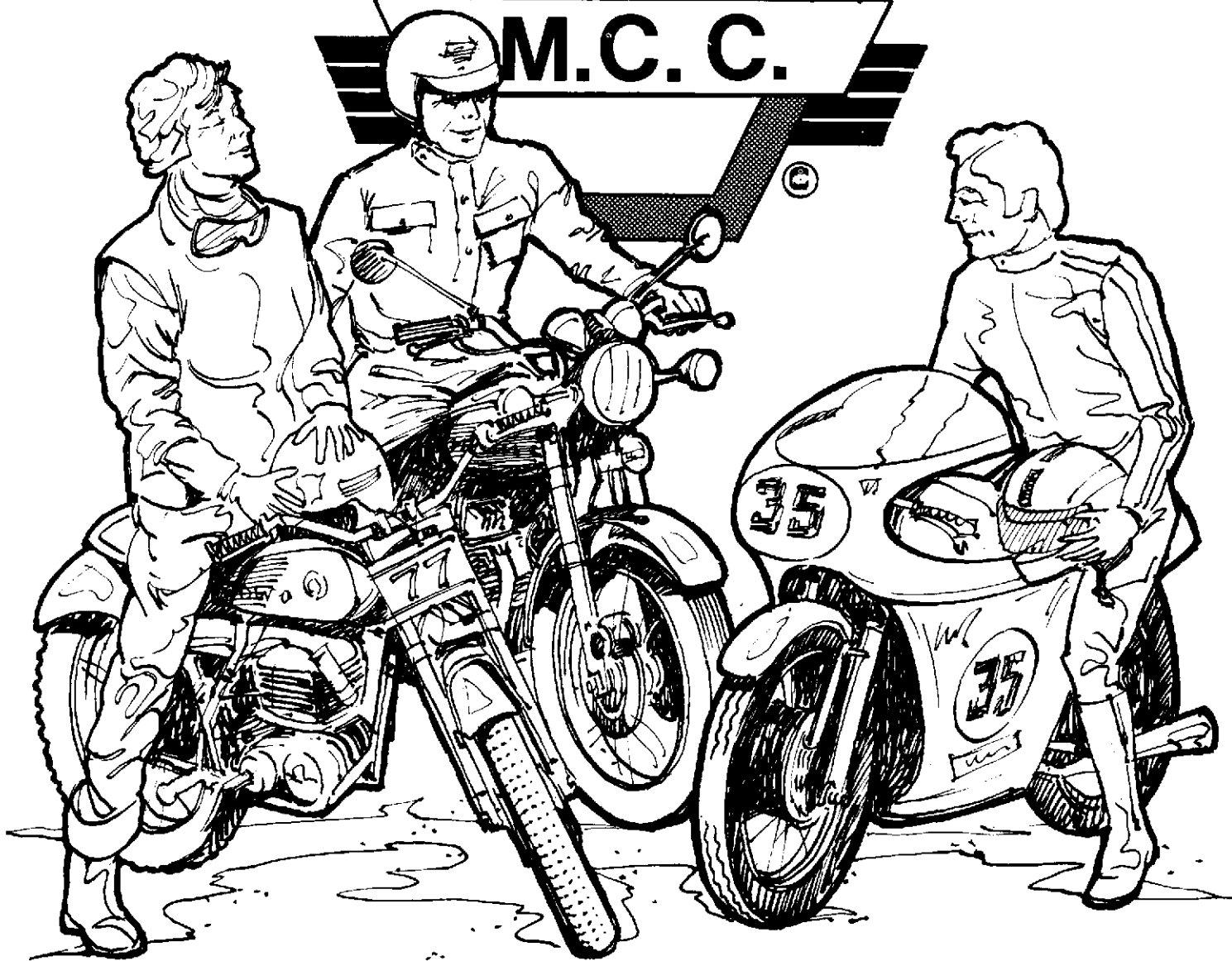


MAY 1984

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 - MAY. 1984.

CLUB OFFICIALS.

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Disley, Stockport, Cheshire.
SK12 2JE. Tel. Disley 2001.

CHAIRMAN. Ian Bottomley, 114 South West Avenue,
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SECRETARY. Roger Richards, 49 Woodsmoor Lane, Stockport. SK2 7AZ.
Tel. 061-456-4941.

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

TREASURER. Ken Roberts, 17 Mill Lane, Hazel Grove, Stockport. SK7 6DS.

SOCIAL SEC. Graham Watson, 9 Cedar Road, Marple, Stockport. SK6 7QP.
Tel. 061-427-4958.

RALLY SEC. Anne Wood, 29 Windermere Road, Handforth, Wilmslow. SK9 3NJ.
Tel. Wilmslow 527101.

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Tel. 061-456-8049.

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SK8 3ET.

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Stockport. SK5 7DQ. Tel. 061-377-4291.

ORDINARY MEMBERS. Phil Minne, 12 Stainburne Road, Great Moor, Stockport.
SK2 6BB.

Rick Stewart, 261 Coppice Road, Poynton. SK12 1SP.

CLUBROOM & NIGHT. See cover.

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DIARY OF EVENTS.

MAY. 8th. Film Show in the clubroom.

MAY. 16th. COMMITTEE MEETING. Robin Hood at 8-00 pm.

MAY. 23rd. Trials get together at the Swan Hotel New Mills. See back page.

MAY. 19th. BMF MEMBA RALLY.)
MAY. 20th. BMF RALLY.) At the East of England Show Ground,
Peterborough. Anyone wishing to make
a run on the Sunday should contact
any committee member.

MAY. 27th. John Simister Memorial Trial. High Edge Raceway, Buxton.

EDITORIAL.

Dear Members,

It is very gratifying for me as Editor to see the newsletter being used more and more as a means of communication. At Committee and Sub-Committee Meetings attempts to get the membership more actively involved are solved through the newsletter. This month members may feel that it should be called the BMF newsletter, but here again it helps to solve the problem of communication which many members feel is wrong with the BMF.

Contributions by members are still only a small part of the newsletter content and I appeal to anyone who goes on holiday on their bikes to put pen to paper and let us know where they went and how they got on. It doesn't matter whether it was on the continent or here in Great Britain as long as it was by bike.

I am sure that members will enjoy reading Tony Noble's letter from Russia and will join with me in wishing him every happiness in the future. It is to be hoped that he will find time to visit the clubroom during his leave later this year. There are a lot of questions that I would like to ask him about life in the Soviet Union, but isn't it amazing that for all its successes with space exploration and the training of gifted youngsters in the fields of art and sport they still have to import machinery and computers from Europe together with the experts to use them.

With the fine weather more bikes are appearing at the Robin Hood and attendances in the clubroom have dramatically improved in the last few weeks. This is of course the result of Graham's efforts to obtain films, and guest speakers as well as putting on quizzes etc. Last Tuesday he lugged his own television set to the club and with the video recorder lent by Russell Leigh showed the members the I.S.D.E. recording that the club purchased.

Organising these events takes a lot of time and effort and the more that we do the more chance there is of overlapping the various disciplines within the club. At the end of April I have organised a Treasure Hunt, the club is running a Trial, there is an Enduro event in Wales and the BMW Club to which many of the 17's members belong has got a week end in the Lake district. What this means to the organisers of these events is that help is stretched very thin on the ground. Postponements of events often plays havoc with attendances and it is frustrating when dates cross and halve the number of participants.

What all this is leading up to is an appeal for members to think up an event and to organise it. For trials riders to take an active part in the preparation of a trial and to volunteer to do one of the many jobs that require doing. At the recent trials sub-committee meeting it was very nearly impossible to find enough people to fill the various positions like Clerk of the Course etc. Time and time again the same people are called upon to mark out the course Norman Eyre, Harvey Lloyd, Ron Hulme, Steve Thomas, John Cantrell. We are looking for young riders to join Tim Capper at the trials sub committee meetings to participate.

So to anyone interested in trials whether it be as a rider or official, mark Wednesday the 23rd. May in your diary and read about the get together on the back of the trials entry form in this newsletter.

SMALL TALK.

Travis Spares are still occupying 16 Turncroft Lane, Stockport.

Bob Lydiatt is now established in the premises of Town & Country Motorcycles, Stockport Road, Ashton -U - Lyme. where customers old and new can get the benefit of his expertise.

The club's video of the 1984 I.S.D.E can be hired by club members for 50p and by clubs for £2.00.

The National Motorcycle Museum will open in October this year and will certainly be worth a visit. The Editor has tickets for the summer Raffle in aid of the museum and will shortly be moving amongst you with the object of relieving you of more of your hard earned money. Don't forget nothing ventured nothing gained. First prize is £2000.

MUTUAL AID.

FOR SALE. HONDA 400 Automatic. 'S' Reg. 32000 mls.
Full Fairing and luggage rack, 2 new tyres and
Cam chain. MOT.
£175 O.N.O.
Tel. Roger Richards on 061-456-4941.

WANTED. Tow bracket for a Vauxhall Chevette.
Tel. Dave Rowland on Chapel 814338.

BMF RALLY.

Quite a number of Manchester 17 members attend the BMF Rally at Peterborough. If you would like to make a run of it contact any committee member who will put you in touch with others who are interested The cost of the Sunday Rally admission is £3.00.

OPEN FORUM APRIL 17th. 84.

The second visit to the club by Pete Ryder, the BMF's Representative for the Northern region took place immediately after the extraordinary general meeting of the BMF in London when the revised constitution of the BMF was approved by the 150 delegates who attended. Your Editor represented the Manchester 17 at the E.G.M. and whilst under normal circumstances he would have published a report it is felt that as the 'Open Forum' covered the same ground, it will itself suffice.

In addition to Pete Ryder the club were addressed by Dave Searle who at one time was an active member of the Manchester 17, but whose main interests now centre around the Moto Guzzi Owners Club.

Chaired by the Editor the discussion got under way with a resume of the changes that have taken place with the acceptance of the new constitution. The main change is of course the change from being a limited company with a number of directors invited on to the board through their involvement with the work to an unincorporated association. A General Council will be elected by members of the BMF according to their voting rights and the General Council will in turn elect a Management Committee whose members will automatically include the Chairmen of the Regional Groups.

The marketing of regalia, clothing etc and all other trading functions will be managed by the British Motorcyclists Federation (Enterprises) Ltd. and this will carry on as a commercial enterprise, conforming to company law.

Phil Minne asked how the BMF were going to attract the necessary funds to sustain a programme of regional development which would require money, in view of the financial difficulties that the BMF had got itself into in the recent past. Pete explained that the drive was for Individual Members and not for club affiliated membership. He agreed that it would not be possible to take more than a token sum of money from the central fund and give it to the region. It was hoped however that the regions would organise their own fund raising events and this money would then be retained by the regions to augment the limited amount received from head office.

Paul Footall raised a number of questions about the action that the BMF could take with regard to things like builders skips, overbanding etc. It was explained by the speakers that a considerable dossier was being collected of accidents caused by such things as well as pot holes, and these reports were being used to obtain compensation for riders injured in accidents attributed to these hazards. At sometime in the future cards will be available for members to report such dangers which will be put on file at the same time being notified to the authority responsible for remedial action.

Paul also asked if there was anything that the BMF could do to stop the hooligan element of young motorcyclists who continually plague the area that he lives in. In view of the efforts made by Paul to encourage young riders to act responsibly he found himself increasingly frustrated by the disregard that these young people have for the residents of the districts they race in. The police seem powerless to do anything. Pete Ryder made a constructive suggestion to solve this problem, and that was the installation of 'Sleeping Policemen'. Explaining the BMF's attitude to these 'humps' he said that in quiet residential areas these could have the desired effect of limiting the speed of vehicles.

OPEN FORUM concluded.

Pete felt that with the necessary precautions taken & the guidelines laid down by the D of T there was no danger to vehicles travelling at the correct speed including motorcyclists. He suggested that Paul should approach the council with a request for this to be considered.

Brian Starkie said that if the EMF wanted to recruit more individual members they should adopt a more aggressive approach, speaking to people on a person to person basis.

Drawing the discussion to a close the Editor thanked the speakers Pete Ryder and Dave Searle and the club members gave them a round of applause.

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CHESHIRE CENTRE GROUP TRIAL - ROUND TWO. 25th. March. 1984.

Report by Jim Capper.

Eightyone riders from ten clubs made up the entry for the second round of this new series held by the Denbigh and Mold Club at Bodfari.

Fifteen sections ridden four times produced a trial that couldn't be called easy with some of the sections becoming a mudbath after a few laps. It soon became obvious that the day was to be a battle between leading team Manchester 17 and Wrexham chasing hard for points.

What Manchester 17 needed to strengthen their hold on the lead was that all important first place and John Hulme fresh from the World round in Ireland did just that beating the runner up Mike Leddy by seven marks to gain maximum points for '17'.

The Team results gave Wrexham the day by two points.

The scoring Manchester 17 team were John Hulme - 100 points. Paul Turner - 95 points, John Shirt - 92 pts., Steve Thomas - 91pts., Norman Eyre - 88 pts., Tim Capper - 84 pts., a total of 550 points. The Wrexham team finished with 552 points.

Position after 2 rounds.

Manchester 17	1104	points.
Wrexham.	1054	"
Denbigh & Mold.	954	"
Winsford.	827	"
Congleton.	521	"
Macc. & Hyde.	462	"
South Liverpool.	369	"
Wirral 100.	312	"
Potters.	312	"
Bar None.	257	"
Whitchurch.	48	"
Crewe.	29	"

The next round will be held by the Wirral 100 Club - date uncertain. Watch T & MX News to make sure you don't miss it.

SOLO TRAILERS NOW LEGAL.Thanks to the BMF and its members!

As of the 19th. April British motorcyclists are now able to do what motorcyclists through much of Europe and the United States have always been able to do. Tow a trailer behind their solo motorcycle. The introduction of the new regulations marked the end of a long campaign by the BMF that began over ten years ago. The final push that convinced the Government, to its credit, that there was no inherent danger to the rider, came from the two BMF members, Chris Shoesmith and Dave Bromhall.

They provided the technical back-up and put a great deal of effort into persuading the Government that such a law was desirable. The BMF provided the voice and also, thanks to the American Motorcyclists Association, a great deal of supportive evidence from the United States. The final break-through came in 1983 when the BMF Chairman met Transport Minister Lynda Chalker and once again put all the arguments to her. She listened and acted.

The new regulations state that a solo motorcycle can tow a trailer provided that:-

- a) It exceeds 125 cc.
- b) The machine is marked with its kerbside weight.
- c) The trailer is no more than 1 metre wide.
- d) It is not more than 2,5 meters from the rear axle of the bike to the rear of the trailer.
- e) Passengers are not carried in the trailer.
- f) The trailer is marked with its kerbside weight.
- g) The maximum weight is 150 Kg or two thirds of the motorcycles kerbside weight.- whichever is the least.
- h) The trailer is fitted with working rear lamps and stop lamps.
- i) A Maximum speed limit of 50 mph is observed on all roads (except those where a lower limit is specified.)
- j) Only one trailer is towed at any one time.

The passing of this law is a classic example of how the BMF and its' members can work together to achieve success. Chris Shoesmith and Dave Bromhall didn't sit there moaning about what the BMF is doing for "US". They came to the BMF and, with its help, did the bulk of the work themselves. It is another case of Motorcyclists Working for Motorcyclists. Well done Chris and Dave.

THE REAL STORY ABOUT THE PROPOSED NEW CAMPSITE LEGISLATION.

Much has been written about the Government's plans to introduce new legislation that could have made motorcycle rallies illegal. That legislation has now been temporarily shelved but it could return. Here is what happened.

Last year it came to the BMF's notice that Mr. Hubert Miles MP. was trying to place before Parliament a Private Members Bill that would define limits of tent size and duration of stay for camping events not requiring authorisation. In effect this meant that any club planning to run an event with the owners permission but on an unauthorised site, would be in trouble.

Mr. Miles' Bill was not intended as an anti-motorcyclist measure but had been drawn up with Government backing, to try and stop random camping predominately in Britains National Parks. Bikes were unfortunately caught in the net. BMF Deputy Chairman Geoff Wilson was deputed to take the matter up and in fact found a very sympathetic Department of the Environment. They immediately recognised the motorcyclists problem assured us that it was not intentional and set about amending the proposals.

The result, whilst not entirely satisfactory, at least saved most motorcycle rallies. The amended regulation allowed groups using small tents (defined as being no more than 1,75 M high at the ridge) and containing no more than three people, to camp freely for no more than two nights. The control marquee would be OK as long as no one slept in it! Then fate took a hand and Hubert Miles' Bill was 'talked out' by the opposition filibustering on another matter. So were all the BMF's efforts a waste of time? Most certainly not for Hubert Miles's Bill is due to be tabled again on July 6, 1984, this time with Government backing, but it seems unlikely that it will progress much further because by then it will be nearly the end of the Parliamentary year. In view of this motorcyclists will probably gain a reprieve from the amended Bill for the time being.

It doesn't end there though for the Government are clearly determined to enact legislation to curb camping in National Parks so the BMF will keep a watchful eye on any new legislation to ensure that motorcyclists are not once again 'forgotten'. However the current proposals caused such a furore that this seems unlikely! The DOE are now very well aware of the motorcyclists viewpoint both officially and unofficially but the BMF ask some of the unofficial letter writers to be less abusive when they write, that is no way to get the Civil Servants on the motorcyclists side.

The BMF now sees the danger for the future being that any new legislation will come from another source and be less sympathetic to motorcyclists problems. They believe that the small motorcyclists lobby cannot cause this legislation to be dropped completely and that the best way to serve the interests of motorcyclists is to ensure that they are properly catered for if and when the legislation is laid before Parliament. The BMF is doing just that.

FROM RUSSIA WITH ----- From our own correspondent.

Nizhnekask,
Soviet Union.

Dear Keith,

Well at last I have put pen to paper and have decided to write to you and everyone at the 17 club. Thank you for the newsletters Keith at least I can keep up to date with whats happening at the club even if I do lose touch with everything else that's happening in the UK.

The newsletters have been arriving regularly once a month and are a good read, keep up the good work Keith. Firstly I'd better introduce myself, my name is Tony Noble and I have been a member of the club for about 5 or 6 years. I am mainly interested in road riding and have attended many rallies, including some abroad with other members of the club. My last bike was a GS.1000 ET. Suzuki and before that I had a 750 Honda.

I am a computer programmer and since June 1982 have been working in the Soviet Union for Ferranti Computer Systems whose computers are in use here. The town where I live is Nizhnekansk in the Tartaskya republic, capital Kazan, about 550 miles due east of Moscow, and situated on the Karmar river. The two big industrial plants near to the town are a chemical plant and a tyre factory where I work. The rubber is made in huge mixers supplied by Simon Carves of Stockport and they are controlled by Ferranti computers. The tyres are transported to Chelney (now called Brezhnev) for the trucks made there. Last September I got married to a Tartar girl, Guzel, from this town, so you can see that working here has changed my life a great deal.

I'm afraid I can't report much on motorcycling in the USSR due to the lack of it, here at least. During the months of October to March riding a motorcycle is out of the question because of the weather, its just impossible to ride with packed snow and ice everywhere. Even if this didn't stop you I think temperatures of -15 C and below would deter even the most ardent motorcyclist. Cars are even garaged during the winter months and the only things you will see on the roads apart from people are buses and trucks.

I have been browsing through a collection of automobile magazines for 1975 and 1976 which include motorcycling. It seems that they do have a sport of some sort in this country but due to the lack of road bikes I think it must be difficult to get into it. There is ice speedway, speedway, trials and even road racing, but as I cannot read these articles its difficult to tell you any details.

As far as I can make out, to get into trials riding or off road riding of any sort you have to join the club in your town (if they have one) They have a club here and I have been promised a visit to see what is going on but I haven't been yet. The purchase of a sport or trial bike must be through this club but I've no doubt it will be expensive even though they do make some in the Soviet Union (for example Voskod). I know of one road race that takes place on a yearly basis at a place called Katchergine in the Prebaltic republic and just out of interest the names of some of the riders are Karl Oshinsh (125 cc.) Boris Yudin (350 cc) both Soviet champions riding 2 strokes, although there's no details of the bikes not even the names.

I have enclosed a chart detailing the bikes available here and even though this has been based on the 1975/76 magazines I have been assured that things haven't changed much. Unfortunately apart from the Ural, which in England is called the Neval, I don't know the names of these bikes as they would be known in a bike shop in England. The local bike shop is a small part of the sports shop in this town and its main stock is of mopeds although there's usually a couple of scooters and maybe one sidecar outfit. I have seen no special motorcycle clothing and very few spares in this shop. I believe the only place to get these from is Kazan 110 miles away. If only Damart would open a shop here I'm sure they'd do great business. If you want to sell your motorcycle or buy a second hand motorcycle you have to go to the shop again in Kazan, where they sell the spares and clothing although I am sure a lot of private sales are done here even though it is illegal. You can only sell and buy second hand at specified prices laid down, none of this advertising in the paper.

The local people ride around mainly on small bikes, most of which are in dubious condition. There doesn't seem to be any enforced regulations about the state of some of these machines, most of them wouldn't be allowed near an English road and most people ride around with open faced helmets which look about 15 years old and the chin straps are never fastened. The younger lads driving mopeds don't wear helmets at all so I assume this is legal. Sidecar outfits are very popular, you very often see an old man and his wife rolling up to the market and later loading their bucket of spuds and other goodies into the sidecar. Its not surprising when you consider the cheapest Lada is about 7000 roubles (£6800.) and means first passing a very stiff test and then waiting 2 or 3 years for delivery. They can start riding a moped at 16 but have to pass a test before they can ride bigger bikes. Having this licence does not allow you to drive a car (you can drive a car without a licence as long as you are accompanied by a qualified driver and you must display an L plate.) Motorcycles like cars must display a sticker for the current year to say that the vehicle is roadworthy but I'm not sure how easy these stickers are to get.

There doesn't seem to be any motorcycle magazines or even any automobile mags apart from the one I mentioned which includes everything from trucks to military vehicles. I'll try and get hold of some later copies of these mags and translate some of the articles on motorcycling, there may be some interesting articles I can send you in a later letter.

Hope everything is going well at the club, glad to see that Graham has taken the Social Secs position again - does a good job does our Graham. It would be good to see another Dead Ants Rally this year any chance Anne? Sorry I didn't pop in when I was home last in February, I will try and make amends next time, probably in June.

As I reflect I can see everyone polishing their machines in England ready for the summer. I look out of the window here and can just imagine Brian or Ken riding on their gleaming specimens - posers paradise.

Best regards to all at the Manchester 17.

Tony.

	MOPED	MOTORCYCLES						SIDECAR		OUTFITS	
Size.	49,8	148	199	123	173,7	340	346	347	645	645	746
Cylinders.	1	1	1	1	1	1	1	2	2	2	2
Stroke.	2	2	2	2	2	2	2	2	4	4	4
Compression	8,5	6,7	7,8 8,0	8,5	7,5	9,5 10,0	7,5 8,0	8,5 9,0	7,0	7,0	6,0
Power HP.	2,2	7	12	9,5	10,5	30	18	25	32	32	26
Max. rpm.	5300	5000	5000	6000	5400	6700	5200	6000	5300	5200	-
Max Speed. Km/HR	50	80	90	90	95	140	110	120 (90)	105	105	90
Wheel Base (mm)	1210	1300	1400	1250	1300	1350	1450	1450	1450	1500	-
Dry Weight. Kg.	52	120	145	100	112	140	155	158	330	330	300
Max Load Kg.	100	150	150	150	155	150	150	150	260	260	-
Fuel consump. Lts / 100 km. Km/HR.	2,2 AT 30	3,1 AT 50	3,2 AT 50	3,5 AT 70	2,8 AT 60	4 AT 80	3,5 AT 100	3,7 AT 60	5,8 AT 60	5,8 AT 60	-
Price. (roubles) (£1.2 to 1 R.)	183 TO 205	270	450	330	420	1000	670	740 (1040)	1540	1640	-
	VERCHOVINA - 5, RICA - 12, AUTOMATIC	YATKA - 3 ELECTRONIC	TOURIST	MINSK MMB 3.III	VOSKOD 2	IJ PLANET SPORT	IJ PLANET 3	IJ JUPITOR 3	URAL M67	DNEPR MT-10 (K-650)	DNEPR (K-750)

Please don't take these figures too literally as in a different book it gave different figures.

THE MANCHESTER 1171 MOTOR CYCLE CLUB
JOHN SIMISTER MEMORIAL TROPHY TRIAL

A Round of the Cheshire Centre Solo Championship

ANNOUNCEMENT AND JURISDICTION: The Manchester 17 M.C.C. will hold a reliability trial for solo motorcycles only on Sunday 27th May 1984 starting at 11.00 a.m. The trial will be organised under the General Competition Rules 10th edition, the standing regulations of the A.C.U. the trials regulations of the Cheshire Centre A.C.U. these supplementary regulations and any final instructions which may be issued.

ELIGIBILITY: The trial will be open to all fully paid up members of clubs affiliated to the Cheshire Centre of the A.C.U.

START: The start will be at High Edge Raceway near Buxton, Derbys (map ref 057691) and will be signposted from the A53 Buxton-Leek Road. The start is a silent zone.

ENTRIES: Entries for this event, which must be made on the official entry form and accompanied by the correct fee, will be accepted immediately, and not later than Thursday 24th May 1984. The entry fee of £2.50 will include the cost of insurance as specified by the A.C.U.

- AWARDS:**
- | | |
|---|----------------------------------|
| Best Performance | The John Simister Trophy & Award |
| 1st Class Awards | Next best 10% of starters |
| Best Intermediate | A suitable Award |
| Runner-up Intermediate | A suitable Award |
| Best Novice | A suitable Award |
| Runner-up Novice | A suitable Award |
| Best Man 1171 Under 19 on day | Punchbowl Trophy |

COURSE: The Course will probably be two laps of 20 sections, each lap approximately 11 miles long. Final details will be given on the day.

OBSERVED SECTIONS: Observed sections must be attempted in the correct order and once only per lap. Any competitor not observing this rule will be excluded.

TIES: Ties will be decided in the following order:

- | | |
|----------------|--|
| a) Most Cleans | d) Most 3s |
| b) Most 1s | e) Furthest round course with least loss of marks. |
| c) Most 2s | |

MACHINES: All machines must comply with the road traffic acts and with the appropriate A.C.U. ruling. Any not up to standard will not be allowed to start.

RIDING NUMBERS: Riding numbers will be issued in order of receipt and riders will start in numerical order at half minute intervals.

LICENCES: All riders must produce their competitor's licence to the Secretary of the Meeting when collecting their riding number.

- OFFICIALS:**
- | | |
|------------------------------------|------------------|
| C.C. Steward | M. M. Carnegie |
| Club Stewards | |
| Machine Examiner | |
| Official Starter | |
| Clerk of the Course | |
| Secretary of the Meeting | Sonia Rosenthal, |

94, South West Avenue,
Bollington, Macclesfield, Cheshire
Tel: Bollington (0625) 73728
PLEASE SEND STAMPED ADDRESSED ENVELOPE FOR RESULTS

Name of Trial Permit No.
Date of Trial

INDEMNIFICATION: I have read the Supplementary Regulations issued for this meeting and agree to be bound by them and by the General Competition Rules and the Standing Regulations of the Auto Cycle Union. In consideration of the acceptance of this my entry I agree to save harmless and keep indemnified the Manchester 1171 Motor Cycle Club, the Cheshire Centre of the A.C.U., and the Auto Cycle Union (including the owners or lessees of any land used for this Meeting) and their respective officials servants, representatives and agents from and against all actions, claims, costs, expenses, and demands in respect of death or injury to myself, howsoever caused arising out of or in connection with my entry or my taking part in this Meeting not withstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their Officials, Servants, Representatives or Agents. Further and additionally I acknowledge that it will be my sole responsibility to ensure that my Motorcycle complies in every respect with the Road Traffic Act 1972 and 1974 and the Motor Vehicle (construction and use) Regulations, 1978 or any statutory modifications or re-enactments thereof for the time being in force.

For Trials Using Public Roads: I declare that I have attained the age at which I am legally entitled to drive a motor vehicle and also whilst taking part in this Meeting I have an operative policy covering me in respect of Road Traffic Act Liabilities.

For Trials Held Solely on Private Grounds: I declare that I have reached the age specified in the A.C.U. Regulations at which I am permitted under those Regulations to take part in this class of event.

Signed Date

Signature of parent or guardian for competitor under 18

Name Telephone No.

Address

Machine Capacity

A.C.U. Licence No. (Entrants not producing licence will not be allowed to start)

Club

Status: Novice/Intermediate/Expert/Youth Class A/B/C/D (delete as necessary)

Age: Over 40 Yes/No Under 19: Yes/No (delete as necessary)

Award Cast/Award (delete as necessary)

Please send this completed entry form together with the correct entry fee to the Secretary of the Meeting at the address shown on the Supplementary Regulations. Cheques and postal orders should be made payable to The Manchester 1171 Motor Cycle Club.

Please enclose a stamped addressed envelope for results.
(for official use only)

Riding No. _____ Paid _____
Remarks _____

All trials enthusiasts young and old are invited to
a general get together on Wednesday the 23rd. May. 84.
at the Swan Hotel, New Mills at 8-30 pm.

Amongst other things an element of competition will be required.

The Swan Hotel is on the A6.

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