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MANCHESTER 17 MOTOR CYCLE CLUB

NEWSLETTER - MARCH. 1985.

CLUB OFFICIALS.

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SK3 7QE. Tel. 061-440-9367.

RIGHTS OF WAY OFFICER. Vernon Leigh, 2 Marton Green, Bridgehall,
Stockport. SK2 8LY.

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Cheshire. SK8 3BT. Tel. 061-436-4036.

ORDINARY MEMBERS. Miss Sandra Wood, C/o Adamsons, 240 Stockport Rd.,
Cheadle Heath, Stockport, Cheshire.

Dennis Taylor, 7 Sundial Road, Offerton,
Stockport, Cheshire. SK2 5QU.

CLUBROOM & NIGHT. The Grey Horse Hotel, Wharf Street, Stockport.

Every Tuesday at 8-30 pm.

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DIARY OF EVENTS.

- 6th. MARCH. TRIALS COMMITTEE MEETING. Swan Hotel. New Mills. 8-30
- 1st. MARCH. KAWASAKI launch at the MOTORCYCLE CENTRE.
- 2nd. MARCH. 2 Carrington Road, Stockport. See inside for details.
- 3rd. MARCH. Ride to Harewood House. Meet Grey Horse. 11 am.
- 13th. MARCH. COMMITTEE MEETING. 8-10pm. Grey Horse Hotel.
- 17th. MARCH. Ride to the National Motorcycle Museum. Bickenhill.
Meet 9-30 am. Grey Horse Hotel.
- 5th.-8th. APRIL. Camping week end. See inside for details.
- 10th. MARCH. John Simister Memorial Trial. Clough House. 11 am.

EDITORIAL.

Dear Members,

You have certainly backed the move to the 'Grey Horse' in numbers that we have not seen at the 'other place' for a long time. It is most important that we do not lose this following, and to this end it is most important that we get ourselves a Social Secretary. Anyone who is prepared to take on the job should contact me and I will outline the help that they can expect from both the Committee and the club members. This last remark is not said with tongue in cheek for although Sandra Wood hasn't the time to accept the position she is working on some events for Tuesday evenings.

Graham Watson, last years social secretary will be only too pleased to provide information on where he gets films from etc. The Editor will help with quiz questions and the holding of 'Open Forums'. The important point is to get cracking with some of these so that we can see how suitable our new room is for them.

Towards the middle of last year we made a concerted effort to get more people to become individual members of the BMF. We had a number of visits from Pete Ryder the regional representative who explained at some length how the restructuring of the BMF would achieve financial stability.

This year 1985 is the BMF's 'Silver Jubilee' and it is most important that the impetus that we created last year is not allowed to fizzle out. So if you joined last year but allowed your membership to lapse, rejoin, and if you are not an individual member then see the Editor and he will get you an application form. The motto should be 'Together we stand - Divided we fall' and this is never more true of lobbying to protect the interests of a minority than it ever was in the heyday of the British motorcycle.

What do you think of the Sinclair C5 ? Have you thought about what you will do if one suddenly appears in front of you literally under your wheels. In my opinion such a vehicle should carry compulsory third party insurance. The slow speed and small size will make them very difficult to accomodate in traffic. I have not yet seen one on the road but I feel that they have slipped in under the nose of Linda Chalker and it needs legislation now before someone gets hurt.

An interesting point - you know the battery powered motorcycles that are used at the shows either for junior arena type trials or just for the children to ride on at the fair. Can they be taken on the road without a licence, tax or insurance, I doubt it, so whats the difference?

Keith Haining.

A CHANGE OF PLANS. by Geoff Winstanley.

Deep snowdrifts prevented us from reaching the Cheshire Workshops and the Hayloft restaurant on Sunday the 10th. Feb. The going was poor on the A49 but once we had left the main road and turned up the lane to Burwardsly we found it blocked by two to three feet of snow. Even if we had managed to get to the workshops the restaurant would have been badly understaffed anyway.

As the arrangements had been to meet at the Cheshire Workshops finding out where everybody was was difficult, but for those of us who did, a visit to the Beeston Castle Hotel provided us with an excellent and generous three course Sunday road dinner for £4-50.

Of the 24 members who booked for the Hayloft, 12 met at the Beeston Castle Hotel, a few more got to Beeston but failed to locate us. There were no solo motorcyclists in the party but I enjoyed the day out in the snow on the outfit, the remainder came by car. I am sure that we would all have enjoyed the visit to the workshops but the fare at the hotel ensured that the trip wasn't a failure.

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CAMPING AT EASTER.

April. 5th. -8th. Camping at Lower Lorton will be the first camping week end of 1985. A pleasant site which everyone enjoys not far from Cockermouth and Keswick, let Geoff Winstanley know if you intend coming.

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MUTUAL AID.

WANTED. BSA Bantam or small Villiers engined motorcycle, suitable for a 13 year old enthusiast to restore. Please telephone John Stagg on 0625-72816.

WANTED. Pre 65 TRIUMPH (trials) CUB. Contact Jim Capper on 061-440-9367.

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GOLDEN JUBILEE DINNER TICKETS.

Tickets are now available for the dinner at the Deanwater Hotel Woodford on the 13th. April. 1985.

Tickets cost £10-50 and this includes wine with the meal.

Geoff Duke OBE. is the guest of honour.

Contact Keith Haining for further information.

RALLYE FIM 1985.

Last month Geoff Winstanley the Club Captain suggested to members that if they hadn't decided where to go for their summer holidays this year they might well consider attending the FIM Rally on the 27-29th. June. at the Nurburgring in West Germany.

Geoff Wilson is the FIM Touring Steward for the BMF/ACU and it is from Geoff that you obtain the entry forms etc. I have received the entry forms and information pack from Geoff and I would like to pass on the most important piece of information, the date by which entries must have been received at the ACU offices in Rugby, 15th. March 1985.

To those members who regularly travel abroad on their bikes the amount of preparation that they undertake is minimal and as most of these members list 'Rallying' as their club interest they invariably go as a group and that in its self is sufficient to ensure that they have a good time.

If you are like me a person who likes to have an answer to all the questions before you ride out of your drive the threat of overkill is only avoided by satisfying yourself on your ability to cope as an individual.

I am not a great rallyist but the two FIM Rallies that I have been too allows me to at least offer some words of encouragement to anyone thinking of going to the Nurburgring in June. The first rally I went to was at Maastricht in Holland in 1979. Only a short trip but I learnt the following points:-

- a. Watch the weight distribution on the bike, make sure that any rear overhang contains lightweight equipment such as sleeping bags.
- b. Try the bike out fully loaded before setting out on the actual journey, it is too late to do anything about a light front wheel as you leave home for Dover or Felixstowe.
- c. If you are travelling at night on the first leg make sure that the headlamp beam alignment has not been upset by the load you are carrying.
- d. It is a good idea to start the continental leg with a full tank of petrol, to this end make sure that you fill up before you find yourself on the approach road to the docks.
- e. Having decided from which port you want to embark, give yourself ample time to get there.
- f. Securing your bike once you are on the boat is best done by you, don't be afraid of insisting on this point and rope should be available for this purpose.

Camping this year will be the best choice for accomodation and a special site is being prepared, hotel accomodation will be available but I understand that people will have to be bused from the centre to the hotels. A festival tent will be the centre for all activities and this would indicate that the emphasis is to be on camping.

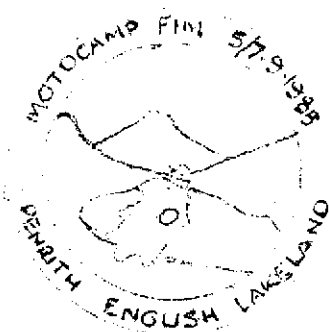
Awards are made to Clubs on the basis of the numbers of riders and the distance covered between the country you come from and Nurburgring. This year because the distance we will have to travel is comparatively short 910 Km we will have to compensate with the number of riders if we have any chance of gaining one of the premier trophies. In order that entrants can qualify for points they must sign in at the arrival check point by 16.00 hours on 27th. June. 85. Participants can arrive on the 26th. June the Wednesday if they so wish, this will give them a chance to settle in before the start of the rally proper. Nationals from the various countries tend to pitch their tents together so in the British group look for the Union Jack.

The cost of the rally is £72. payable by both rider and pillion passenger, £57. for children up to the age of 12.

Special British Team regalia is available when you send off your entrance form. These are in addition to the badge and souvenirs that are supplied by the rally organisers. Tee shirts and sweat shirts printed with the special motif can be purchased and one of the traditions on the final night is for participants from other countries to swop with each other. So the idea is to take a spare tee shirt with you if you want to keep your own national shirt afterwards. The other thing is to have a look round at what the other people are wearing and decide which one you would like to bring back as a memento. A cautionary word, make sure that it is the authentic tee shirt for the event, I ended up with a Bol d'Or Racing meeting tee shirt at Maastricht.

This is the 40th. FIM Rally and it will be a good one, if any member would like any information they have only to ask me, in the meantime remember the closing date for entries is the 15th. March. 85. only 3 weeks away.

Keith Haining.



MOTOCAMP

FIM '85

FIM MOTOCAMP 1985. - 5/6/7 SEPTEMBER 1985, PENRITH, CUMBRIA.

The fourth edition of the increasingly popular FIM MOTOCAMP is to be staged in England in 1985. The venue is on the edge of the Lake District National Park .." the most beautiful corner of England" is what the Tourist Board call it. Not only the most beautiful, but also one of the most accessible served well by the M6 motorway from both north and south, and the A66 from the east. In the centre of the region is the country's highest mountain, surrounded by valleys and the famous lakes.

The Lake District is popular with tourists from many countries. That's why the British Motorcyclists Federation chose the location for this major international gathering of touring motorcyclists. The date chosen means that many of those holiday makers will have returned home only a week or so earlier leaving the fine scenery and the roads of the Lake District and North Pennines to motorcyclists.

In conjunction with the Auto-Cycle Union, the BMF is staging the International Federation of Motorcyclists (FIM) meeting as part of the BMF's 25th. anniversary celebrations. It is hoped that riders from many countries will come to join many more British riders in this birthday celebration.

The FIM MOTOCAMP is a gathering in true European style. Not like any other rally you are likely to attend in Britain. The emphasis is on motorcycling and ... sharing the company of other folks who enjoy doing the same.

In addition to traditional food and festivities, there will be a programme of tours that will introduce riders to the secrets of this majestic part of the British Isles. Members of the Trail Riders Fellowship are planning to lead a series of 'trail tours' for riders wishing to venture beyond the tarmac. There'll be road-bike, novice and expert grade 'trail tours'.

The only 'qualifications' you need to go along to the FIM MOTOCAMP are that you must be a member of either the BMF or ACU (either individually or through a club), enjoy taking your motorcycle camping, and have the wish to share in making those three days a gathering to remember.

Maybe you'll cough a bit when we tell you that the entry fee is £30.00 per person... children excepted, but Geoff Wilson, organising committee Chairman promises that you'll get value for money. You will not even have to cook your own breakfasts or dinner. It is rare that British riders get the chance to host, and participate in, an international meeting of touring riders. The BMF and ACU hope that you'll not want to miss out on this opportunity.

The rally is on a strictly pre-booking basis and more details will be available soon from either of the addresses below. Send in your request enclosing a stamped and addressed envelope and entry forms will be sent on when they are available.

British Motorcyclists Federation,
129 Seaforth Avenue,
Motspur Park,
New Malden,
Surrey. KT3 6JU.

Auto-Cycle Union,
Millbuck House,
Corporation Street,
Rugby,
Warks. CV21 2DN.

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KAWASAKI LAUNCH THEIR GPZ 600 R.

At the MOTORCYCLE CENTRE, 2 CARRINGTON ROAD, STOCKPORT.

The Motorcycle Centre invite you to the unveiling of the first new Kawasaki model since they became the local agent for Kawasaki road machines.

The Kawasaki road show starts at 7 pm. on the 1st. March and continues all day on Saturday the 2nd. March. Refreshments will be available.

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JOHN SIMISTER MEMORIAL TRIAL. 10th. MARCH. 1985.

Due to the impossible conditions week ending 17th. January the trial scheduled to be held on that Sunday was cancelled. All entries received for that trial will be carried forward to the Simister also to be held at Clough House. (11 am. Start) Sections for novices will be eased as the Simister is a round of the Cheshire Solo Championship.

Regs are available from the Secretary of the meeting Jim Capper,
4 Waverly Drive,
Cheshire. SK8 7QE.
Tel. 061-440-9367.

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The next trials committee meeting (open to anyone) is on Wednesday 6th. March. at the Swan Hotel, New Mills. 8-30 pm. Please come along who knows you might get interested.

Jim Capper. Trials Secretary.

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AWARDS. If you've got any awards to come. Please get in touch with Jim Capper. (I've got boxes full) I'm sure that we can make some arrangements for you to receive yours.

YULETIDE ENDURO - 30th. December. 1984.Report by Joan Burgess.

Fifteen riders competed in the Enduro Sections Yuletide invitation meeting on a part of the Brinks Enduro Course and, considering the time of the year, the competitive spirit was well to the fore.

It was decided to have a Le Mans type start and thank goodness some of the competitors can ride bikes better than they can run! Sorry, Henry.

In the first session, Carl Roebuck, Ian Ruffley and Henry Rosenthal all completed seven laps, but Carl's special test time of 7 mins. 28 secs gave him victory.

Tables were turned in the second session with Henry doing a better special test than Carl, although again both completed seven laps. Henry had to move quickly in this session because he was late for yet another party!

The best special test time of the day came from Bill Bristow with 7 mins 12 secs on a borrowed KDX 200, having lost his own footrest. Although he admitted that he was not as tired as the others, having completed less laps.

Few of the riders out on the course realised the struggle going on in the corridors of power back at HQ. In a nutshell what actually happened was that Gordon Ruffley makes up the rules as he goes along and issues instructions to Vernon, who promptly ignores them and does his own thing. Miraculously, the whole thing seems to work without any arguments or disasters.

This annual event is proving very popular and there is certainly an atmosphere of friendliness and enjoyment which is most encouraging.

<u>Event 1.</u>	<u>RESULTS.</u> <u>Laps Completed.</u>	<u>Special Test.</u>
Carl Roebuck.	7	7 m 28 s.
Ian Ruffley.	7	7 m 45s .
Henry Rosenthal.	7	7 m 50 s.
Tony King.	6	9 m 09 s.
Gary Monks.	6	9 m 21 s.
David Darwent.	6	9 m 24 s.
Peter Lockwood.	6	14m 24 s.
Ian Burgess.	5	8 m 02 s.
Dave Green.	5	10m 57 s.
Bill Bristow.	4	- -
Brian & Paul Garner.	3	10m 18 s.
Brian Roebuck.	3	13m 11 s.
Fraser	3	14m 14 s.
Jamie Milne.	2	25m 09 s.

<u>Event 2.</u>	<u>Laps Completed</u>	<u>Special Test.</u>
Henry Rosenthal.	7	7 m 31 s.
Carl Roebuck.	7	7 m 48 s.
David Darwent.	6	9 m 28 s.
Peter Lockwood.	6	9 m 47s.
Tony King.	6	9 m 56 s.
Gary Monks.	5	8 m 11 s.
Ian Ruffley.	5	12m 24 s.
Fraser	4	9 m 55 s.
Bill Bristow.	3	7 m 12 s.
Brian Garner.	3	13 m 12 s.
Dave Green.	1	10m 09 s.
Jamie Milne.	1	--

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CLUB TRIAL. 17th. February. 1985.

The harsh weather put paid to any hope of holding the trial at Clough House Farm on the 17th. and Jim Capper the Trials Secretary had to contact both riders and officials to advise them of the cancellation. During the last few weeks a number of new trials members have asked me where the places that we use in our trials are located and in the absence of a trials report I thought that I would give the name and the grid reference so that with the aid of a map you can find out where they are.

<u>NAME.</u>	<u>GRID REF.</u>
Harratt Grange.	0990 8025
Gautries Side	0980 8080
Mycocks Rocks.	0600 6955
Booth Farm.	0575 6800
Washgates.	0510 6720
Hawk's Nest.	0160 6755
Robinsons Rocks.	0170 6750
3 Shires Head.	0100 6850
Black Clough.	0170 6900
Clough House Farm.	9880 6975
Plantation.	9910 6978
Ben's Ditch.	9950 6986
Cumberland Corner.	9975 6990
Danebower.	0130 7000
Arbor Low.	1730 6300
Bowlers.	9960 7260

These grid references can be found on a Peak District O/S Map.

CHESHIRE CENTRE GROUP TRIAL - ROUND 1. (Crewe M.C.) 27th. Jan.85.Report by Jim Capper. Trials Secretary.

Snow and ice were the order of the day but it didn't stop 92 of the Centre's best riders contesting the opening round of the 1985 series.

As 1984 Champions '17' were constantly being reminded all season that the secret of our success was holding the first round, so just to prove it makes not the slightest difference whatever, we went out and won this one to set the 17 on the championship trail again.

Team scorers in this round were:
John Shirt 97 points; Mike King 96 points; Tim Capper 95 points; Brian Cottrell 93 points; Andy Hipwell 89 points; Norman Eyre 87 points, but let's not forget the other club riders who also did their bit taking points from the other teams.

Finishing order.

1. Manchester 17 M.C.C.	557	points.
2. Congleton & Districy.	499	"
3. Winsford.	489	"
4. Macclesfield & Hyde.	454	"
5. Wrexham.	423	"
6. Crewe.	244	"
7. Potters.	176	"
8. Bar None.	99	"

Round 2 is at Colwyn on March 31st. if you can manage to make the trip please do, obviously there's strength in numbers.

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TRIALS AWARDS NIGHT - FRIDAY 8th. FEBRUARY. 1985. by Jim Capper.

Eighty enthusiasts either for drinking or trials managed to beat the weather and get to the Swan Hotel, New Mills on an evening when the weather threatened to ruin everything, but trials folk being hardy people they came ignoring the conditions.

The usual disco was bang on form making it impossible to communicate in anything but sign language, strange how the younger element don't seem to notice this phenomenon (perhaps they don't talk to each other). The buffet was superb, our thanks must go to the Swan for a smashing selection and plenty of it. Once again we failed to clear every dish.

The awards were kindly presented by Mrs. Doreen Rowland ably assisted by Tim sorting out just which award came next. A raffle was held for a variety of goodies, strange thing though was the selected ticket consistently ^{to be} claimed and many times the draw had to be made again. Our thanks to all who donated to the raffle and to 'Les girls' who sold the tickets, Nicola, Debbie, Mandy, Sue, Joanne and Jane (Figgy). To John Garlick for the pub arrangements and Wendy who handled the tickets and the cash. Thanks to all who attended see you next year.

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