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MANCHESTER 17 MOTOR CYCLE CLUB.

NEWSLETTER - APRIL.1985.

CLUB OFFICIALS.

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ORDINARY MEMBERS. Miss Sandra Wood, C/O Adamsons, 240 Stockport Rd.
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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.

APRIL. 21. Cheshire Centre Group Trial. Round 3. Denbigh & Mold.

April. 24. COMMITTEE MEETING. 8-0 pm. Grey Horse, Wharf St.

APRIL.27 Club run to Alton Towers. Start 9-0am. Grey Horse,
Wharf Street. All in price of Alton Towers is £5 all
but a few pence, but all rides are free after paying
to go in. Best to carry a cagoule it may rain while
you are queueing.

MAY. 18-19th. BMF RALLY at Peterborough.

EDITORIAL.

Dear Members,

Well its over, the Golden Jubilee Dinner, and its back to the Newsletter for April. Later than usual but the last two weeks have been hectic to say the least, and Easter with our first camping week-end coming in the middle of that last fortnight didn't help in getting the final preparations settled.

The event took 13 months to organise starting with the selection of the venue and the engagement of the Guest speaker Geoff Duke OBE. These occasions always start off as a one person organisation and it is only in the last few days that help from other club members can be utilised.

Transport, the supply of materials, the making of stands, the loan of display equipment, photographic assistance, and finally help with setting up are all needed in the last two weeks, and all were given willingly.

The Credits.

- Glyn Baxter. Who borrowed from the Greater Manchester Police display department the panels on which we mounted photographs, newsletters, newspaper cuttings and programmes. These came complete with lights and leads. Glyn also enlarged and mounted the photographs that had been supplied by Cliff Somers, Harold Wood, David Bardsley. He also acted as official photographer during the evening and when the proofs are ready members will be able to order copies from him.
- Peter Potts. No display is effective unless it can be tiered to enable the rows of cups and trophies to be seen easily. Peter made the stepped plinth for us in his workshop. John Yates applied the paint.
- Transport. Often the most difficult to arrange because of the business commitments of members who have vans. This time Phil Minne and Peter Potts provided it when and where it was required.
- John Ward. Card on which to write instructions or announcements has always been John's forte, and our seating plan was another item for which his help is willingly given and for which we thank him.
- Labour. In the final hours a lot of help is required and on this occasion Dennis Taylor and Phil Minne set up the prepared display. I don't know if Mrs. Minne knows it but Phil is a dab hand with the cleaning of silver and his preparation of the cups attracted more than a few words of praise from those attending the dinner.

Keith Haining.

IN MEMORIUM.Tribute to Jack Thomas from Dave Rowland.

On the 25th. March. 85. Ron Weale, Doreen and myself were at Wistaston Church (Nr. Nantwich) to pay our respects at a very sad occasion, namely the funeral of Jack Thomas.

A big man in stature and heart and an immensely popular figure of the Cheshire Centre and a truly supwr friend. Respected and loved by all, we have spent many happy times together.

His favourite greeting call of " Now then boss, how are you" will be sadly missed throughout the motorcycling world, certainly filling the gap left by JB will be an impossible task.

To name but a few of the 200 mourners from many different branches of our sport there was:- Vernon Cooper, Stan Woods, Tommy Robb, Peter Salt, Dennis Parkinson, Alan Dugdale, Arnott Moffatt (Scottish ACU) and many more. There were no dry eyes watching Jack taking his last ride.

DID YOU SEE.

The feature in the Stockport Express/Advertiser on the 28th. March. entitled "DOWN MEMORY LANE" by Janice Leech.

It is always great to see yourself in the paper in creditable terms and it does encourage people to enquire about the club and how to join.

DID YOU SEE.

The filmshow in the clubroom of the 1950 TT. This was a preview to meeting Geoff Duke OBE at our Golden Jubilee, I hope you didn't miss that as well.

DID YOU SEE.

The film "Evergreen Trail Rider" that Graham screened on the 9th. April. How about us trying that approach with the Ramblers Association and the Pony Club, but watch out we might not get the same reaction.

THE MANCHESTER 17 MOTOR CYCLE CLUB'S GOLDEN JUBILEE DINNER.

The 13th. April. 1985. the nearest Saturday to the 11th. April the day upon which the Manchester 17 was founded saw 160 members and guests assemble in the Balmoral Suite at the Deanwater Hotel, Woodford to celebrate the Club's Golden Jubilee.

Of the 160, 39 were guests and these included the 10 Honorary Members, Mr. & Mrs. Norman Howell representing the ACU, the Landlord and Landlady of the Swan Hotel, New Mills, Mr. & Mrs. Eric Upton and other friends of the trials fraternity.

Mr. & Mrs. Geoff Duke were the guests of Honour and they were welcomed to the assembled company by the chairman Mr. Keith Haining. The Stockport Express Advertiser Newspaper's photographer was present to take pictures of the three founding members with Geoff, and then the three Cliff Somers, Dereck Anyon and Vin Foster, were joined by the other 7 Honorary members for a large group photograph.

Dinner was served promptly at 8 pm. and comprised Cream of Asparagus Soup, Turkey and all the trimmings, followed by Peach Melba and finally Coffee. The main course was accompanied by red or white wine or for those who didn't want either there was orange juice. It must be said that the demand for orange juice was minimal.

The loyal toast was proposed by the President Mr. Ron Weale. Mr. Keith Haining after welcoming the ladies and the guests as well as all present introduced the club's honorary members individually and each one was accorded a round of applause from the company. The toast was Ladies and Guests and Mr. Geoff Duke OBE. responded in the time honoured way, complimenting the club on its fifty years existence and congratulating members on their half century of achievement. He expressed his pleasure at being the guest of the club together with Mrs. Duke who had accompanied him.

The Club President Ron Weale proposed the final toast "The Manchester 17 Motor Cycle Club and its founding Members", he saw a great year ahead for the club with its Dave Rowland National Trial a Championship round of the British Trials Championship, as well as the Brink's Enduro, the Dead Ant Rally and the Peak Road Trial.

The diners then retired to the lounge for the presentation of the Enduro Trophies and Special Awards to their recipients. Geoff Duke made the presentations to Russell Leigh - the Clubmans Enduro Trophy, The Eric Bowers Cup for the Best Expert Enduro Rider was accepted by Mr. Gordon Ruffley on behalf of Mr. Henry Rosenthal who was out of the country. Mr. Jack Chatwood collected the Expert Class goblet. Mr. Norman Eyre was the recipient of the Ian Eyre Trophy and the Town & Country Motorcycles Clubman of the Year award.

Scott Rowland received the Frank Leaver Trophy and the Northern Experts Sidecar Cup, and Norman Eyre came back on behalf of Jim Capper the club Trials Secretary to collect the Committee Cup and the Cheshire Centre Group Trials Trophy won by the club under his management. Jim was unable to be present owing to an unfortunate accident while returning home. Fortunately neither Jim or son Tim were injured.

Finally Mrs. Duke was presented with a bouquet of flowers and Geoff with a bottle of champagne.

A display of old photographs, newspaper cuttings, programmes and newsletters as well as the arrangement of all the club trophies was the centre of much attention and discussion which carried on until 1 am. when guests departed for either their homes or rooms in the nearby motel.

There was dancing to Phil Vincents Disc in the now cleared dining room and at midnight the President and Vernon Leigh the Master of Ceremonies drew the raffle tickets from the drum and announced the winners of the various prizes, the first prize being a portable black & white television set. The winner Mr.G.Mycock promptly offered it back for auction thus increasing the revenue from the raffle.

Photographs were taken throughout the evening by Mr.Glyn Baxter and when the proofs are ready they will be displayed in the Grey Horse Hotel so that members can order copies of the ones they specifically requested Glyn to take. Don't forget very few group photographs were taken of the original 17 and certainly there were none taken as a complete group. Non exist now so this could be your opportunity to obtain what will undoubtedly be a collectors item in the years to come.

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REACTION.

From Dave Rowland,

What a super event our 50th. turned out to be. Many thanks must go to Keith and his merry band of works.

From John & Margaret Shirt,

Just to say what a success the "Golden Jubilee Dinner " was last night. A perfect setting for such a good crowd - a mosy enjoyable evening. Congratulations to all the organisers.

We look forward to the "Diamond"

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SNOWRUN ENDUROCRYCHAN FOREST, LLANDOVERY, POWIS. 24th. FEBRUARY. 1985.

Report by Edgar Rosenthal, Enduro Secretary.

This event did not live up to its name - no snow, beautiful Spring day - a complete change from the Tarenig two weeks earlier (to be renamed "Snowrun") which was held in Siberian conditions. Man 17 in fact did well in that event, filling 60% of the Expert results with three riders (for two Brownie points calculate how many Expert's finished).

Back to the Snowrun. We had 19 Man 17 riders (is this a record?). backed up by lots of other members and families who acted as officials or support crews. Vernon was time-keeper at check 1.

Man 17 riders were kept on their toes avoiding his eye in case he publicised embarrassing secrets about them. Our new Sportsman/Novice class made an excellent start, attracting 7 entries with Jack Chatwood acting as recorder for them. 5 finished the one-lap target for this class, and 3 finished the 3-lap Clubman course.

Best Man 17 Expert at the end of the day was ex-MX superstar Carl Roebuck, who like most, found the check-times easy and headed our riders with two fast and consistent Special Tests. Second Expert was Henry Rosenthal who should take lessons from Carl in smooth riding. Henry exhibited yet another new and useless way of going round fast shale corners - sitting on the tank waving a leg.

1st. prize for unluckiest rider ought to go to Scott Roebuck. His machine has previously been a bit unreliable, and proved so yet again in the first lap (machine loyalty above and beyond the call of duty?). Runner-up should go to Brian Green who smashed his KTM hydraulic brake-system at the end of the second lap after colliding with a slower rider - a pity because Brian was clocking the fastest inter-check times. Dave Farndell's Special Test times were not as fast as we all expected due to inconveniently sited trees. Dave Green clocked his usual consistent performance.

Top Man 17 clubman was veteran Brian Garner (see shirt), on a new KDX 200, his tip for the more mature rider. Making a welcome return to the Manchester 17 Enduro scene was Bill Bristow, with a good Silver result in spite of a temporary lapse into thinking that his ordinary glasses were goggles. Dave Darwent also gained a Silver - happily his worries about not being checked -in properly for one of the special Tests seem to have been unfounded. Gary Monks, another Silver, fell off and broke his peak but in spite of that finished looking amazingly clean all over.

Dennis Taylor, our new Mr.Cool, was the only man who could stop, rest, wave to fellow competitors and still achieve a bronze on the Clubman's schedule. Pete Conway, has your mantle been stolen? The really good thing was the great turnout of new and revitalised riders. In particular Ian Burgess and Les Penson did very well, Ian gaining a Silver at his first attempt and Les a Bronze.

Jamie Milne and Phil Ashton also finished their Sportman/Novice lap successfully. Jamie also won the "Early Spectacular Fall" prize by a big margin.

Brian Starkie succumbed to terminal puncture disease early on. Pete Lockwood was unlucky to drown his machine in deep water and and it took half a lap to restart. Geoff Mills broke a clutch lever near the clamp, eventually managing to swap his spare tube for a puncture-victim's spare lever. As in all enduros, salvation, if it is to come at all, comes too late.

(Tarenia: no official results yet.)

Snowrun.

Experts (4 laps)

Carl Roebuck.	Kaw 200	475.	Silver.
Henry Rosenthal.	Kaw 200	535.	Silver.
Dave Farndell.	Maico 250	576.	Bronze.
Dave Green.	Cagiva 125.	682.	Bronze.

Clubman (3 laps)

Brian Garner.	Kaw 200	602.	Silver.
Bill Bristow.	Kaw 250	615.	Silver.
Dave Darwent.	Arm. 244.	686.	Silver.
Ian Burgess.	Kaw 200.	702.	Silver.
Gary Monks.	Kaw 200.	729.	Silver.
Pete Conway.	Hon 200.	943.	Silver.
Les Penson.	Kaw 250.	1069.	Bronze.
Dennis Taylor.	Hon 200.	4140.	Bronze.

Man 17, Sportsman/Novice Competition (points lost in this event, after 1 lap)

Pete Conway.	0
Les Penson.	0
Dennis Taylor.	240
Phil Ashton.	2340
Jamie Milne.	4020

Reminder:

NO SMOKING IN REFUELLING AREAS OR AT THE START etc.

In addition to the obvious reasons -

- it is part of the regulations.
- it is a Condition of land-use insisted on by the Forestry Commission, etc.
- any fire, caused by an Enduro, would lose all goodwill for land use by Enduros.

CLUB RUN TO THE NATIONAL MOTORCYCLE MUSEUM.

Report by K.Haining.

Sunday the 17th. March 85. saw six bikes and seven riders set off from the Grey Horse Hotel for the National Motorcycle Museum at Bickenhill near the NEC Birmingham.

The weather was fine as Geoff Winstanley led us through Macclesfield, Leek and the outskirts of Ashbourne where we turned off for Lichfield and Coleshill. The museum is built on land just off the Coventry to Birmingham road near Stonebridge and within sight of the National Exhibition Centre.

The layout which includes four exhibition halls will eventually have a total of eight and in addition it has a conference centre a restaurant and a souvenire shop. Lockers are available for the safe deposit of helmets etc. while the car parking which seemed to be the most popular form of transport on the day we arrived was excellent.

The museum is been built from public subscription and anyone connected with the trade and clubs they run an almost continuous raffle from one years end to the next. Still the result is magnificent and the collection of "British Motorcycles" from the start of the industry to what must now be accepted as its demise is terrific. Displays change regularly because at present there is not enough room for all that the museum owns, and the brochure that can be bought as a souvenire is presently numbered No.1 there will obviously be others in the years to come.

In the foyer is the Brough Dream and a Manx Norton which one can drive over but as you enter the first hall and then the second, third and fourth an Aladins cave of beautifully restored bikes unfold before you. I saw the AJS 500cc. Silver Streak like the first bike that I ever owned. Never visit the museum alone, you have to have someone with you to say to "look at this one, I used to ride one of these." or on looking at the large posters that adorn the walls but have no legend, "who is that? I know that that is Geoff Duke and thats Les Graham but who is that with them".

This is a "Classic Bike Show" that you can visit any day of the year except Christams Day, go while it is still new and with your donations make the day when it will be the most complete record of British Motorcycles in the world a reality.

Those members who made the trip were Geoff Winstanley, Keith Haining, Harold Dewhurst, Robert and Jeanette Hindle, and Jenny Hindle. Alan Aldred whose BM started to put some oil on his rear tyre from the drive shaft breather had to turn back in Macclesfield and so missed both the museum and his son who lives nearby and who came to accompany us into the musrum.

FIRST CAMPING WEEK-END IN THE LAKE DISTRICT.

Report by K.Haining.

I hope that members will not get the impression that I am the only reporter on the paper, but as I type these stencils at all sorts of times both day and night if I've been on the trip I might as well get on and do it.

Low Lorton, halfway between Keswick and Cockermouth is reached via the Winlatter Pass and has been a caravanning site for my family for many years. This is the third year that the club has camped on Mr. McLellans Farm and although I must admit that if you want a guarantee that the water in the shower will be hot or that the site will be dry I'm afraid it is not for you.

I was the first to arrive on Friday 5th. April after a dry run up, but as soon as I stopped and started to put up my tent the heavens opened and down came the rain. If I had waited it was over in quarter of an hour and I could have put my tent up in the dry. Next to arrive were Robert and Jeannette Hindle and Jenny Hindle on her 500 Moto Guzzi. The last to arrive on Friday was Geoff Winstanley and we all repaired to the Wheatsheaf for something to eat.

The five of us went for a run on the Saturday, via Calder Hall Eskdale and finally over the Wrynose and Hardott Passes to Ambleside from thence over the Kirkstone to Ulleswater and one of the many Troutbecks to Keswick and Low Lorton where we found Paul Rushton, Brian Lynton and Ian McKenzie who had arrived by car complete with companions and dogs setting up their barbeque. Mike Edmunds came by motorcycle to complete the Saturday arrivals. Dogs are not allowed in our favourite pub because of the one that is in residence there so the party split up and the five of us went to the Wheatsheaf. They never close the bar there, makes you feel like a resident.

Sunday and out came the walking boots for a traversing of Crossfell. This was the ridge that we attempted two years ago and got driven back by a blizzard. This time everyone except Mike accomplished the journey to the pub in the village at the other end where refreshment and sustenance were available. Finally a walk back along the road, three miles and a successful attempt to get hot water from the shower.

After dinner a final visit to the Wheatsheaf in shifts saw everyone joining in a singsong that lasted until 12-30 am. when we returned to our tents. Monday morning saw us returning fairly early, I was home by 1-30 pm.

A final word of our goodfortune, whilst proceeding to the pub on Saturday night we spotted a BSA C12 in the driveway of a house. Not sure whether it was a C11 or 12 I elected to go and enquire from the owner. Not only were we treated to a real view but the gentleman opened his garage in which he had a Norton single and a Douglas 80. as well as an M45 BMW the first one to be imported into Britain

Final comment, sorry we missed Harold Dewhurst when they came up to see us on the Sunday.

THE DEAD ANTS RALLY.

The 1984 Dead Ants Rally was a huge success, so much so that the departure of Anne Wood to the South of England when she gets married later this year meant that we had to find someone else to organise it.

It is invariably the paper ^{work} that is the time consuming part of the exercise and although there are plenty of members willing to help on the day, the ordering of badges, the booking of the site and getting the message to the various clubs is the task that puts people off.

As Chairman I didn't want to see the rally fail to appear because rallyists are creatures of habit and the absence of the rally for one year means that it loses favour.

Then from the Golden Jubilee Dinner came an offer from Dave Lawton to take on the task as rally organiser. So as soon as he joins the club again I will be happy to hand over to him all the relevant data.

The venue is more or less decided, The Newhaven Hotel, on the Buxton to Ashbourne Road and we have already been invited by the hotel to book a date. So good luck to the rally section, you may not be my scene but you certainly enjoy yourselves.

Keith Haining.

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Didn't anyone notice that Paul Lullans telephone code was wrong it should be 432 not 439.

Vernon Leigh can be contacted during the day on 061-429-0160.

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