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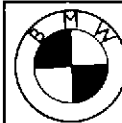
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MANCHESTER 17 MOTOR CYCLE CLUB.

NEWSLETTER - AUGUST.1985.

CLUB OFFICIALS.

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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 Night at 8-30 pm.

DIARY OF EVENTS.

- 16-18 August. Camping Week end and visit to RAF Valley, Air Show
on the 17th. See inside for details.
- 24-26 August. Oulton Park 3 Day Festival. See inside for details.
28. August. COMMITTEE MEETING. 8-00 pm. Grey Horse Hotel.
18. September. Charity Night at the Swan Hotel, New Mills.
See inside for details.

EDITORIAL.

Dear Members,

Have you noticed how long the list of credits that follows every television programme has become. It is much longer than the cast of actors that took part in the play or show. Even the assistant to the man who holds up the scenery is given a mention.

Is it presumptuous of me therefore as the organiser of that most important element of the Dave Rowland Trial, the OBSERVERS, to expect my name to be credited along with the names of the observers as Ken Roberts did last year. After all the trials fraternity probably don't know me from Adam, and while they have seen that familiar face once again over the top of the score card I doubt if they can put a name to it.

I doubt if as Editor I will warrant a results sheet, if I don't ask for one, and as I spent the entire day on the top of Cumberland Edge due to a shortage of observers even the account of the trial which appears in the following pages has been gleaned from the Trials & Moto-cross paper who sponsored the event in conjunction with Ellgren the clothing firm.

I must stop complaining and ask you to give a thought to Ron Armsden who on his way to observe at 3 Shires became separated from his bike and suffered a broken collarbone two ribs and a badly cut head. It was fortunate that he was accompanied by Peter Potts and his son Glen who together with Dave Lawson were able to render the kind of assistance that our fellowship can give to one another.

I am pleased to report that Ron is making a painful recovery in the Stockport Infirmary, and that by the time you read this will be home in Hale. Needless to say the trio, Peter, Glen and Dave then proceeded to their sections where someone was found to take Ron's place.

One final word about this episode, "Sorry" Mr. & Mrs. Sagar who observed for us at Cumberland Corner I had hoped to relieve you after the first lap but the accident plus my being exiled to outer Derbyshire prevented my being able to do anything for you, I am sure that you understood after hearing from John Garlick what had happened.

An important development to my article two years ago in the Newsletter on "Observing" I referred to the need for an umbrella, I should like to qualify that with the word "strong" umbrella. My Knirps folding model was completely incapable of coping with the rapidly changing direction from which the rain came, and rapidly changed into something that resembled a transmitting dish from Goonhilly.

FOREIGN EXCHANGE. by Geoff Winstanley.

On Tuesday the 16th. July.85. we had some viitors from Belgium in the clubroom. Dirk Philippaerts and Yvan Gemels arrived on their VF1000F and CB750 Four Hondas. They were staying with Mark Rushton and Sue Nickson who with Mike Edmunds met Dirk and Yvan at their rally at Wellen during May of this year, Wellen is in the province of Limburg in the north east of Belgium.

Dirk and Yvan had been to a rally in Bedford at the week-end with other members of 'M.C.Free Wellen', Ivo Santermans, Raymond Punie, Rudi Boes and Mark van Roy. Ivo who is chairman of their club was in hospital after an accident in Bedford, the others had returned home after the week-end.

I hope that Dirk and Yvan enjoyed their visit despite the sad circumstances and that Ivo had a quick recovery. It is good to see in action the comradship that exists between motorcyclists around the world.

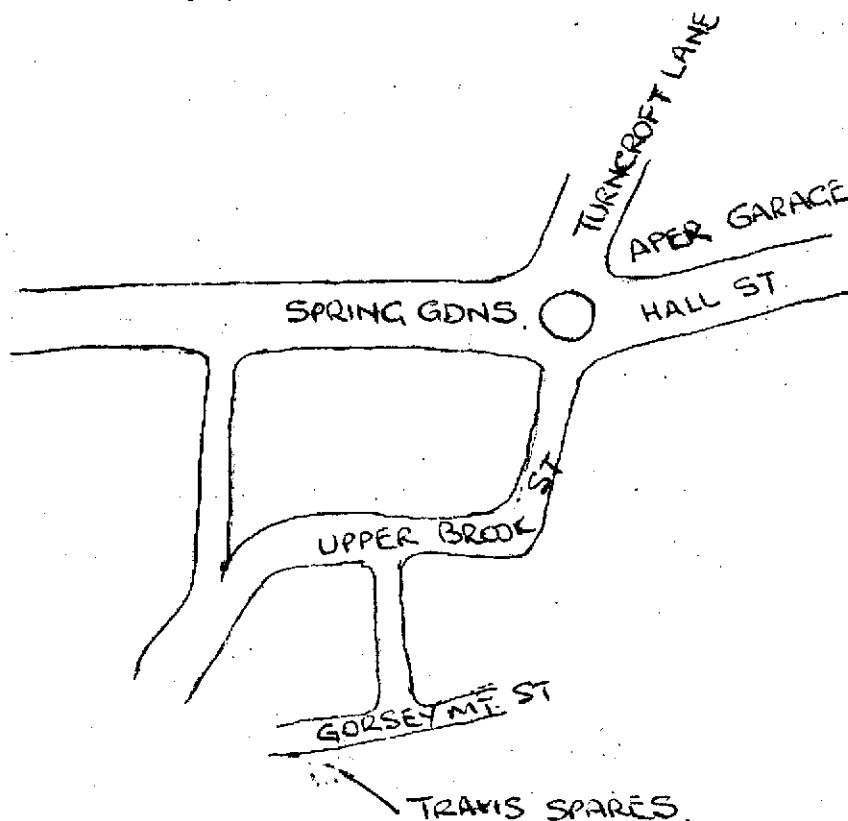
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ANNOUNCEMENTS.

TRAVIS SPARES.

Norman Haskell the proprietor of Travis Spares has had to move from Turncroft Lane as his shop was in the way of the Stockport inner ring road.

He can now be found in new premises on Gorsey Mt. St. where he can satisfy your needs for 'British Bike Bits'.



We are very sorry to see the closing down of Warburton Bros. London Road, Hazel Grove. The Warburton Brothers have been club members for many years.

"DEAD REVOLUTIONARY TRIAL" 23rd. JUNE.1985.

Report by Ken Roberts.

Its not often that we get the chance to claim that we've been first with something completely new, but when we introduce two revolutionary ideas in one event its got to be worth shouting about!

Trials riders ability over the past few years has improved in general, aided by the introduction of new techniques, tyres, and suspension systems. Fancy techniques such as clutch in balancing/Rolling back feet up/bunny hops etc. brought about changes in the rules, and the development of sticky tyres to help with the techniques. The mono shock suspension is claimed (with some justification) to make previously impossible sections possible.

What has also happened is that the difference in ability between various grades of rider has also changed. It used to be the case that an experienced novice should be able to 3/4 most of the sections that a reasonable expert could clean and what the same novice could clean an absolute beginner could three, but not now.

The Manchester 17 "Dead Easy Trial" on the 23rd. June.85. was a successful experiment aimed at promoting to beginners, less able riders and experienced riders after a bit of fun. What we did was to promise easy sections on private ground and a cheap entry fee to anyone with a bike who fancied turning up. The cheap entry the willingness to accept any bike was made possible by not giving any awards. The "no awards" bit also allowed lots of classes for such things as Ladies/Older Modern Machines/Pre-65/Trials bikes ad infinitum. It also kept the pot hunters away while allowing say an expert dad or mate to ride round with a son or friend beginner.

The second bit of the revolution was in the results and the working out and presentation of them, but more about that later.

After spending most of a rainy Saturday the 22nd. together with Nick Stott, Long John Eyre and Mal Mike (my little lad) putting sticks in very wet ground that we call Mycocks Rocks overlooking the High Edge Raceway I was convinced that it was going to be far too easy-dead easy -trial. Thanks John for stopping me putting in that downhill bit and for moving that stick 18 inches (450mm. for the I.S.A. educated types) out on the tight turns at Section 10.

Sunday morning provided our usual lousy weather and 60 entries! We had a tranny van full of loonies from Ambleside, a chap from Newmarket in Suffolk, Maurice Arden from Lincolnshire and others from Leeds, Sheffield, Wigan, Liverpool, Mansfield all attracted by the prospect of a really easy trial.

Our clubmen also joined in the fun with the Cottrell Clan competing in force with Brian, Mandy and Sue. Only Margaret let us down by failing to start in the "topless barmaids class". Pete Fleming rode his monster 350 Yam Trail bike but that fellow from Marple, John Cabbage Williamson made it look simple dropping 9 on an XL Honda trail bike;

John Boothroyd had a six from his Enfield Crusader while Chris Ellis on John's Majesty had his first outing in years. Jim Capper gave his unreliable steam powered Triumph Cub - or was it his pipe an outing while rare appearances came from Jim Evans, Brian Proctor and Geoff Turner. The latter showing considerable skill that had to be put down to Paul's bike being unable to make a mess of any section.

The sections were in the main 'simple', Len Eyre on a Rock outcrop with a bit of a step, Edgar Rosenthal on a graded gentle slope which entertained that Bar None base man and well known steward Malcolm Carnegie. Even our Mike cleaned it twice on my Montesa - mind you he had to, because he can't reach the ground on it yet.

One or two turns in the sections were on reflection a bit tight, but in general the whole event was thoroughly enjoyed. Needle matches between friends were the order of the day helping to provide atmosphere. My promised special test had to be dropped due to lack of observers, but next time! We had a tie for "Best on the Day" with Robert Tyas and Chris Williams finishing clean. The result of the match between me and my mates was Nick Stott 4 Rick Stewart 4, Colin Mather 6 and me last with 9.

Finally the results were a revolution in themselves. Developed by Andrew Renshaw, the engineering half of Renthal, get it - Ren-shaw, Rosen-thal, Henry the computer software produced a typed result with Position, Position in Class and had ties resolved in half the time it used to take to write out the results. All this on Edgar Rosenthal's BBC Model 'B' micro with wordwise made a results sheet to be proud of. Watch the national bike press for more on this subject after the Dave Rowland.

(I didn't get a copy of the results sheet - Ed.)

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THE MANCHESTER 17 MOTOR CYCLE CLUB'S 7th. DAVE ROWLAND TRIAL.A ROUND OF THE 1985 BRITISH SOLO TRIALS CHAMPIONSHIP.

Report by Keith Haining.

"A first class trial, a great trial, I thoroughly enjoyed the trial." Just a few of the comments passed by the riders who took part in the 7th. Dave Rowland Trial held on the 28th. July. 85.

This inspite of some of the worst weather this year, raining for most of the day changing wooded sections marked out in dry conditions the day before into slippery muddy inclines, while the torrent of water that flowed down the streams removed the moss and reduced rocky sections to more manageable propositions.

The course that included all our regular sections was tackled in a variety of ways. 14 sections altogether which included the 11 that were in a second lap while the Clubman entry were treated to 6 alternative sections, 2 being included in their second lap as well as a number of route variations to ease their lot.

For the entry of 127 the Clerk of the Course - Norman Eyre had this year set out a challenging course suitable for what is our national event, but what in this instance was a round of the British Solo Championship for 1985. an honour that we had some years ago in the Sidecar Class.

This year there were no absentees from the list of trials "Whose Who", but one of the most important changes that have taken place in the last few years is in the makes of trials motorcycles. The Yamaha Trials Monoshock must now be the most popular machine. Imported and in many cases fettled by John Shirt they were ridden by no less than 49 riders while Fantic who held a similar position some years ago accounted for 29. For those of you who like statistics there were 8 Hondas, 7 Montesas, 4 Armstrongs, 2 each Bultaco, Italjets, Betas, JCM's, 1 Suzuki. 1 SWM and 1 Gori. A Can-Am was also in the entry. These figures are taken from the official programme.

One thing that a predominance of one make bikes does ensure is that it is the skill of the riders that decides who is the best rider of that particular group. Whereas different bikes do not allow you to make that judgement.

Starting from The Duron Brake Lining Factory just outside Buxton, the first two sections were at Checks where Margaret Cottrell and Jim Evans observed them over the rocky stream bed. The next group of three sections were at Bowlers with an alternative section for the clubmen. Tony Hawkes handled the clubmen while Roy Potts, Brian Prince and Eddie Dew from the Eagles M.C.C. coped with the championship class. John Lampkin had a quick five here which can't have pleased him.

Plantation at Clough House farm started that track up through Ben's Ditch, Cumberland Edge & Cumberland Corner. Performing brilliantly Tony Scarlett the eventual winner was the only rider to clean the middle section of the three in Plantation. Mr. & Mrs. Baker and Rick Whitham observed Plantation while Len Eyre and Mrs., Eyre coped with Ben's ditch Championship and Clubmen sections respectively while Mr. Oakley eventually sorted out the second hazzard that had been tampered with by person or persons unknown.

Cumberland Edge comprised 4 sections with the 4th. one providing an alternative one for the Clubmen. John Eyre and Mark Babbington observed the sections on the hillside above Cumberland Corner while Chris Ellis marked the riders cards on section 2. From my observation point with John Hartley who was observing the championship section while I did the Clubmen we could see riders coming to Chris Ellis's section from all points of the compass, we were thankful that the cloud didn't descend to hide us until all the riders had completed their first lap, John Hartley's section improved somewhat as the water washed the moss from the rocky steps that made up his section, Mick Andrews had two clean rounds here. The rain played havoc with my clubmen's section and what should have been a steep exit became an impossible slide that we altered for the second round. Cumberland Corner almost as miserable as the Edge was the province of Mr. & Mrs. Sagar. Danebower manned by our friends from the Bar None Club with added help from Scott Ellis. These sections gave the lesser lights the chance of success as all proved rideable although Nigel Birket was the only one to clean all four sections. Unfortunately a puncture later on robbed him of any chance of getting into the points.

Kild's Gulley was a new section in the vicinity of 3 Shires Bridge. Riding this section once under the watchfull eye of Dave Lawson the competitors tackled Black Clough where the Clubmen had two sections to themselves while the Championship riders did their own thing. Peter Potts and John Ward looked after the latter while Glen Potts and Tony Hawkes who had rushed over from Bowlers marked the Clubmen.

Hawkes Nest and Robinsons Rocks followed, Mr. & Mrs Proctor, Ron Hulme and Tony Wyatt observed at Hawkes Nest and most of the riders would have been pleased to have avoided them for the hillside, the scene of many trials by the Manchester 17, was in diabolical form. Only Steve Saunders, Tony Scarlett, Mark Hicken and Howard Jackman cleaned the first of the four sections. The 4th. section was a Clubmen only section and Bob Lloyd was the observer here until the damp seeped into his bones and he handed over to either P.Nield, Athhur Robinson or David ? all being credited with observing.

Robinsons Rocks preceeded Hawkes Nest and the observers here were Rick Stewart who at the start had been machine examiner and who got a second chance to look at them here. The second section was under the very experiences eye of Dennis Rourke.

Back down to the 3 Shires Bridge, Paul Reynolds had been joined by the replacement for Ron Armsden who was himself under observation in the Stockport Infirmary having come off his bike on the way to 3 Shires. Sorry I didn't get your name, perhaps you will let me know if you are a member.

Wrights or Cantrells Corner as we originally called it used to look like a demolition site but from my fleeting glimpse of it as I drove back to the start(finish) was being surveyed by the Ellison Clan on behalf of Wimpeys they made themselves unpopular with Steve Saunders by awarding him a five, T & MX News called it a fiasco I'm sure Steve called it something else. In the meantime Tony Scarlett rocketed through the last sections only pausing to get a 2 from Stan Moss the final section observer.

DAVE ROWLAND RESULTS.

| | | | | |
|-------------------------------|-------------|----|-------|-------|
| 1. Premier. Tony Scarlett. | 330 Yamaha. | 38 | marks | lost. |
| 2. Steve Saunders. Runner Up. | 250 Honda. | 49 | " | " |
| <u>First Class Awards.</u> | | | | |

| | | | | |
|-------------------|---------------------|----|---|---|
| Philip Alderson. | 250 Yamaha. | 55 | " | " |
| John Lampkin. | 280 Armstrong. | 59 | " | " |
| Harold Crawford. | 250 J.Shirt Yamaha. | 66 | " | " |
| Peter Cartwright. | 240 Sandiford Beta. | 70 | " | " |
| Mick Andrews. | 250 J.Shirt Yamaha. | 78 | " | " |
| G.Richardson. | 240 Sandiford Beta. | 88 | " | " |
| Chris Clarke. | 250 Yamaha. | 81 | " | " |
| Kevin Boddy. | 250 Yamaha | 83 | " | " |

The above received championship points.

Clubman.

| | | | | |
|--------------------------|-----------------------|----|-------|-------|
| Premier. Russell Carter. | 330 Robinson Montesa. | 92 | marks | lost. |
|--------------------------|-----------------------|----|-------|-------|

First Class Awards.

| | | | | |
|------------------|---------------------|-----|---|---|
| Patrick Lowry. | 250 Yamaha. | 103 | " | " |
| Tim Capper. | 250 Yamaha. | 125 | " | " |
| John Shirt. | 250 J.Shirt Yamaha. | 125 | " | " |
| Peter Fleming. | 250 Yamaha. | 126 | " | " |
| Dave Willoughby. | 350 Bultaco. | 127 | " | " |

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Ron Armsden would like to say "Thank You", to all the members of the Manchester 17 for the flowers brought to the hospital the day after his accident by Linda Roberts.

During his brief stay in Stockport's infirmary he had visits from club members as well as cards and messages expressing the hope that he would make a speedy recovery.

Ron says that the concern for his well being are appreciated by him and his wife and he looks forward to seeing you when his collar bone and ribs have mended.

Ed.

OULTON PARK. 3 DAY EVENT.

The popularity of Oulton Park as a motorcycle racing circuit has waned over the last few years and it has become very difficult to attract the crowds to what must surely be one of the best circuits in the country. It is not surprising therefore to find that more of the permits are being allocated to car events.

Dr. Bill Smith has decided that the patient needs a boost, and with the support of the ACU Cheshire Centre has organised a 3 day extravaganza from the 24th. August to the 26th. August. 85.

The cost for the 3 days is £8. (Children are free) and this includes free parking, camping and caravanning. However if you can only commit yourselves for a day at a time the charge is £3. per day.

The programme for the three days includes Road Racing on the Saturday with practice starting at 8-00 am until 12-15pm. Racing until 6-0 pm. A pool party at the Northgate Leisure Centre Chester is to be held in the evening.

On Sunday 25th. August. there will be an Arena Trial the heats taking place in the morning between 10 am. and 11-30.am. There is racing from 12-30 till 5-30pm. and at 5-45pm. There is an Arena Challenge Trials Match between Road Racers and Trials Riders.

The final of the Arena Trial takes place at 6-15 pm.

Monday sees a full programme of road racing from 12 noon till 6-00 pm.

Throughout the three days the Manchester 17 Motor Cycle Club is running a fun park with 5TC's and Trail Bikes lent to us by Honda UK. the profit from this being given to the ISDE fund to support the two teams that are going to Spain later this year.

The club will also have on sale ACU Benevolent Fund Badges.

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CHARITY WHISKEY TASTING & VIDEO SHOW. 18th. September.85.

The landlord of the Swan Hotel, New Mills has invited the Manchester 17 to support a benefit evening sponsored by Grant's Whiskey and John Garlick has responded to this invitation by putting on a video show featuring "On Any SUNDAY 2", and the video of Joey Dunlops, Vee for Victory.

The evening starts at 8-00 pm and tickets costing 50p are available from John Garlick On New Mills

There is a limit of between 70 - 80 tickets so get your order in quickly. The first tot is free and there after they cost just 25p. I think Phil Minne is thinking about organising a bus to get the Enduro lads home.

This is a charity evening, so come along and support it.

WINDBLOW ENDURO, Nr. Treacastle, Powys. 7th. July. 1985.

Report by Elgar Rosenthal.

This was held for the second year running in the desert steps of the cut-down Glasfynydd forest, and again, it was held in hot, dry conditions. 16 Man 17 riders rode in this the 7th. round of our Club championship. The Experts rode 9 laps, the Clubmen 8 and our Sportsmen/Novice schedule was set at 4 laps, not knowing the obstacles ahead. This ought to have been 3.

The main talking point at the start was Carl Reebuck's new 250 KTM. unfamiliarity with his new mount contributed unfortunately to quite a few crashes, the final and hardest being on lap 7, which led to badly bruised ribs, at first thought to be broken, and retirement. At the end Henry Rosenthal emerged as the best Man 17 expert but not the most popular. Complaints were heard of Henry crashing into or stepping on fellow members, but he assured everyone that it was all due to enthusiasm. It was good to see Ian Ruffley, long disabled by exams, in action again, finishing as the second Man 17 expert, followed by David Farndell, without front number plate and propelled by sprocketless will-power drive. Dave was in armour for the first time and it was well tested on this occasion. Veteran Garner was going well until right near the end when the beauty of the scenery overcame him and he found it necessary to slow down.

Best clubman was again Ian Burgess who also beat all our riders in the Special Tests. Russell Leigh came next followed by Fraser Neild, Bill Bristow and Pete Lockwood. This was Frasers first ride in this competition.

Les Penson was again our best Sportsman rider, followed by Pete Conway who had to fight off an attack by a fence. Our other riders encountered various fatal obstacles. Denis Taylor was crashed into by Henry when gazing up Heartbreak Hill, This hill, later cut out, also undid Brian Starkie and Steve Pilling. Jamie Milne had incurable spark-trouble and was hooped-out on lap 1.

For results to date see the next page.

MANCHESTER '17' ENDURO COMPETITION, UPDATED LIST OF THE REMAINING ELIGIBLE EVENTS.

September. Tour of Wales.
Plynlimon.

October. Melville MC Newton Stewart.
Diss MCC Enduro.

November. Yorkshire.
Hafren.

December. Ceri.

Date uncertain: Shap Enduro.

Events starred " " are recent additions. The Shap would however have priority on any date.

A rider's best five events in 1985 to count.

Please obtain your own regs and arrange for your own entries.

MANCHESTER '17' ENDURO COMPETITION, POINTS ACHIEVED TO DATE.

| | TARENIG | SNOWRUN | W.HORSE | C.OWEN | MELVLL | POWYS | WDBLO |
|---------------------------|---------|---------|-------------|--------|--------|------------|-------|
| <u>EXPERTS.</u> | | | | | | | |
| (Dave Darwent) | | | | | | 8840B(125) | |
| (Brian Garner) | | | | 7712B | | 8980B | 8262B |
| Brian Green. | 8819B | | | | | | |
| Dave Green. | 8391B | 9318B | | | | | |
| Dave Farndell. | | 9424B | | | | 8836B | 8734B |
| Carl Roebuck. | | 9525S | | 9520B | | 9109B | |
| Scott Roebuck. | | | | 9427B | | | |
| H.Rosenthal. | 9532RU | 9465S | 601B | 9178B | 8149B | 9063B | 9653S |
| Ian Ruffley. | | | | | | | 9167B |
| <u>INTERMEDIATES.</u> | | | | | | | |
| Brian Garner. | | 9397S | (See above) | | | | |
| Russell Leigh. | | | | 9509S | | 9164B | 8714B |
| <u>CLUBMEN.</u> | | | | | | | |
| Bill Bristow. | | 9385S | | | | 8922B | 7906B |
| Ian Burgess. | | 9298S | | 9568G | 9545G | 8833B | 9608S |
| Dave Darwent. | 9542G | 9314S | | | | | |
| P.Lockwood. | 9500S | | | 9458B | 7106B | 6977B | 7447B |
| Gary Monks. | | 9271S | | 9512S | | | |
| (Carl Roebuck) G | | | | | | | |
| Fraser Niell. | | | | | | | 8135B |
| <u>SPORTSMEN/NOVICES.</u> | | | | | | | |
| Phil Ashton. | | 7660 | | 8706 | | | |
| Peter Conway. | | 10000S | | | | 9528B | 8236 |
| Les Pens.n. | | 10000B | | 9753B | | 9545B | 9001 |
| Geoff Mills. | | 6640 | | 6455B | | 9506 | |
| Jamie Milne. | | 5980 | | | | 9415 | |
| Steve Pilling. | | | | | | 9512B | |
| Brian Starkie. | | | | 9533B | | 9492 | |
| Denis Taylor. | | 9760B | | | | 9427 | |

Best five events to count.

RU - Runner-up, G - Gold medal, (125) - "Best 125" in that class,
 S - Silver medal, B - Bronze medal, (rider) - rider currently
 competing in another section of the competition.

BRINKS ENDURO. 4th. AUGUST. 1985.

By Joan Burgess. (Secretary of the meeting.)

"Shall we call it off?" I ask.

"Shall we cut it down?" I plead.

"Shall I send for the air-sea rescue team, in case someone is swallowed up by a bog, or is drowning in one of the streams?"

"They're men" is the answer I get, "and Enduro is a man's sport".

It couldn't have been worse, could it?

For those who weren't there on the day, you will have gathered that the Brinks was at its worst (or best?) this year, but those taking part don't seem to mind. Most of those who marshalled at route checks, special tests, the time check, etc. had also been out the previous week in similarly appalling conditions at the Dave Rowland Trial and for them to stand out in weather like this shows a real sense of loyalty to the Club and its reputation. Without the support of these helpers, the event would be impossible to stage and the Manchester '17' would not be held in such high esteem by those who patronise our Trials and Enduros.

There was an extremely good class of entry and all were catered for from the best experts in the country to those taking part in their very first event.

Speaking of first events, Manchester '17' member, Dave Hall from Poynton (better known as a motocrosser) won the Clubman Class outright with two extremely good special tests and no time lost on the course. The Sportsman/Novice class suffered because of the bad weather with a high retirement rate, but 48 of the 99 starters overall did finish the event, which is highly commendable.

Everyone expected Geraint Jones to win the Expert Class, but Adrian Smith, who will represent Great Britain in the Vase Team at this year's I.S.D.E., outshone the Trophy man on the day and beat him by twelve seconds - two in the first special test and ten in the second test. Neither lost any time on the course.

I must give a special mention to Gill Myers who coped so well with the conditions. She retired from the Clubman Class with just one lap to go.

Edgar Rosenthal, our Enduro Secretary, has spent many months preparing a programme for his computer to enable the results to be processed quickly and accurately, and this was most rewarding. The results were available by around midnight on Sunday.

Sincere thanks to Edgar, Bill and Jack (Clerk of the Course and Assistant) who worked so hard, to all officials and marshalls, and anyone who helped in any way to make the 1985 Brinks Enduro a success.

BRINKS RESULTS.

| | <u>Course,</u> | <u>S.T.1.</u> | <u>S.T.2.</u> | <u>total.</u> |
|-------------------------------|-----------------------|---------------|---------------|---------------|
| <u>PREMIER.</u> | | | | |
| Adrian Smith. | 125 Swift Honda. 0 | 154 | 154 | 308. |
| <u>BEST UP TO 250 EXPERT.</u> | | | | |
| Duncan Macdonald. | 200 T&C Kawasaki. 360 | 165 | 170 | 704. |
| <u>BEST OVER 250 EXPERT.</u> | | | | |
| Geraint Jones. | 400 Husqvarna. 0 | 156 | 164 | 320. |
| <u>CLUBMEN.</u> | | | | |
| <u>BEST CLUMMAN.</u> | | | | |
| Dave Hall. | 250 Kawasaki. 0 | 178 | 180 | 358. |
| <u>BEST UP TO 250 2/s</u> | | | | |
| Ian Margetts. | 250 KTM. 0 | 212 | 196 | 408. |
| <u>BEST OVER 250 2/s.</u> | | | | |
| Jim Jones. | 262 Puch. 1200 | 294 | 296 | 1790. |
| <u>BEST UP TO 250 4/s.</u> | | | | |
| Ian Jones. | 200 Honda. 780 | 249 | 275 | 1304. |
| <u>BEST OVER 250 4/s.</u> | | | | |
| Peter Harrison. | 339 Honda. 180 | 254 | 251 | 685. |
| <u>BEST SPORTSMAN/NOVICE.</u> | | | | |
| Neil Proctor. | 250 Cagiva. 0 | 255 | 260 | 515. |

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Phil Minne our Membership Secretary worked hard both during and after the Brinks increasing the club membership by no less than 92 members filling in most of the cards himself. As they are all entitled to a newsletter its a pity they didn't all give their post codes.

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CAMPING WEEK END IN WALES. 16-17-18. August. 85.

In conjunction with the BMW Club we will be camping at the Snowdon View C.P., Brynrefail, Nr. Llanberis. Gwynedd. On Saturday the 17th. we will be attending the RAF Valley Air Display on the Isle of Anglesey.

The camp site is on the B4547. Turn right after by-passing Llanberis and the entrance is on the right after about $\frac{1}{2}$ mile. Ridge tents are £2. per night.

Valley opens at 9-0am. until 6-0pm. the flying display will probably start in the after noon.

PTO.

CAMPING WEEK END ARRANGEMENTS cont.

The cost of the air display is £3. for adults. £1 for children between 5 and 12 years of age. I have spoken to the wing co at Valley and he says that we can take our bikes on to the base, parking in any case is free.

It is proposed that the campers leave for Valley at 9-0am. and according to my caravan club map there is a lay-by on the A5 about 1 mile past the turn off for Llangofni, on Anglesey. Members who only wish to come to the air display can meet us there at 10-30 am. and we will go as a group to Valley.

It will be of help if those wishing to camp would let me know sometime next week so that I can inform the campsite how many to expect.

Keith Haining.

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INFORMATION.

I hope that you will find the enclosed leaflet informative.

Ed.

-----0000000000-----
 9 Elnor Lane,
 Whaley Bridge,
 Via Stockport.

Dear Editor, Re. "Dead Easy Trial".

May we through the Newsletter say a BIG thanks to Ken Roberts for putting on the Dead Easy Trial.

I had two daughters Mandy (who couldn't stop laughing when she fell off) and Sue who caused the biggest laugh amongst us by falling off at the top of the Hill Climb and rolling backwards.

Brian who was on Evans B.32 which had not even been started before the day needless to say broke down. Peter Flening entered on his trail bike, his feet only just touch the floor normally so you can imagine the trouble he had, he was like a spider.

Then came puffing Jim himself, the famous Jim Capper who puffed his way round, not only puffing on his cub but puffing at his awful pipe, he was more like Pop-Eye than a trials rider.

Then we come to Plumber v Plumber, Jim Evans and Brian Proctor each one being lectured by the opposition to win, can you see the pressure they were under. It caused so many laughs (as the ACU steward will agree) during and after the trial that it made it a very enjoyable day. We all look forward to some more.

Margaret Cottrell.

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