



MANCHESTER 17

MOTOR CYCLE CLUB

NEWSLETTER

APR 1986



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NEWSLETTER

March/April 1986

produced by
 G.V.Winstanley
 and J.A.Hindle

Meetings every Tuesday at the 'Grey Horse', Wharf Street,
 (Off Lancashire Hill, Stockport.)

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EDITORIAL

I trust you have noticed the new front cover. The top photograph shows Phil Quantock followed by Alan Aldred and his son on a Club run through the Derbyshire hills. The bottom picture is of Carl Roebuck in the 1986 I.S.D.E. in Spain. They were chosen to represent the broad aspect of the Club's activities, as such they show road and off-road, competitive and non-competitive sides of motorcycling.

In producing the cover you now see, I considered the composition to be very important. The two photographs chosen produced a well balanced lay-out and showed Club members in action.

Unfortunately, this means that not only trials are missing from the front cover, but also trail riders and the training scheme, not to mention Clubroom activities and minority Club interest and sub-divisions. I consider this less important than the general impression of the cover.

Jim Capper has made strong objections to the lack of a trials rider on the cover and you can read his views in his piece opposite. I would be interested to hear any opinions on the matter. Please write to me at the address below or see me in the Clubroom so that I can take your views into consideration for future editions.

Geoff Winstanley
3, Dean St.,
Northwich,
Ches. CW9 7BT

NATIONAL RALLY NEWS

We have been selected to operate a checkpoint for the National Rally. Volunteers are required to man our control which will be at Buxton and will be open from 2pm until 10pm on Saturday 5th July. The provisional site is the Duron car park, although other sites are being considered.

We currently have five riders entering the rally. Just one more rider is required to make up two teams. If you want to ride as a team member or if you can help with the control please contact the Editor.

CONTINENTAL PATHFINDER 1986

Another long distance road event, this one can be covered at a much more leisurely pace as you have 6 months to complete it. The event involves visiting five or more places with 'Saints' names in their title the aim depends on the class of entry you opt for: highest mileage between two 'saints', lowest mileage between all five saints, most saints visited, best passenger entry, and best cryptic clues given.

Entrance fee is £10 per machine (passengers free). Top prize is a quality video recorder with other prizes including a one hour aircraft flight.

Further details can be obtained from:

Ron Bryan
88, Beacon Road,
Coventry. CV6 4DQ

PUZZLE - (For trials riders only)

Turn back to the startling new cover of this Newsletter, look very carefully and see if you can spot what to me is a glaring error.

Got It! not difficult is it, that's right no picture of our discipline in the motor-cycle game.

For years the cover illustration (all be it rather dated) always embraced the Clubs major activities which to my mind is as it should be.

For reasons better known to the main committee of our illustrious Club, in spite of strong protest from yours truly, have approved the new design, so in spite of our long involvement and success (not to mention our considerable monetary contribution) in the trials scene locally and nationally are to be ignored on the Clubs House magazine cover.

I will accept that maybe I am personally over-reacting to the whole thing, many may say so what! does it matter? My answer to them is yes it does. I regard trials as a very prominent part of the Manchester '17' Club and have earned the right not to be ignored.

Rightly or wrongly my reaction is if we cannot figure on the outside of the Newsletter then the same applies to the content. After many years of virtually sharing the pages with former Editor Keith Haining I shall NOT be contributing trials material to the Newsletter. Of course anyone who disagrees with my thinking is at liberty to supply whatever information they so desire.

Jim Capper
Trials Secretary.

BMF RALLY

This years BMF Rally is on Sunday 18th May from 11am. The usual attractions include: Cavalcade of motorcycling, concour's d'elegance, mini motorcycle rides, club and trade stands, vintage speedway, arena trial, Miss Federation, catering stands and autojumble.

Cost is £3.50 including parking, children are free. The associated 'Member Rally' begins on Saturday 17th and costs £8 or £7 if you pre-book.

BMF PHOTOGRAPHIC COMPETITION

The BMF are running a competition for the titles 'Colour Photographer Uno' and 'Monochrome Photographer Uno'. It is open to all amateur photographers who are individual members or affiliated members.

The subject is 'non-competitive motorcycling' which covers a wide field but should reflect the spirit of motorcycling. Black and white prints up to 10" square or colour transparencies not less than 35mm. should be submitted in the appropriate class before 1st September. The winner of each class will win an Olympus Trip 35AF autofocus pocket camera.

Further details can be found in March/April Motorcycle Rider or from the BMF.

Camera buffs may also be interested in volunteering as photographers for the BMF's Motorcycle Rider magazine. Their editor is recruiting members with photographic talent on an occasional and expenses paid basis.

MANCHESTER '17' ENDURO CHAMPIONSHIP RULES FOR 1986

The championship is based on a rider's best six* results including AT LEAST TWO OF THOSE IN CAPITALS, from the following set of Enduros:

Snowrun (23-2); WHITE HORSE** (23-3); Yorkshire 2-day (5 & 6-4); Hafren Tareinig (20-4); CWMOWEN (27-4); Bush** (25-5); POWYS (8-6); Jubilee ?? (15-6); Windblow (6-7) ??; Rhayader (2-day) (23 & 24-8); TOUR OF WALES (7-9) ??; Plynlimon (21-9); Shap Wells** (5-10); Hamsterley** (19-10); YORKSHIRE 1-DAY** (2-11); CERI (7-12).

- NOTES - *Having fewer than six scores does NOT disqualify.
- 2-day events count as two events.
 - ALL of the North of England Championship events (indicated by **), except our Brink's Enduro, are included in the above list.
 - Dates, particularly in the latter part of the season, need to be checked; there is already uncertainty about those marked '??'.

HOW TO ENTER THIS COMPETITION This is quite informal: just tell the Enduro Secretary, preferably at or before your first event, in what class you wish to compete.

The Club does reserve the right to verify a rider's status when he joins this competition or if he wishes to change status during the year.

HOW TO ENTER EVENTS Riders should obtain REGULATION and ENTRY FORM from the Club organising a particular event, (watch TMX for 'ENDURO REGS. AVAILABLE') and return the entry form as soon as possible.

For events which are also North of England Enduro Championship events, REGULATIONS and ENTRY FORMS will also be available from the Enduro Secretary.

AWARDS and COMPETITION CLASSES There are end-of-year awards for each of the following classes: EXPERT, INTERMEDIATE, CLUBMAN, SPORTSMAN/NOVICE.

INTERMEDIATE Intended for riders who feel that their ability lies somewhere between CLUBMAN and EXPERT. Enter events as CLUBMAN (or CLUBMAN 'A', if available)

CLUBMAN Enter as CLUBMAN (or CLUBMAN 'A', if available).

SPORTSMAN/NOVICE Intended for new Enduro riders and for those riders who feel that their ability is not what it used to be. Riders should enter as NOVICE (or CLUBMAN 'B', if available).

In events without either of these enter as CLUBMAN and Man.'17' will designate in advance a particular check (at the end of the first lap or after about 25 miles) as the finishing check for Man.'17' SPORTSMAN/NOVICE riders entered as CLUBMEN. A rider finishing at this point must pass this check and have his check-time officially entered on his card. For the purposes of this competition, his penalty points will be taken as being those recorded by the organising Club, including any SPECIAL TEST results, up to and including this check. (finishing early or late at this check would therefore attract penalty points).

Riders can of course complete the full CLUBMAN schedule if they wish.

SCORING FOR EACH EVENT For EXPERTS only: score depends on position in the results AND on the number of EXPERT starters. ('position' method, details from Enduro Secretary)

FOR ALL OTHER COMPETITION CLASSES: score = 5000, LESS penalty points. ('points' method).

CHANGE OF CLASS DURING 1986

1. A rider changing to another Man.'17' competition class will forfeit all scores obtained to date in his previous class.
2. A rider, whilst continuing in his original Man.'17' competition class, may enter one or more events in a higher class (limited to CLUBMAN 'A' or EXPERT) and count the score, based on the corresponding schedule, in this competition. EXPERTS' schedule will in this case be scored by the 'points' method.

INTER-CLUB QUIZ

By Geoff Winstanley

The last two rounds of the inter-club quiz were held on the same night, at Bar None's Clubroom, on Thursday 3rd. April. Manchester '17' were first to present a round. Roger Richards read out the questions compiled by Sandra Adamson, while Ian Burgess kept the time. The teams of four had 30 seconds to write down the answer before the next question. After twenty motorcycling questions, the teams swapped papers and read each others answers out, followed by the correct answers. This was repeated with twenty general knowledge questions before Bar None took their turn to present a round.

Tension mounted as our team gained 4 points to tie for first position after our round, only to lose by just 1 point in the final round. Ron Weale presented the trophy to winners, Bar None and to our own team as runners up.

Congratulations must go to Joan Burgess, Carl Adamson, Graham Watson and Bill Bristow for such an excellent effort on our first year in the quiz.

RESULTS RESULTS RESULTS RESULTS

	Bar None	Man 17	Crews	Northwich	Winsford
Total after 3 rounds	46	42	41	40	37
Round 4 Motorcycling	9	10	4	7	4
Round 4 Gen.Knowledge	11	14	8	9	9
Total after 4 rounds	66	66	53	56	50
Round 5 Motorcycling	12	10	10	9	4
Round 5 Gen.Knowledge	10	11	5	14	10
Final Total	88	87	68	79	64

SNOWRUN ENDURO Feb, 23rd 1986

By Jeff Edwards.

Well here we are, the week before the Snowrun and the bike is still sitting in the garage, untouched since the last attempt at snow riding when Vernon and friends came up to Llangollen and showed us local lads how to hit the deck and still look like they were in control. Ask Vernon about buying petrol from a country publican! , but stand back first.

A quick look at the Kawasaki proved that it needed nothing except a bit of heat to unfreeze the cables and some fuel to get it to start. Everything packed and off we go towards the snow and ice that's been promised.

At the start I meet Bill Bristow and Ian Burgess who tell me they've sold their bikes rather than ride ! What cowards ! As a new member of Manchester 17 Club it was nice to see a board up to advertise the Club, good idea.

It's my turn to move up to the line so here we go. The bike fires up second kick but I wander off into the snow and hit a log only six feet out of the check, still it can only get better now can't it? Within half a mile the special test start board is up but, not timed on this lap so I make a mental note to take my time and look for the hazards. The first one is about twenty feet beyond the board when I decide to turn left and the snow and bike decide they'd rather me go straight on into the forestry. The test is more or less clear of snow but, the surface under the trees is just like glass, I haven't managed to make one corner yet without a struggle and yet in my mind I'm just coasting along. The test turns off a stoney road and back into the forest where the surface looks pretty good: Is this the place to give it the gun? No, I don't think so. The going is very easy except for the snow and it looks like the organisers have used some common sense with regards to the route. A couple of the downhill sections are extremely slippy and to those who can't leave their front brakes alone the scenery was waiting to grab them, to date I've been down four times and been passed by just one rider who must be the clubman winner. He passed me speedway style with a full head of steam up and disappeared into the sun. (The results confirm him as runner-up clubman. Number 105 Eirwyn George on a 250 Suzuki). The first check is in site and as I've got about 15mins to wait I let some air out of the tyres to try and get a bit more grip. Out of this check is a nice climb up with no snow and a rocky surface that looks like it's going to show me how unwise it was to let those tyres down. The route seems to be heading for lower ground now and doesn't seem so slippery. A few miles of this going and I suddenly realise that I can't get past the riders in front because of clouds of dust coming up off the forest road ! Not what you'd expect in the middle of this event. A couple of really steep and slippy declines and check 2 is in site (back at the start area). Plenty of time here to refuel the bike and have a jam butty. Wonder where my helpers have gone?

The second and final lap is definately harder and the two bikes starting the special test in front of me both hit the deck at the point where the trees grabbed me for the first time. Three, Two, One, and away I go on the first test, I suddenly realise that I can't remember anything about it, but press on as best I can. Into the trees and the ground looks a bit safer, but why is everyone diving for cover behind the tree line? I don't think it's a compliment, maybe I don't look quite so much in control as I feel !

I see the drop that's prompted everyone to stand there. I try to lose speed but both wheels just lock up instantly. Over the top I go and pile onto the forest road below! Not nearly so bad as it looked so I must remember to do the same on the second test. This was the point that Geraint was observed having difficulty and probably lost his chance of the Premier. The rest of the route up to check three went without any problems until I arrived at a hill completely covered with bikes and riders sliding down towards the bottom. Over the top and straight into the first tree! I decide to walk for a spell like the people in front of me. Further down I remount and start to slide towards the bottom. Why is Bob Perring lying upside down waving his arms? I wonder to myself. Anyway there's no stopping now so down I go, past Bob and pile myself into the bank at the bottom! (If you read Bob's mention about a pair of white knuckles passing him then it's not too far from the truth). Into check three and another 10 - 15mins to wait. I get behind the first sidecar that I've seen all day. They seem to have it easier for a change, but the results show not too many of them finished intact. Much the same now until the 4th check, no fuel needed this time as I've only got the test to do and then the finish is in site.

I must say that the organisers did a good job in putting the event on in such adverse conditions, but did I really enjoy it? No! I don't think I did; much too slippery and dangerous to enjoy it to the full. According to the paper I've finished with a Gold so as I got away injury free as well, it can't have been a bad day out, can it?

RESULTS RESULTS RESULTS RESULTS

Experts/Qualifiers

	Position		Man.'17' Score
Dave Darwent	13	Bronze	60
Henry Rosenthal	2	Gold	141
Ian Ruffley	11	Bronze	74

Clubmen

	Penalties		Man.'17' Score
Brian Garner	1322	Bronze	3678
Tony Cummins	1906	Bronze	3094
Jeff Edwards	502	Gold	4498
Fraser Field	807	Bronze	4193

Sportsmen/Novices

N.Gorman	2220	Finisher*	2780
D.Holmes	2520		2480
Phil Minne	1200	Finisher*	3800
Jamie Milne	2420		2580

(* = completed Clubman schedule)

Any requests or queries about omissions, wrong classifications, etc. to Enduro Secretary a.s.a.p. please (061 427 1755)

BRECKLAND ENDURO March 8th-9th.

Riders account by Jack Chatwood.

The Breckland Enduro was held in the Santon Forest, southwest of the A134 near Thetford, on the Norfolk and Suffolk border. Since there are no direct motorway or dual carriage-way links between Manchester and Norfolk. It was going to be a long drive, so we; we being Jack Chatwood, Ian Ruffley, Dave Darwent, (Riders) and Phil Chatwood and Sue (pit crew), decided it would be better to travel Friday evening.

I had booked us into The Lynford Hall Hotel for Friday night (Lynford Hall is where 'Allo Allo' is filmed). The journey took four hours and we arrived at 10.30pm.

We got our rooms sorted and nipped to the bar just before last orders for a quick 'half'.

Since the first man wasn't due to set off 'till 10.30am on Saturday, we had a late breakfast and we got to the start area at 9am.

On the way to the start area we saw three smashed up cars; one on it's roof, one in a ditch and one with no front end.

"Load of nutters live round 'ere" was the general consensus of opinion. Any-way, back to the Enduro. I had a few mods' to do on the bike before I could go through scrutineering. Bob Lydiatt, from T.&C. Ashton had lengthened my silencer to make it quieter, and Dave Nurse from the same place had lent me some mini batteries to help me get working lights.

As it happened they didn't check my lights and my bike wasn't noise tested... because Bob had done a great job on the silencer! I was painted up (Championship riders have their headlamp, frame, crankcase, and both hubs painted in order that they don't swap them during the event).

The bike went into the parc ferme. Dave and Ian had no problems and we were all ready for off.

Day 1 was going to be a toughy. Experts had three laps of a 32 mile circuit to do and Championship riders had four laps to do.

10.35am "You may start your machines". My Suzuki 250 started first kick and I followed Aled Williams and Tony Suskins to the start of the first special test not 60 seconds ride from the start.

This was the only suspect bit of the whole event, 'Little' Paul Edmonson and Ian Ruffley almost siezed their bikes (50 Honda and 80 Kawasaki) because there was no real time to warm up.

The special test, about 2½-3miles long, consisted of windy forest tracks, forest roads and sandy paths. G.Jones did it in 356 seconds, fast chap!, we did it on average in 440 seconds. After the special test it was approx. 30-35mins to check 1. The course was all forestry, the ground was soft with 100% traction, swaping from dirt to sand, to the odd stretch of grass. At one point the course ran parallel to the road and you could race cars if you had the bottle, but there was always the odd log across the track to get your heart beating.

Most arrived at check 1. with time to spare. This was also a refuelling area, but we had no spare personnel so we watched with envious eyes the orange juice being passed about by those with bigger crews.

Check 2. was back at the start and the time allowed ranged from 65mins (champ) to 75mins (clubmen). This was a long check and all of it was forestry going ie. no fire roads to rest on. The course may have been flat, but the Diss Club compensated for that.

By lap 3. I was scratching to stay on time, the course was ruddy and whoopy and we had 10mins less to do the lap in.

Lap 4..was a killer, while experts and clubmen did only three laps us championship men had to do four.

Dave Darwent had been told by a Marshal that his silencer was'nt doing it's job and he had to do something about it in the morning or he wouldn't be allowed to continue. We tried to get him 30mins to do the job, but the steward wasn't having any so he had to do the job in his 10mins work period.

* * *

Day Two..... First man away at 9am, so we had to have a 7am breakfast which turned out to be excellent.

10 out of 10 for Tea Houses in Brandon.

We got to the start at 7.30am and got all the gear ready for another day. Henry was with Edgar and Sonia, so our Phil (re-named Foulest Bowelest, for obvious reasons) teamed up to form a formidable pit crew.

We were all set to wipe out day two. The course was reversed and seemed slightly shorter, maybe by just a couple of miles, but day one had made it quite challenging and with ONLY three laps it was going to be fun.

Dave D. repacked his silencer, but couldn't get the end cap in within his ten mins, so he was penalised 20 points plus minutes late at next check, if any.

Start to check 1. was now about 60mins and check 1. to start/finish was about 30mins, with the special test being at the end of the lap.

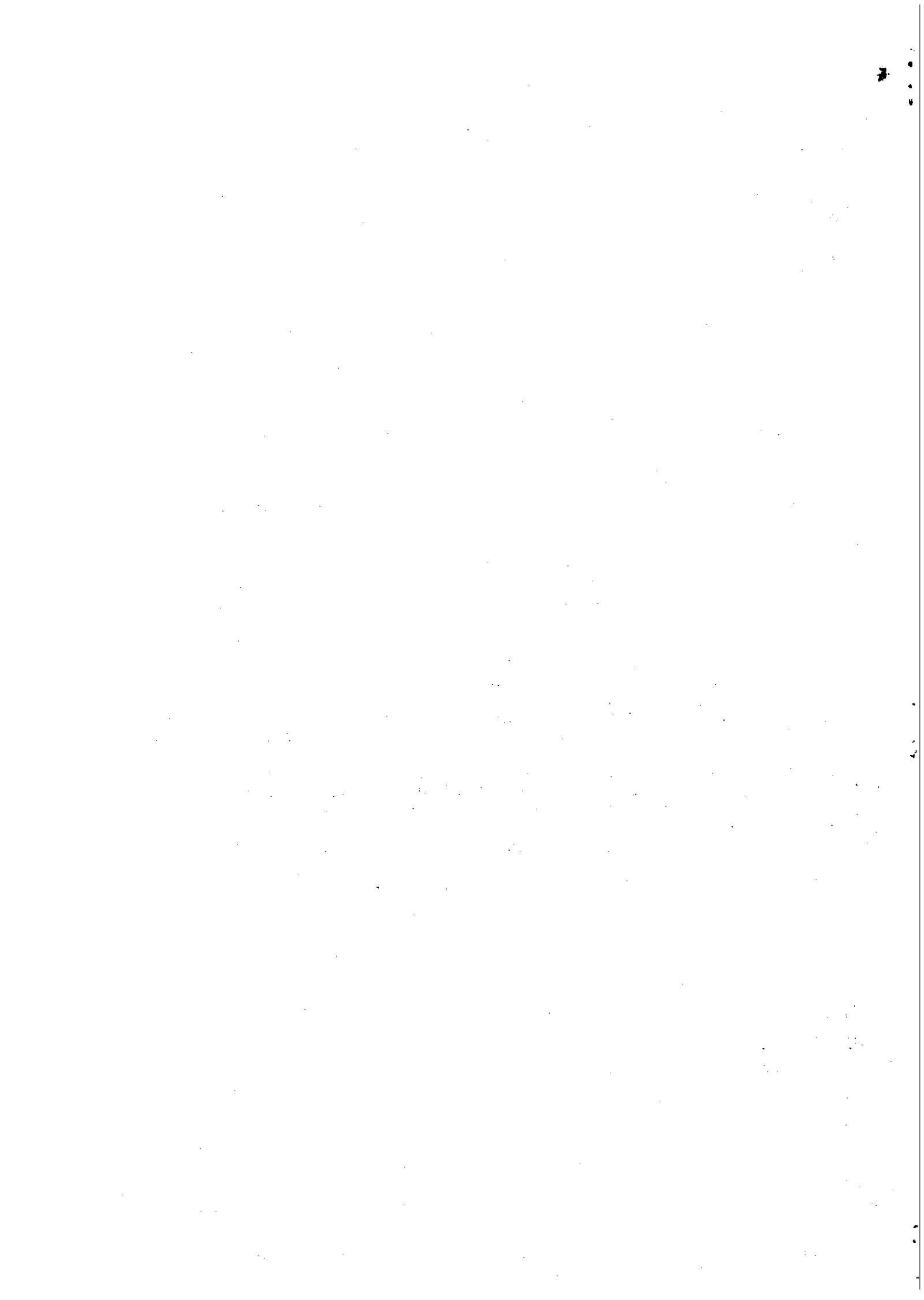
The ride as a whole for everyone seemed easier, because everyone was 'loose' from day one. The special test was ridden by most people, at about the same speed, but in reverse direction and our times remained averaging about 440secs. Dave Darwent went over the bars in the sandy whoops and I bounced off a sawn off tree stump into the bushes.

But, apart from that day two went very smoothly.

RESULTS RESULTS RESULTS RESULTS

			Day One			Day Two		
<u>Championship Class</u>			ST1	ST2	Time	ST3	ST4	Time
18	J.Chatwood	250 Suzuki	449	445	480	427	444	300
<u>Expert Class</u>								
40	I.Ruffley	80 Kawasaki	481	476	180	456	505	600
48	D.Darwent	125 KTM	440	438	0	473	436	840
51	H.Rosenthal	200 Kawasaki	438	447	0	438	438	0
<u>Total points lost</u>						<u>Champ'ship pts.</u>		
J.Chatwood	2545	250 champ				Bronze	3 pts.	
I.Ruffley	2698	80 expert				Best 80	20 pts.	
D.Darwent	2647	125 expert				Bronze	10 pts.	
H.Rosenthal	1761	250 expert				Gold	7 pts.	

Special thanks to 'Ace pit crew' Edgar and Sonia Rosenthal, Phil Chatwood and Sue.



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