



**MANCHESTER 17**

**MOTOR CYCLE CLUB**

**NEWSLETTER**

**JUN 1986**



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NEWSLETTER

May/June 1986

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

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

OFFICIALS

CHAIRMAN: Ken Roberts  
17, Mill Lane, Hazel Grove, Stockport, Ches.SK7 6DN

TREASURER: Henry Rosenthal  
94, South West Ave, Bollington, Nr.Macclesfield, Ches.SK10 5DS

SECRETARY: Jack Chatwood  
104, Warwick Road, Heaton Moor, Stockport, Ches.SK4 2NL

MEMBERSHIP SECRETARY: Jennifer Hindle Tel. 0663 47131  
7, Chapel Road, Hayfield, Via. Stockport, Ches.Sk12 5JF

NEWSLETTER EDITOR: Geoff Winstanley Tel. 0607 44563  
3, Dean Street, Northwich, Ches.CW9 7BT

TRIALS SECRETARY: Jim Capper  
4, Waverley Drive, Cheadle, Ches.SK8 7QE

ENDURO SECRETARY: Edgar Rosenthal Tel. 061 427 1755  
192, Compstall Road, Romiley, Stockport, Ches.SK6 4JK

RALLY SECRETARY: Ian Bottomley Tel. 061 486 0643  
1B, Granby Road, Cheadle Hulme, Stockport, Ches.SK8 6LS

TRAINING OFFICER: Ian Cotton Tel. 061 477 7616  
58, Torkington Street, Edgeley, Stockport, Ches.SK3 9JS

RIGHTS OF WAY OFFICER: Vernon Liegh  
2, Marton Green, Bridgehall, Stockport, Ches.SK2 8LY

ORDINARY COMMITTEE MEMBERS

DENNIS TAYLOR  
7, Sundial Road, Offerton, Stockport, Ches.SK2 5QU

GORDON RUFFLEY  
38, Charlecote Road, Poynton, Ches.SK12 1DL

## Editorial

The last edition saw a new front cover, but this month sees most changes on page 1. i.e. in the committee list. In March, Jack Chatwood was appointed as a much needed Club Secretary, but most changes occurred at our last committee meeting on May 21st.

Ron Weale's resignation was not too great a surprise considering that he was only just persuaded to continue as president at the A.G.M. in November. With this in mind the committee did not press him too hard to remain, but whole-heartedly regretted the loss of Ron from it's numbers as he has been a vital mainstay of the Club for many years.

Phil Minne also resigned, leaving us with no Membership Secretary. Thankfully Jennifer Hindle, my wife-to-be and co-editor, volunteered to take over the job. She is highly recommended - but maybe I am a bit biased.

The front cover, which arrived back from the printers just in time for the April edition, received a very good reaction in the Clubroom. I am told there is still some dissatisfaction amongst the trial riding members, but apart from Jim Capper and Steve Thomas, none of them appear bothered enough to tell me about it! I am sure there would be complaints if I reverted to a plainer design, which would inevitably result if I accommodated the dissatisfied trials members. You can't please all of the people all of the time!

I certainly hope that ALL members will see this as their Newsletter. Trials material is still being published and I hope event organisers will realise that if they fail to submit reports, then it is their members that will suffer most.

The new front cover controversy has certainly generated some extra material and I don't know what I am going to pull off next to get members to write to me!

Geoff Winstanley

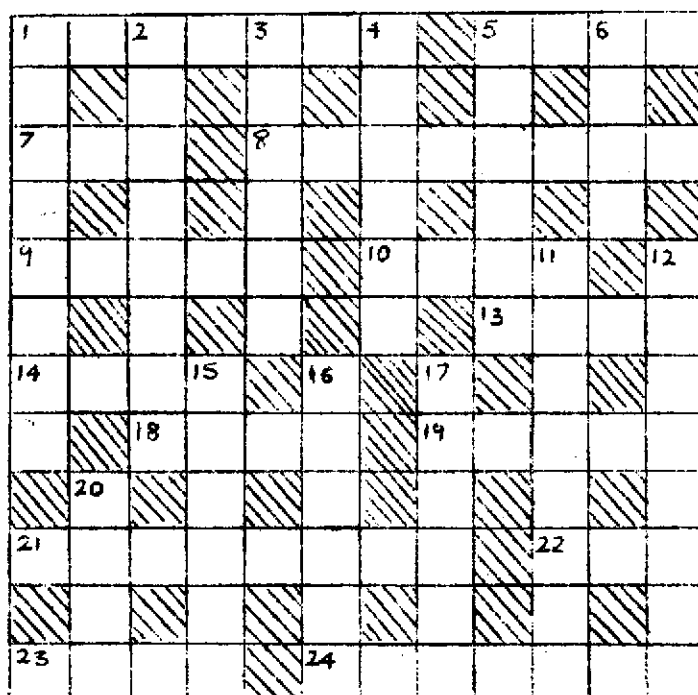
## In Memory of Paul

On Sunday 27th. April, Paul George came off his Yamaha XJ900 at Coombs, between Whaley Bridge and Chapel-en-le-Frith. Glancing an oncoming car he suffered multiple injuries. He died in hospital on Friday 2nd. May, due primarily to two collapsed lungs.

Paul, aged 26 was known to Members who attended our Tuesday Meetings, and he was with us on the run to Porth Madog providing valuable assistance when Jennifer had her accident.

I know he will be missed, and our thoughts go out to his Family.

## Secretary's Crossword



First correct entry will receive one free lesson at  
Jack Chatwood's ISDE Enduro school.

Most answers are Motorcycle orientated

### ACROSS

1. You'll need alot more than a spade did , to get this fir. (7)
5. A shortened American race circuit. (4)
7. In bending the rules, you will reach the finish.(3)
8. The Mysterons know him well, to be ready.(8)
9. A shortened schrieber in an English Inn.(5)
10. Mixed up teas drunk by hungry men.(4)
13. Disobey a static warning and policemen will want your autograph(4)
14. Chairman is not so bad.(4)
18. Lunatics come close to bolting.(4)
19. A level show takes place through a hole in the wall.(5)
21. Bad weather followed by workable material was a very sad loss(8)
22. Small four stroke in big cat's den.(3)
23. Kickstart men find it a load of rubbish. (4)
24. Motorcycles cannot play this tune backward, under their own power. (7)

### DOWN

1. Bottomless holes sometimes referred to as toilets!! (4-4)
2. Not quite 100mph is a heavy weight. (5-3)
3. Easy way to get 5'ed at the beginning when you have a mixed up sole. (4-2)
4. Bends and fruit use to fix Motorcycles. (6)
5. Ports of this nature must be navigated before the trio get burned and exhausted. (6)
6. You must get the right Jay for the event- if you want to meet that girl. (4)
11. No noise please! When you repack. (8)
12. A bad stand will make your bike a little more than a horses home(8)
15. Is this Roadracer tired? (6)
16. We can go on an American coach trip. (1-1-4)
17. Guzzi mechanic fixing engine. (5-1)
20. Petrol and oil are kept in this piece of armour. (4)

NATURE WATCH - (an allegorical tale by Brian Garner)  
(For Bird watchers only)

Once upon a time the proud Golden Eagle (we'll call him Ossa for short) ruled the wild uplands of our region. Among his many strongholds were such places as Hawkes Nest, Danebower, Cheeks etc.

Ossas in those days were a common species and could even be seen in motorcycle clubrooms accepted by all and sundry as part of the local flora and fauna.

The inevitable march of time and enduro riders intrusion into the countryside and onto club committees led to changes in the ecological balance and Ossas found that their natural habitat was being encroached upon - this led to a withdrawal to even wilder regions such as Macclesfield and Hyde, Llangollen and Manchester Eagles. These areas were far from civilization and reduced the Ossas opportunity for social intercourse with lesser species to such an extent that the presence of a once common Ossa in the clubroom on a Tuesday night leads to great excitement amongst observers (pun) and telephone calls to the RSPB and TMX News.

Despite numerous attempts to re-introduce the Ossa to it's original habitat this proud bird seems to prefer solitude or the company of its own kind rather than mix with lesser beings such as GoldWings, Grey Horses, Huskies and things that go Kwack. Until it is ready to leave its lofty perch and participate fully in the natural life of the region, its decline locally will continue and it will join the Dodo in no longer being represented on the front cover of the club Newsletter.

From a personal viewpoint, it is my opinion that failure to communicate after an alleged insult or misdeed is no way to reverse the situation and an open dialogue is necessary to restore the status quo in our great club.

A Letter from Steve Thomas

I have just received my copy of the Manchester 17 Newsletter. As I removed the newsletter from the envelope I noticed right away, the new cover. Then total disappointment - where's the trials rider? How can the club do this? - does nobody care? - YES, Jim Capper!

As the trials riders voice on the main committee Jim must speak for us all, and in my opinion is totally right.

The Manchester 17 must have been involved in trials from the beginning of the club - how long have we been involved in enduros? Also if there is to be no trials content in the Newsletter, there seems little point in me being a full member.

I have been a trials riding member of this club for at least 16 years and this is a point on which I feel very strongly.

## Front Cover - A personal view

Our Club has always been involved actively in many aspects of motorcycling.

Just for the record we are into the following at the moment:

- Trials
- Enduros
- Trail Riding
- Rallying
- Training
- Rights of Way
- Road Riding
- Marshalling
- Various social activities like quizzes, films and evenings out.

We have members who Motocross and Road race as well. This Newsletter is an important part of Club life providing friends and members with a regular reminder of the Clubs events and items of interest to motorcyclists.

Trials are the most important part of our activities to me - I ride in them, organise them from Club to British Championship, Trials, lay out sections, talk to our farming friends and arrange sponsorship so I'm into the sport as much as anyone.

It's always easy to criticize others efforts especially when we are all doing work for our Club in our spare time and invariably as amateurs. Lets face it, without Geoff we would have no Newsletter. His efforts have provided the first cover to incorporate photographs -and of Club members!

Is it so critical to have a photograph of a trials rider on the front? Jim refuses to accept a full page photo of a trials rider on the outside rear cover. Not only that, but it's just not true to say that the cover illustration always embraces the Clubs major activities. Last year the cover only had line drawings of BMW's! The previous cover dating back to July 1977 was beautifully produced by Paul Tootall, but only showed a trials, road and road racing machines. Would the Enduro lads have been justified in demanding a new cover in 1984 when they did so well in the ISDE?

We have had only one trials ~~article~~ in the Newsletter since Geoff took over in November last year and I did that! I don't see how Jim's self confessed over reaction can put right the lack of trials cover so far this year; The major sporting part of the Club will still be trials riders, but their interests cannot be served by this negative attitude to what should, and could be the trials riders main source of information.

Any club is only what it's members make of it. Generally the most successful club activities reflect the amount of effort put into them. The success of our trials shows what efforts are made in their production. What must be remembered is that when doing voluntary work it must have some rewards for the worker or the work will not get done.

What justification Jim's point had, has I feel, been lost in the destructive way in which he has chosen to handle his objection. Is it not for Club members, especially committee members to protect and promote all our Clubs efforts?

Ken Roberts

## Day Trip To Wales

By Andy Turner

I woke up at 5.30am, the weather conditions were fine, it was sunny and cool, perfect weather for a good ride. I got myself ready and was picked up at 6.45am; I was nervous as this was my first ride out and I was a bit worried if my 12bhp 125 Suzuki would compete with the other bikes. We got into Stockport at about 7am and met up with Dave Farndell and Pete Conway. Phil and Dennis had a natter whilst I stayed in the van. We left Stockport at about 7.15am and took the M63 and M56 to Wales.

Dave and Pete were on our tail all the way and behind them was Vernon in his magic white Bedford. We arrived in Llangollen at about 8.20am and unloaded the clean healthy looking bikes. We met up with everybody at the cafe and had a quick 'cuppa' before fitting ourselves into our suit of armour. Before we set off we loaded all the spare petrol into Geoff Edwards' wife's car: She was going to meet up with us at the Pub at halftime so we could refuel our monsters.

We set off the ride at about 9am and started on the Enduro that had been promised. I kept up with the others until my bike hit a steep hill, it was moaning and crying out for more revs. We went through a forest trial and I stalled my bike coming up a steep slippery hill. I held everyone else up, but managed to get moving after a lot of pulling. We all got up apart from Phil, but he had a good excuse, his bike had stalled at the bottom of the hill and he could not get it started, when he managed to get it going he came up the hill like a rocket. We set off again and went through some more paths and lanes until, unfortunately David had a bit of chain bother. He replaced a split link and that seemed to do the trick. We then set off again and crossed some bad boggy marshes and old farm paths. The bad ruts in these paths resulted in throwing Norman off his 250 and taking a nice piece of skin off his arm.

The weather was not too bad, but it made it a bit 'uncomfy' and heavy feeling. The ride was great from the bit of trouble I'd had in the forest, it was muddy, fairly flat and quite fast.

Getting on to dinner time we arrived at the Pub in a nice quiet little village, I forget what it was called. We all took a quick bath in the passing stream to get some of the heavy mud off us. The bikes were parked along the roadside and we all got our wallets out and went for a well earned drink. After a drink and a bite to eat we refueled our machines and set off once again. Before I came on this trip, everybody told me that once you've had some 100mph beer your bike will feel twice as light and ten times faster! My bike seemed neither, it must have been the beer.

We all left Vernon drowning his sorrows in a pint of Bitter after cooking up a piston earlier in the morning. The ride seemed hard for me as I was tired and cold, we all warmed up after a bit and approached a very big white hill, a bit like a mini mountain. We started to ride to the top of this hill, but my bike didn't seem to like it, it kept on stalling and lying down where it shouldn't. After help from Phil, Dave and Alan I got up to the next gate. We set off again and rode to the next gate. As I was riding across to the next gate, my bike slid down the hill into a patch of snow, I was stuck and couldn't do anything apart from feel sorry for myself. Phil again came to the rescue and got me out of trouble. Setting off again my bike slid a second time, but this time a bit further.

Alan, Dave and Geoff helped me whilst I walked to the top of the path, I managed to get my bike to the next gate. I had snapped a clutch lever clamp and two Suzuki lever guards. Once again Phil was at the rescue with a spare lever, we set off and I was cold, wet, tired and my bike wasn't the same with odd levers and bent bars. We started to go down hill and went past the slippery logs which everyone had told me about. We hit the road, then rode on for a couple of miles until unfortunately, Pete siezed his KTM. There was just Iver Smart and myself to give him help as the others were in front. When we stopped we managed to get the bike going, then looked for everyone else. We took it very steady with Pete's bike siezing. We then came across Phil bombing around on his four stroke. We headed back to the cafe where everybody was waiting for us. We washed the bikes down at the cafe and loaded up, then headed back home, arriving in Stockport at about 7.30pm Dennis and Phil dropped me off and I loaded my bike into the shed. Up the stairs I went for a hot bath and had an early night.

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#### NOTE FROM THE SECRETARY

There will be a Meeting at the Grey Horse on Wednesday 18th June to discuss the proposed levy on events, by the ACU

Club members are invited to give their views. Delegates from the Club will be giving our views to the Cheshire Centre Board on the 19th June.  
Meeting starts 8pm for 8.30pm.

#### NOTE FROM THE MEMBERSHIP SECRETARY

As this Meeting concerns Sporting members, who will not receive this Newsletter, would any Full members in contact with Sporting members please ask them along to give their views.

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### North of England Enduro Championship

Manchester '17' members' Results.

(After the 'White Horse' round, 4 rounds to go)

Points Scored:

Expert 250 Class:	Ian Burgess 1
Clubman Open Class:	Bill Bristow 3
Novice Class:	Neil Mottershead 1



## 'Cwm Owen' An Account of three novices

As three new enduro riders we set off on Saturday afternoon to conquer the 'Cwm Owen' Mike with his SP400 come C.C.M. 'The thing' to us, Bill with his D.T. and myself with a YZ125. All of us had not seen light all week whilst servicing our bikes, new tyres, pistons etc. making sure everything was running smoothly. In a hired Transit, we had a smooth run down to Builth Wells. It was 6.30 when we decided to go to Cwm Owen and see if we could get some digs. There we saw the start and part of the course from the road 'very impressed': No digs so we returned to Builth Wells and found beds at £7.50 each. A quick wash and out on the town and what a town - dead! Five pubs later and a Chinese we bedded down.

Up at 7.30am to a very good breakfast and down to the course Mike had not yet received his number so he was a bit worried as to whether or not he had an entry, but yes, he was on the list. So, it was all systems go. Bikes unloaded, we took them down to the scrutineer. To my amazement all he did was to shake my wheels and pull my brakes. Into the enclosure and back to the van where Vernon was giving Green-horns some useful tips, petrol etc. and pressing us to get a move on. Bill and myself were no's 34/35, Mike was 142. So we couldn't stick together. We warned Mike about fuel consumption, Mike telling us 'the thing' does 80mpg., Bill and myself having done the White Horse (our 1st.) knew how much fuel you use on the course and that you have to refuel at every opportunity. Kitted up we went down to the enclosure and a long push to the start.

Just in time, and off we went: The only time we were to be on time. Running in my motor, I thought nice and easy does it and got stuck in the first bog up to the axles. A lot of pulling and pushing and out it came. Off I went through the special test and down to the fuel stop. Bill and myself still neck and neck found our fuel, a quick drink and a bite of Mars then off we went on the second loop. Then disaster struck, terrible pains from my guts, thought I had drank and eaten too quickly but no it was the runs; the first of 4 times! There was no cover which must have been a shock for the other riders!

Round to the fuel and Edgar was waving to catch my attention. More excited than me, he was a welcoming sight, he told me Bill had been through, thinking I'd never get through three laps of this. Off I went hoping to catch Bill through the 2nd. special test, down to the fuel, Bill had been through but no sight of Mike, Getting more behind in time I pressed on. On the 2nd. ring of the 2nd lap there was Mike stuck in the long bog, out of fuel he had just scrounged 11.3r. off a trail rider, "you stupid XXXXXX" I shouted, "What did I tell you", 35 miles out and he's used all his fuel, he hadn't filled up and tried to do it on the gallon in his tank, 'the thing' only holds a gallon.

On I went over that flat moorland, I couldn't help feeling sorry for him, still nothing I could do! Down to the fuel; fuel up, quick drink, asked Edgar how Bill was going and told him of Mike, Bill had not been through, must have passed him. Out for the last lap, "Thank God it's the last time I see this! Everytime I struggled over a bad bit (the bad bits got worse lap by lap, as I was getting more and more exhausted).

The weak link was me, I got myself into a lot of trouble, but the bike pulled me through. Down to refuel for the last time. 'Eager Edgar' as I now nicknamed him told me Mike and Bill were both out and lots of Manchester 17 had retired. "Keep going" was the word "you can still finish". Very tight on time, off I went like the clappers

First check and still in time over the moors and stopped at the reservoir. There I paddled in up to my waist and lay in the water to the amazement of a few on-lookers. Then flat out and down to the finish and still in time! 'Phew' it suddenly all seemed worth it. "Fantastic" never seen or felt so many bumps; 120 miles of them. Back to the van and two sorry sights, Mike and Bill. Mike had been down to the pub and looked half cut, Bill said "you rotten swine you must have passed me down in that gully". "Sorry Bill, never saw you, honest! There were lots broken down, stuck etc. and I was in such a rush I never noticed!" "Never mind" he said "I would have waved you on anyway."

Bikes loaded and the long drive home. Clubmens times too tight for us novices. I nearly broke my neck and I definately needed to change my undies. For all those telling me how easy it was Try finishing - and then tell me how easy it is!!!

by Pat Smith

### What's On

- June 7/8th Vintage car racing at Oulton Park. £5 per day.
- June 28/29th Daffodil Rally - BMF Regional Rally at Llangorse, Powys in the Brecon Beacons.  
£2 per person per night,  
Send £3 deposit to Mr. David Jones, 18, Round Wood Cl.  
Cyncoed,  
Cardiff CF3 7HH
- July 5/6th National Rally - Helpers still required on Saturday for our checkpoint. Contact the Editor.
- July 13th Dave Rowland Trophy Trial - Our National starting at 10.30am at the Duron Factory car park on A515, 1 mile South of Buxton. Contact Ken Roberts for details
- July 19th Vintage Motor Racing at Oulton Park.
- July 20th BMF Breakfast Run - Starts Ripley Market place at 7am  
Ends at Little Chef, Waterhouses.  
Book at least one week before. Contact Cyril Julian  
0332 880949

### Manchester '17' 1986 Enduro Competition

For any member interested in joining this competition:

There are some 11 rounds to go and, as only the best six events count, there is plenty of scope for members wanting to join the competition after this date. (Details from Enduro Sec.)

## Tarrenig Enduro 20/4/86

By Jeff Edwards

I remember making myself a promise four years ago after finishing the Hafren Dirt Bike Clubs Tarrenig and Hafren enduros!" Never enter any of those events again", I said. Well time is a great healer isn't it, so I decided that maybe I'd chance my luck at another of their events. The only Manchester 17 members known to me and foolish enough to enter were myself, Tony Cummins and Henry Rosenthal.

At the start of the event and before the first bike had even left, the news came out that one lap had been cut from everyone's schedule, that meant 60 miles for clubmen and 90 for experts. Doesn't sound too hard that, does it?

Well the moment of truth is here, kick the bike and off I go, 50yds and then off towards a drainage ditch, just to entertain the crowds at the start area I give a quick demonstration of going over the handlebars and then getting trapped under the bike!! Is this some sort of warning from above I wonder. The first special test is only a mile from the start and consists of a taped route through trees and very tight from beginning to end. Geraint Jones' brother is looking after the start which is right in the middle of the taped route and gives the marshalls an easy job of looking after the test. For my part the test went well enough until I come behind three bikes all lined up and stopped behind each other in the only slot around one of the many tight loops, I dismount and pull the bike out of the rut and then slice each of the other riders legs from under them!! Didn't mean to do it lads, honestly, got to go a bit now in case they catch me and forget that we're meant to be enjoying ourselves. After the rest a few miles of forest road before we go into the meat of the event and what I can best describe as being a bit worse than waking up in bed between Vernon Leigh and Phil Minne and then realising it isn't a dream.

The route is pretty difficult now all the way to Andre Zembruski who was manning this first check. For my part I am seven mins. late, Tony is about twelve and Henry didn't say. The route is now going back to the start area which is still very difficult going but, I get there with about five mins. to spare, Tony does likewise. A quick refuel and it's time for the second lap. This time round it's even harder with all those mud slots now deeper than the bikes can reach, it's a constant battle just to make progress. Within 10 miles of the start on a cambered moorland crossing I find a young lad trapped under his bike and unable to get out, I stop to help him and he asks how far it is to the finish, he tells me that he has ridden A.M.C.A. Motocross since he could walk but, fancied a go at Enduros! With only one lap for novices and having ridden motocross for years this lad was totally out of his depth. Hardly the way to encourage new riders I think to myself.

At one really boggy hill it's a relief to see that someone has cut a part out, Ah ha, I think to myself, no need to struggle through that bog this time, trouble is the route that we now have to do is twice as hard as the bit they've cut out, bikes stuck everywhere, including me. Peter Berry from the Mid-Wales area is suddenly alongside me and I find a new surge of energy as we try to outgun each other through the mud. We get to Andre's check 3 and this time I'm down another 20 mins. Tony must be similar because he is 5 mins. behind me on the road and hasn't caught me yet. By now I'm feeling pretty well kn.....d and looking at my watch reckon there won't be much time to waste if I'm not to be O.T.L. The next bit is the part I had 5 mins. to spare on the first lap but, this time round it's a lot more difficult.

When the Kawasaki drowns and won't restart for 15 mins. I think my day is about done, I press on to the finish though and with about 5 miles to go Tony passes me while I'm stuck and disappears towards the finish. At the finish Tony is about 50 mins. late and I'm 2mins. over my hour and hence excluded for being O.T.L. Just for good measure the bike runs out of petrol! two gallons to 30 miles of ground!! I think the back wheel did nearer 60 miles. Henry's wife and father are waiting for him at the finish but, as I get changed Henry appears from the wrong direction and explains how he's been stuck for three quaters of an hour and like me had gone O.T.L.

Next week it's the Cwm Owen so after the torture we've just been through it should be like a week in the South of France. Tony and myself thought the event to be much too difficult but, Henry says he thought it very good! I think his brain was only firing on one cylinder when he said that.

Manchester '17' 1986 Enduro Competition. Scores to-date

	SnoRun	W.Hrse	Yks-d1	Yks-d2	HTrnig	C.Owen
<b>QUALIFIERS</b>						
Ian Burgess		84F				
Dave Darwent	60B					
Brian Green		100F	110	110B		
Dave Farndell						77B
Henry Rosenthal	141RG					118B
Ian Ruffley	74B					
.....						
<b>INTERMEDIATES</b>						
Brian Garner	3678B					4424S
.....						
<b>CLUBMEN</b>						
Bill Bristow		3696F				4465S
Tony Cummins	2094B				1892B	4424S
Jeff Edwards	4498G					
Fraser Nield	4193B					
.....						
<b>SPORTSMEN/NOVICES</b>						
Neil Gorman	2780F					
David Holmes	2480					
Bill Machinlay		160F				3391
Geoff Mills		848F				2004
Jamie Milne	2580					
Phil Minne	3800F					2496
Neil Mottershead		3532F				
Pat Smith		812F				3762B

R= Runner-up, G= Gold medal, (125)= "Best 125" in that class, etc., S= Silver medal, B= Bronze medal, F= Finisher's certificate/award.

The table above gives Manchester 17 scores. These are worked out as 5000 LESS actual, except for Qualifiers, where the score depends on starters and position - (for details about the latter see book of 14-12-85). Any query about omission, to Enduro Secretary a.s.a.p. please

## Decisions Decisions

By Ken Roberts

Having taken 4 years to realise that I bought the wrong bike I'm in the process of making the wrong decision again, but how things have changed in the last 4 years!

Then, it was a choice of S.M. - the most expensive, at about £1100! or 250 Majesty by Shirty at some-where around the same price. Fantic had a 200cc, so called 240 that was too zippy and for the long legged only. Italjet looked O.K., but had no history and Bultaco seemed to be falling by the wayside.

So it was price which guided me to Town & Country and a good deal from Gordon, which provided me with my 248 Montesa. At the time I was happy, the motor was and remained beautifully suited to me - soft and forgiving with masses of torque and sufficient power to pull high gears on long climbs. Over time, though, the weight distribution of the bike seemed to become a disadvantage. A heavy front end and short rider not being able to flick the front end about; as is required in current sections.

Now I have to decide what to buy and we can see some major changes. The price is now going to be around the £1500 - £2000 mark. The bike will have a single shock rear suspension system and probably a disc brake at the front. Tyres will be 'sticky' Michelin and weight will be somewhere about 180lbs (80kg) or 10% - 15% less than four years ago.

The manufacturers have also changed. Yamaha who were kept in touch through John Shirt have been re-born introducing a 'mono shock' some 2-3 years ago; and a price shock, taking bikes from £1200'ish to £1600'ish at the time. Fantic have a world champion and disc braked mono shock model range which must be the most popular at present. Similar machines are available from Aprilia, Beta and Garelli. JCM, a French make has a mono with drum brakes and Honda a £3000+ mono and a £1200 to £1500 twin shock 200 and 250cc model range. Armstrong, our local manufacturer seem in the doldrums at present while Bultaco and Ossa have gone. Montesa are due to have a mono shock 242 and 330 with disc, but seem not to be able to deliver.

The only way to decide on which bike best suits is to ride it in a trial, but this is only possible after you've parted with your ill gotten stuff and lots of it!

Even though the sport is supposed to be in decline we have a wider choice of more advanced machines, invariably both lighter and more manoeuvrable than ever and fully competitive as you buy'em - How the Hell do you make a reasoned choice without riding the thing?

No doubt I will get it wrong again this time, but I'll have put a lot more time into studying what's on offer and it'll take less time to discover if I'm wrong.

# TRADES & AIDS

## PHIL MINNÉ

JOINERS

12 STAINBURNE ROAD  
GREAT MOOR  
STOCKPORT  
Tel: 061-487 1478

## Roy Worth

High Class Decorator

PRIVATE & INDUSTRIAL WORK

43 Lisburne Lane, Offerton  
Stockport  
061-483 6705

## VICTORIA MOTORS

26 UPPER BROOK ST.  
STOCKPORT

BODYWORK  
WELDING  
GENERAL OVERHAULS

Telephone: 061-480 4755

## S. & R. MOTORS

26 UPPER BROOK STREET  
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