



**MANCHESTER 17**

**MOTOR CYCLE CLUB**

**NEWSLETTER**

**AUG 1986**



# DEALERS

\* DISCOUNTS TO CLUB MEMBERS

## TOWN&COUNTRY MOTORCYCLES

227-229 STOCKPORT ROAD  
ASHTON-U-LYNE

061-339 3918

136, BUXTON ROAD HEAVILEY  
STOCKPORT  
061 - 483 2804

## MOTOR CYCLE CENTRE

061-480 3346

2 CARRINGTON ROAD  
STOCKPORT

YAMAHA SUZUKI   
HONDA KAWASAKI

WHILE-U-WAIT MOT TESTS  
SPARES HOT-LINE 061-477 3423

## TRAVIS SPARES

UNIT 3 WATERLOO WORKS, off  
UPPER BROOK ST., STOCKPORT

NEW &

SECOND HAND BRITISH  
MOTORCYCLES AND SPARES  
HELMETS AND CLOTHING .

## \* CLAREMONT

Motor Cycles Ltd.

TEAM YAMAHA SERVICE  
AND HONDA DEALERS

275 STAMFORD ST.  
ASHTON-U-LYNE

061-330 3418

# ItalSport

UK'S LEADING MOTO GUZZA

DEALER

8-14 CHESTER ROAD, MANCHESTER

 061-832 7067

## ARMSDENS MOTORCYCLES

AGENTS FOR SUZUKI

147 ASHLEY ROAD  
HALE CHESHIRE

061-928 2104

BARBOUR - BELSTAFF - KETT  
STOCKIST

## HIGH PEAK MOTORCYCLES

ROAD & TRAIL

 SALES  
\* SERVICE  
\* SPARES  
**FANTIC MOTOR**

MOT TESTS WHILE-U-WAIT

ALBION ROAD NEW MILLS  
TEL. NEW MILLS 42289

 **Kawasaki**

 **Kawasaki**

15/20 Chester Road,  
Manchester M15 4NT.  
Tel: 061-832 7632

Kawasaki Specialist Centre.

On ya byke

discount bike blitz !!!

IF WE CANT DISCOUNT  
IT WE DONT SELL IT

IF WE HAVEN'T GOT IT  
WE CAN GET IT

285, deansgate, mcr. 148, derby st. bolton  
061-833 0882 0204 393202

THE RANGE OF MAKES  
AND GOODS WE SELL  
ARE TOO MANY TO LIST

# G MOTO CROSS

COMPETITION BIKE BREAKERS

267 STAMFORD STREET  
ASHTON-UNDER-LYNE  
N8 MANCHESTER  
TEL: 061-344 0117

## H D CARTWRIGHT MOTORCYCLES Ltd

74 BUXTON ROAD, STOCKPORT

061-480 5180

ACCESSORIES

M.O.T.

SALES

SPARES

SERVICE



## \* ADAMSONS A STOCKPORT

FAST, FRIENDLY SERVICE  
SORIAU ELECTRONIC PERFORMANCE  
TUNING PLUS SORIAU ROLLING ROAD  
TEST BED MORIWAKI N/WEST DEALER ALL  
JAPANESE MAKES SERVICED, REBUILT  
TUNED ACCESSORIES TOO NUMEROUS TO  
MENTION

SEE US AT: - 240 STOCKPORT ROAD,  
CHEADLE HEATH  
TEL: 061-428 9599



SUZUKI

B.J. West

(MOTOR CYCLES) LTD.

336/340 DEANSGATE  
MANCHESTER M3 4LY

TEL: 061-834 1520

YAMAHA

VESPA

## \* SKIDLIDS

AGENTS FOR

BELL-AGV-NAVA-DRIVER  
& NOLAN SAFETY HELMETS  
LEATHERS BY  
WOLF-DAINESE-AGV ETC.

293 DEANSGATE, MANCHESTER

061-834 1501

## BOB LYDIATT

MOTOR CYCLE REPAIRS  
WELDING - MOT'S - CYL. BORING  
CRANKSHAFT REPAIRS  
WHEEL BUILDING - ETC.

C/o Town & Country M/Cs  
227-229 Stockport Road  
Ashton-U-Lyne

061-339 3918

## B. G. C.

MOTORCYCLE ENGINEERING  
(BRIAN CAPPER)

SORIAU TUNING - CYLINDER BORING  
FRAME STRAIGHTENING  
IN MOTOLINER JIG MACHINING  
FORK STRAIGHTENING - HELICOILING  
WELDING AND ROUTINE SERVICING  
ST. PAULS PLACE NORTHWICH  
0606-47249

171717171717  
 7 \* \*\*\*\* 1  
 1 \* \* 7  
 +++MANCHESTER+++  
 1 \* \* 7  
 +++M.C.C.+++  
 1 7  
 717171

NEWSLETTER

July/August 1986

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

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. 061 962 3706  
 19, Oulton Ave, Sale, Ches.M33 2NB
- TRIALS SECRETARY: Jim Capper  
 4, Waverley Drive, Cheadle, Ches.CM9 7BT
- 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

One of the nice things about being Club Captain was the people I met. But, I never would have suspected the job would have introduced me to someone special enough to marry - until I met Jennifer Hindle on a Club run a year and a half ago. Your next Newsletter will be produced by Mr. and Mrs. Winstanley.

Selling and buying houses and all the Wedding preparations have kept us more than a little busy this year. Time has flown by and it hardly seems credible that the big day is only a few weeks away. We still manage time for the Newsletter, but are glad that we are only publishing bi-monthly. The latest panic has been to get the advertisement artwork to the printers in time for this issue. Speaking to the advertisers it is obvious that most of them are keen members, who advertise to help the Club rather than the custom (or lack of it) you give them. So next time you need something our advertisers can provide, please support them and mention the Club as I am sure you will get V.I.P. treatment as a Club member.

This issue is a week late to allow us to get a report on the Brinks Enduro. Next issue will be available on 8th. October from the Clubroom. Please note my change of address until the wedding and send any material there until further notice.

Geoff Winstanley

### BRINKS ENDURO RESULTS 1986

Best Expert .....	G.Jones .....	400 Husky
Runner-up .....	A.Smith .....	250 Honda
Best Clubmen -		
	John Hebson .....	250 KTM
Best 250 T/S .....	Neil Hampson .....	200 Kaw.
Best over 250 T/S ....	Maurice Wharton .....	500 Maico
Best 125 T/S .....	James Hall .....	125 Suz.
Best 250 F/S .....	Tony Goodman .....	200 Honda
Best over 250 F/S ....	Kevin Johnson .....	350 Honda
Best Novice -		
	Nigel Hopwood .....	175 Kaw.
Manchester '17' Riders -		
Clubman Silver .....	Jeremy Wall .....	200 Kaw.
Novice Gold .....	Glenn Potts (Peter's son)	240 Husky
Novice Gold .....	Steve Penson (Les' brother)	500 Husky
Clubman Gold .....	Tony Cummins .....	250 Yam.

## BRINKS 1986

There was 122 starters at this years Brinks Enduro. The course was a shade over 7½ miles long. Some of last years course was lost due to avoiding footpaths and due to the farmer ploughing one field and planting root veg. in another. Mainly consisting of big up and down hills, bogs, stream crossings and adverse cambers. Experts consisting of 5 championship riders had 12 laps to do. Clubman had 10 laps to do and novices 6 laps. With the weather staying good and the course drying out the times proved to be on the easy side. G.Jones had enough time at one check to change a tyre.

Most clubmen stayed clean on time and we had 15 finishers in the novice class against 3 last year. The special test was 1 mile long consisting of half a mile of quick going including part of the motocross course and half a mile tight, twisty going which incorporates a rock outcrop, four ditches and a double jump. The newly designed start and finish area with integral fuel area worked very well. We were blessed with a superb caterer this year in his futuristic bubble frying machine, St. Johns only treated two people, both marshals. The A.C.U. noise meter operator didn't turn up, but thankfully we had no excessively noisy bikes present.

The first 3 laps were slack to avoid complaints about queuing up at the special test start. All riders considered the special test as excellent. Thanks go to the usual crew who manned the start and Jeff Edwards who did an excellent job to organise the finish. As more laps were put in, the course became well marked and most people were lapping steadily. A traffic jam occurred between points 1 and 2 at a stream crossing, but was quickly cleared by the marshal present and Mick Murphy. All the bogs soon had passable lines and then it was just a matter of keeping going. Neil Wood, a clubman who only has one arm complete the course, and but for dropping 2 minutes on the course would have been on Gold standard. As usual, at the Brinks some marshals spent more time riding the course than manning their specific points, but thanks to some marshals including Tony King, Phil and Kay Chatwood, Dave Holmes, Neil Mottershead, Geoff Mills, Brian Starkey and Co, Paul Reynold and the Roebucks who stuck rigidly to their tasks the event went extremely smoothly.

Thanks must also go to all officials at start/finish area who kept things running smoothly.

Also to people who helped or supplied equipment before or at the event.

Very special thanks must go to Pete Cunningham without whose help I would have reached the point of panic and probably had a nervous breakdown.

Also pleasing, was the help I received off Bill Bristow, Ian Burgess, Dennis Taylor, Dave Farndell, Paul Reynolds and others who stayed behind and helped tidy up the course.

Thanks, also to Ian Ruffley and Linda Holdsworth who both took a week off work to help put up the course. Apologies to anyone I have forgotten to thank.

## NATURE WATCH

(An allegorical tale by Jim Capper with acknowledgement to Brian Garner.)

Having read the as written sad tale of the fast disappearing Ossa (according to the obviously ill-informed B.G.) I feel I must take up the tale and put the record straight by relating the facts as they really are.

The proud Golden Eagle referred to still rules the uplands of our region 52 times per year plus some (lets bring the story up to date and call him Yam or Fantic).

Now this proud bird, unlike it's similar but competitively more lazy brethren, has the strange habit of actually doing battle every week whereas the noisy Huskies and Kwaks for reasons known only to themselves actually leave the nest and compete with others of their strange breed approximately once every six weeks or so ( I may be exaggerating here), now they have to do this all be it as little as possible in order to have something to talk about on the Tuesday nights when they descend on the Grey Horse which is the local watering place. Here they consume gallons of liquid mopping each others brow with the amber nectar when annoyed and cackle long into the night about their achievements in the field at the last of next event.

It would make fascinating statistics to know the ratio of riding against the talking these boisterous creatures do.

It must be said that the Yams and Fantics have no need to leave the lofty perch they inhabit so rightly as they, a bit like the magpie, regularly bring home the necessary bright, shining objects known as money to re-inforce the considerable contribution vast numbers of them make annually to enable the Club to exist, thus I feel creating the 'status quo'.

No, Brian not the Dodo but the Phoenix rising every year, quietly even successfully, winning hon-urs for the Club in the field of open competition without having to create their own Club members 'in house competition' in order to figure in the results.

We, the rare breed of Yams and Fantics have no desire to cause conflict within our own nest, each to his own good luck to all Gold Wings, Huskies and those things that go Kwak, noisy as they are.

Representation on the Newsletter cover? What Newsletter?

LETTER TO KEN FROM JIM

Could I start this reply to our Illustrations Chairmans personal comments on the saga of the front cover (I'll bet everybody is bored to death with the subject). Still, as Geoff says the controversy he has created has at least filled the pages for a few months

I think the facts should be told, unlike most proposals of any sort which are quite correctly put to a Committee for comment, agreement or otherwise this particular subject (i.e. the dreaded Newsletter cover) was not shown to the Committee for comment let alone approval, but was actually produced as a 'fait accompli' this was IT no discussion, no suggestions, no trials rider depicted, even though as our Chairman says Trials are a most important part of Club life, though not apparently important enough to warrant the alteration of artwork, a simple task at the time.

Ken makes reference to voluntary workers needing reward for their work if this was the case with Trials people we would never run any trials, and certainly a mention in the clubs Newsletter cannot be regarded as any sort of reward. We do it Ken for the love of the sport. As you say the major sporting part of the Club needs information I agree and rest assured I will make sure that anything that needs to be known will be made known.

As for the last paragraph Ken it is as you say the role of the Committee man to promote and protect the Clubs efforts. I am protecting the rights (with their approval) of the trials riders of the Club. I would like to add that I was elected by the Club members if they so desire they can just as soon kick me out, either way I stand by my decision..

Jim Capper

EDITORS COMMENT

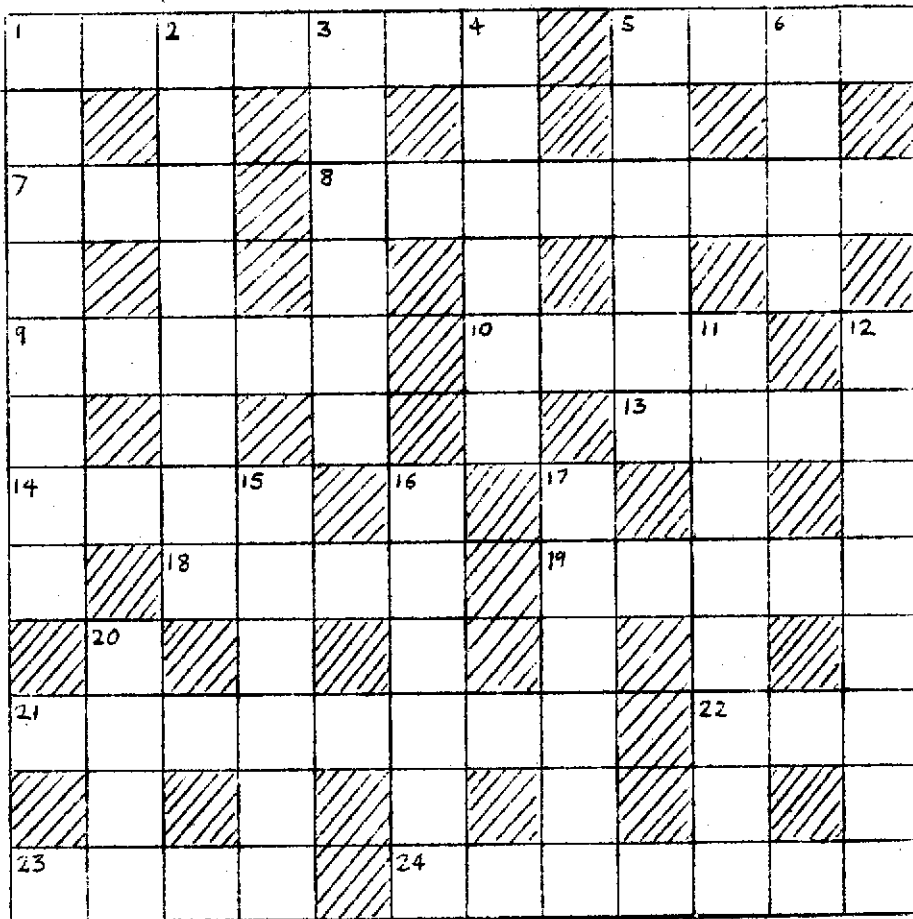
I feel I must make some comment on Jim's letter. Firstly, most decisions made in the Club are not made at committee level. Decisions on where and how an event is run, or the content of the Newsletter, are left to the individual responsible (or sub-committee), as it would be impossible for the committee to be involved in every single decision. It is a matter of opinion as to whether or not the front cover should be decided by the committee. My belief, endorsed by the committee, is that the final decision is mine (although the subject was well discussed) and like Jim I can be kicked out at the next A.G.M.

Secondly, the task of altering the artwork was not at all easy, especially as they had to be at the printers within a few days if the next edition was to have a printed front cover. When asked, Jim was not prepared to produce alternative artwork, which I think proves my point!

"What Newsletter ??" I am just pleased that you are still reading and contributing to it Jim.

Geoff Winstanley

SECRETARY'S CROSSWORD No.2



ACROSS

- 1. Give'em both, and pots maybe. (7)
- 5. Get electric shock from fan. (4)
- 7. Part of fiddle on one's head. (3)
- 8. Dave Thorpe maybe. (3-5)
- 9. You can make sprockets from not alot. (5)
- 10. Riding without a helmet on is a big one of these. (2-2)
- 13. Some washers and Jodrell Bank have this in common. (4)
- 14. Mechanics oily ones not to be mixed up with tramps. (4)
- 18. Converse at a chair, about a new European car. (4)
- 19. Red Hunter receives one real signal. (5)
- 21. 24 carat tourer. (8)
- 22. and 23. The biggest "supporter" of "off road" motorcycling. (3-4)
- 24. The Mails main crossword provider. (7)



DOWN

1. Rubber ring has no hair. (4-4)
2. Communist paving stones ? (3-5)
3. A cross dent could increase in length. (6)
4. Bionic man cleans his pins with table polish. (6)
5. Not the place to be when you want to win. (6)
6. Shines a light on the table head. (4)
11. ---/--/--- frame. Four stroke lube system. (3-2-3)
12. Place for wet observers and air raids. (8)
15. What should be done with this crossword when finished. (4-2)
16. It doesn't take much of a judge to see who's at this event  
(1-5)
17. We all aim to follow the arrows to here. (6)
20. Motorcycle News cartoon character rides green Italian  
dirt bike. (4)

SOLUTION TO LAST CROSSWORD

1	D	O	2	U	G	3	L	A	4	S	5	I	N	6	D	Y
E		N		O		P		N		A						
7	E	N	D		8	S	C	A	R	L	E	T	T			
P		E		E		R		E		E						
9	B	E	R	N	I		10	E	A	T	11	S		12	U	
O		T		T		S		13	S	I	G	N				
14	G	O	O	15	D		16	U		17	M		L		S	
S		18	N	U	T	S		19	E	V	E	N	T			
	20	T		N		T		N		N						
21	H	A	I	L	W	O	O	D		22	C	U	B			
		N		O		U		S			E		L			
23	S	K	I	P		24	R	E	V	E	R	S	E			

The Winner was Johnathon Ruffley.

followed closely by Jeff Edwards who sent his correct entry from Wrexham. Well Done!!

## COMINGS AND GOING

By Ken Roberts

The impression of a smooth running, large and active club we give to others involved in motorcycling, together with our almost casual or background approach to organisation points to a healthy and efficient committee. The individuals who make up that committee play a large part in forming the Club's personality. When those people change so does the Club and it's ways.

First, I'm very pleased to welcome to the committee, as Secretary one of our most popular, friendly and a generally nice guy - Jack Chatwood - Enduro rider extraordinaire and an ISDE Bronze Medalist in our Club team from 1983.

Ron Weale, Honorary member, Chairman of the Cheshire Centre ACU, longstanding Clubman, has resigned as President. Ron -it's hard to call him that since I've used Mr. President when talking to, or about him for as long as I can remember, I am deeply sad at his loss to the committee for he was always looked on as our senior statesman within the governing body as well as within the Club. His experience and personality is a bigger loss than we can afford. Let time pass quickly until Ron is fully refreshed and he is back, so I can again refer to him as our own Mr. President.

Phil Minne, our popular (he threatened to beat me if I told the truth) and vociferous Membership Secretary threw in the towel due to pressure of work. Being Membership Secretary is heavy on the 'being nice to people' and doing masses of paperwork scene, which our new Membership Secretary handles beautifully. So, many thanks Phil - a job well done and hopefully you will continue to contribute to Clublife.

Welcome Jennifer Hindle, our new Membership Secretary. I know you will enjoy the job as much as the membership will enjoy seeking you out with their subs.

## DECIDED - OR DERIDED

By Ken Roberts

Since you were subject to my ramblings on the subject of a new trials iron for your's truly, it seemed only right to pronounce upon the pontifications.

My Montesa 304 - shiny red and black and a pretty young thing turned out as expected. A £1500, 180lb mono-shock device with Grimcia disc brake and Michelin sticky tyres. Some points of note on the machine include masive ground clearance even with frame tubes under the engine, very high mounted footrests, needle rollers in the mono linkage and a good capacity fuel tank.

Most notable difference in riding the bike was that disc on the front - it's brilliant! - the first time I've had a

Montesa with a brake that works. This new disc is so powerful and reliable without tending to lock, there is so far no sign of it being susceptible to hesitation when wet and the original pads have lasted for 8 trials, so far and are about half worn.

The motor is much zippeyer than the old Monts, but still torque'y and forgiving. Unfortunately, the kickstart is very high for my 28½" legs and 12:1 compression ratio makes it fun to get the motor fired up. One bonus though is primary starting, so you can start in gear - Montesa are getting advanced!

Riding up the stream in our last Duron trial I realised how much better these sticky tyres are. They grip slippery rocks and tree roots vastly better than the old hard nobbles, this coupled to the long travel mono suspension makes it almost like cheating to have such an advantage over the older bikes with old tyres.

So far the bike seems to have improved my results somewhat with one best Novice at Winsford and four Novice awards! Not a bad decision then ?

#### NATIONAL RALLY - The Control.

By Ken Roberts

Ian Bottomley organised our control at the lay-by just South of Dove Holes on the A6 near Buxton on July 5th.

The Club had the use of 'Lancashire and Cheshire Car Clubs' masive caravan, thanks to Jim Wuick (Mr. Quicks for Ford). We were looking after lettered control 'B' and so had to be open from 2.00pm. to 10.00pm.

It was good fun checking people in and out - our helpers were Ian Bottomley, Paul Rushton, Rick Stewart, Joan Burgess, Bill Bristow, Glen Potts, Ron Weale, Paul Tootal, our Linda and Mike. With a passing visit by Brian Starkie.

The event looked good fun with everyone doing his own route to get points.

Everyone on the control enjoyed themselves, having a chat with the competitors as they arrived, so we look forward to next year and hopefully the use of Lancashire and Cheshire Car Club's caravan.

## NATIONAL RALLY - The Ride

By Geoff Winstanley

About two weeks before the rally we received the final instructions and the route/mileage chart. Our first job was to find a route that takes in as many controls as possible within the allotted 500 miles and including six of the special 'lettered' controls that closed after 8 hours (at 10.00pm.). I could prove that 24 controls could not be fitted in and try as I did I could not find a route with 23, certainly not one which we stood a good chance of reaching all the lettered controls by 10pm. There were plenty of routes with 22 controls, so we just picked one that suited us best.

We had four riders in the event, Peter Potts, Graham Watson, and myself made up the official club team with Dave Lawson making the fourth. We decided to ride in pairs. Dave and Pete rode together on their BMW GS80's while I rode my Morini 500 with Graham on his Honda 750 four.

We had all four chosen Buxton to start as it was the '17's own control. Embarrassingly when we arrived at 1.30pm. the control caravan hadn't. As we waited I discovered that Pete and Dave only had 21 controls on their route and it was too late to change. Hopes of a team award were lost.

The caravan arrived with a few minutes to spare and we were away for just after 2 O'clock. First stop was Chesterfield, just an open table in a lay-by so I didn't even need to dismount to have my card stamped. Next was Ashbourne, on the way we had to stop for a peacock in the middle of the road. Onward to Stoke and to Rugeley. Here we first saw a Morgan-like three wheeler, which we were to see three more times over the next two hours, each time travelling in the opposite direction! Then on to Telford, Kidderminster and to Tewkesbury where we stopped to eat. The regulations require competitors to stop for an hour in every 200 miles. There is no attempt to check up, other than the riders signed say so, and plenty of cheating must go on. We kept to the spirit of the event, as we were making good time, and also because being diabetic I have to eat at regular intervals.

We arrived at our last lettered control, Stroud well before the 10pm. deadline, but the light was fading by this time. At Swinton we had our only major difficulty finding the control using our maps rather than our eyes lost us about 1/2 hour and caused a lot of frustration. Continuing to Abbingdon (near Oxford) Aylesbury and Markyate (near Luton), I start to feel sleepy, but it soon wears off. The next hundred miles or so was to be easier as it was mostly motorway and A1.

At Hatfield we saw the diesel bike featured recently in M.C.N. Biggleswade we stopped for a warming cup of home made s up and I checked my blood sugar levels again. Ten miles on I looked round to find my pannier lid flapping in the breeze. I soon found myself flapping as I discovered my blood sugar test strips had fallen out down the road. I thought I was out of the race having to obtain some more insulin before breakfast, until Graham persuaded me to take a better look in my panniers and I found the insulin packed separately further down the panniers.

Considerably relieved, (I could manage without the test strips at this stage) we carried on to Alconbury, our second rest stop. By this time we had reached a 'second wind' as far as staying awake was concerned, so we did not attempt to sleep in case we found it difficult to wake up again. The hour soon passed talking and looking at bikes.

After our rest we took a short cut down some narrow lanes. It was a delightful experience riding down those country lanes as day broke at 4.0'clock on a July morning with rabbits darting across the road. But I was glad when we got back onto the A1, not being in the best condition for negotiating Kama-Karsi rabbits.

Two more controls on the A1 then across to the A46 Fosseyway and a transport cafe where we met Pete and Dave having an early breakfast. Good news, they had managed to squeeze an extra control into their route. At Leicester we had to queue for over 5mins. to get our cards stamped. Our last stop (before final control) was just south of Rugby. With time to spare we lingered over breakfast and I borrowed a control organizers caravan to inject my morning insulin.

We reached final control in good time, or so we thought. We were devastated to hear that we should have gone straight to the special test at M.I.R.A. (we should have read the final instructions more carefully). We might just make it with some fast riding; we took the risk and just made it before they closed despite having to refuel and struggling to find M.I.R.A.

The Special test consisted of riding an unknown course at an average speed of 25.25 MPH. I calculated the time per mile so that I could time myself against a stopwatch, but part way round the course I realised the thing had failed to start. Then I went too fast and had to crawl past the finish in order to keep my average down.

Back at final control we arrived just before the 10 0'clock deadline, so we were right at the back of the 1000 strong queue. We eventually handed in our cards feeling pretty pleased with ourselves only to hear the bad news. Several riders had visited 23 controls which meant we would not get 'Special Gold' awards and that club team and class awards were highly unlikely. I had missed the winning route because it meant covering the first 325 miles before 10.0'clock, an average speed of 46MPH. An oversight by the organisers, it's a good job only a few tried this route as the thought of hundreds of competitors travelling at those speeds is horrifying.

Still we all got Gold Awards and the satisfaction of completing the course and what's more I thoroughly enjoyed it. Staying awake and responsive proved easier than I had feared. Preparation, persistent riding, and steady enjoyable pace were invaluable. As was a good bike, the Morini is ideal on a run like this apart from the seat which required a large piece of foam strapped to it to make the journey bearable. The variety of machines surprised me, not only were there hundreds of British machines, but even the Japanese showed plenty of variation; not just the CX500's and straight fours I had expected.

The best part though was getting home to a hot bath and bed.

## DAVE ROWLAND TRIAL

One of the jobs passed on to me with the Newsletter was that of Chief Marshal for the Dave Rowland trial. Fortunately this only involved being there on the day and doling out observer cards. Jim Capper had done all the donkey work of getting the observers together.

In the afternoon I was able to see some of the course. Hawkes Nest seemed to be the best bet and indeed proved to be the toughest set of sections. One tricky revine section saw only four cleans all day and nobody managed to clean all four sections in the group. Dave Rowland was there too with his recently aquired Mini van adapted to take his wheel-chair and looking a bit like one of those Mini ice-cream vans.

65 experts and 33 clubmen rode in the trial, which was won by Fantic team member Mark Holland. Full marks go to clerk of the course, Kenny Roberts who managed to get the results out and printed within an hour of the last man in.

I always enjoy watching the Dave Rowland, it's amazing what those trial types get up to ! -mind you some of them called me mad when I tried to take a road going Morini from Hawkes Nest to Three Shires Head. I'm still disappointed though, that I didn't get a tin star, as promised for being chief marshal !

## ANNOUNCEMENTS

### Forthcoming Weddings

At St. Mathews, Hayfield on 30th. August at 2pm. Jennifer Ann, daughter of Mr. and Mrs. E. Hindle, Hayfield and Membership Secretary of the Manchester '17' Motor Cycle Club, to Geoffrey Vernon, son of Mrs. B. Winstanley, Sale and Newsletter Editor of the Manchester '17' Motor Cycle Club.

## FOR SALE

Reliant engined Cossack outfit with Watsonian Ascot sidecar. Features reverse gear. Requires repair and restoration. Any offers to the Editor please.

## REGALIA

I would like to remind you that I have Manchester '17' stickers, cloth badges, enamel badges, ties (maroon or blue) and a few sweat-shirts for sale. Please see me in the Clubroom for prices etc.

Membership Secretary - Jennifer Hindle

# TRADES & AIDS

**LEON P. MINNE**  
Delicatessen

15A PARK LN. POYNTON  
0625 874601

COOKED MEAT, FISH, CHEESE, ETC.

**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  
STOCKPORT

TEST CENTRE FOR  
MOTOR CYCLE MOT'S  
Car Sales and Bodywork  
M.O.T. WHILE-U-WAIT  
Telephone 061-480 4755

**Dial Auto Electric**

*Electrical Repairs to*  
CARS and MOTORCYCLES

061-483 0961

**GARDNER &  
TAYLOR Ltd**

Building Contractors

061 487 2525 \*EXTENSIONS  
061 429 9841 \*GRANT WORK  
ETC

**G. B. TROPHIES**

For all Sports Trophies  
CUPS - TANKARDS - SHIELDS  
Engraving Service  
175 Bramhall Lane  
Stockport  
Telephone 061-480 5818

**BRIAN GREEN**

CENTRAL HEATING  
and PLUMBING  
CONTRACTOR

061-483 4175

**HB Printing Co.**  
*Printers and Stationers*

Specialists in small quantities of  
Commercial Stationery  
Letterpress and Lithographic Printers  
A QUOTE COSTS NOWT  
175 Bramhall Lane - Stockport  
Telephone 061-480 5818

**THE  
GREY HORSE HOTEL**

(Greenall Whitley)  
WHARF STREET, STOCKPORT  
*mine hosts John & Kathleen  
invite you to enjoy a drink in a  
friendly atmosphere*  
BAR SNACKS & LUNCHES  
SERVED DAILY

**V. LEE**

French Polishing, Furniture  
Renovation, Cabinet Repairs  
Antiques Restored  
High Class Workmanship  
All Work Guaranteed  
Tel: 061-429-0160

**PLEASE**

**SUPPORT OUR ADVERTISERS**