

**THE
MANCHESTER '17'
MOTOR CYCLE
CLUB**



NEWSLETTER

W

NOVEMBER 1989

On Saturday the weather looked more promising as we continued to Grenoble. There we missed the ring road but soon got through the city, and onto the N75 South, which was fast until we got to Monestier. The twisty road up to the Croix Haute pass was nice and scratchy when we found a clear bit, but the dense holiday traffic was difficult to pass. Once on the other side it was a different story. Long straight sections between the level crossings allowed good progress through the picturesque scenery, alongside the railway and mountain stream. The sun had finally made an appearance and we slowly warmed up as we went down the mountain. The scenery pattered out a bit (relatively speaking) as we neared the charming old town of Sisteron, but the road remained fast until somewhere after Digne. Then it got progressively more twisty, bumpy, and slow. But looking round I suddenly found myself in as spectacular scenery as I can recall seeing. Jennifer was nearly speechless when I stopped to catch my breath and take it all in, shortly after passing through an impressive rock archway. If we'd had to turn back there and then it would have been worth the journey just to see it; and the hairpins down to Castellane were no less breathtaking.

I decided to go through the Gorge du Verdon, remembering it from a previous trip. It was quite pretty, but the scenery we had just been through, was a hard act to follow, and the departmental road was exceedingly slow, twisty and more to the point bumpy after 4 days in the saddle. Looking at the map we could see that we wouldn't reach an M road for some miles, and it was starting to rain. I was beginning to feel that I'd made a big mistake, but slowly the road got better and the rain stopped. Before we knew it we were on the coast road and heading into Frejus.

The little Guzzi had performed admirably apart from the starter giving up on the first day. A kick-start would have been much appreciated, but mercifully the machine was easily 'bumped'. It was fairly comfortable for a small bike, although we were a bit squashed on the small pillion seat, and my right knee touched the rocker cover, in the more forward than normal riding position. It didn't quite have as much punch as the Morini, and felt to me to be overworked above 70 mph., but there was as much power as I needed for the ordinary roads. By the time we got to Frejus the engine had deposited a pool of oil in a dip above the gearbox, but there was still enough left in the sump. I didn't like the gearbox much, it was clunky and didn't like fast, or high rev, changes at all, but I did like the linked brakes. It handled well considering the bad load distribution, aggravated by not changing the suspension pre-load and forgetting the C spanner, and the fact that the head bearings have gone notchy. I was impressed enough to think about replacing the Morini with a V50, considering that the Guzzi be more practical to service and run.

We had both enjoyed the ride, Jennifer more than expected, as we weren't sure how she'd get on with a long ride on pillion. As for me the idea of going by car now held absolutely no appeal. We were ready for a rest though, with a week in the sun to look forward to before the journey home - more of which in the next issue.

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NEWSLETTER

NOVEMBER 1989


produced by
Geoff & Jennifer Winstanley

We now have around two hundred members, a good tribute to Ken Roberts, and splendid news for the club (lets hope it is not just a flash in the pan). It is going to mean extra work for the newsletter team, but it will be done with pleasure, considering the success of the club. At least I won't have to lick any stamps, as I can take anything over 120 envelopes down to the post office for franking; something I haven't been able to do for a couple of years.

Will all these new members, mean that we will have more down at the A.G.M. this year? I hope so, but attendances in recent years do not give much encouragement. Please come, and support, oppose, question, or heckle your committee. This is your chance to influence the way in which your club is run - don't mean about it afterwards come to the A.G.M. and get your voice heard! Better still, stand for the committee. It is always good to have new people on the committee, and there are usually some positions to fill. If your not sure about the work involved, the 'ordinary member' posts have no duties except to attend committee meetings and represent members interests

December is going to be a busy month, not only do we have the A.G.M., but we have the time honoured and popular annual dinner dance, and Pete Cunningham has organised another Christmas party night. The live band will be the same as last year, although they have changed their name to the Martels (from Des and Chas). Last year I thought they were both entertaining and competent musicians. I'm sure Pete will have one or two other things to keep us entertained and ensure a good night out.

Speaking of Pete, he came off his bike during an easy going trail ride last month, breaking both wrists, and adding to the list of injuries reported in this issue (see Andy Turners report for the other two). I hope all concerned have fast and trouble free recoveries.



The 1989 ANNUAL GENERAL MEETING
of the
Manchester '17' M.C.C.

will be held at
the Grey Horse Hotel, Wharf Street, Stockport

on Tuesday 5th. December

starting at 8:30 p.m.

sandwiches will be served

On Thursday morning, after a hearty English breakfast, we boarded the 9:00 ferry, and two and a half hours later, plus an extra hour on the clocks, we were in Dunkerque. The French weather didn't look too promising as we headed towards Lille. At the first services on the A25 autoroute, we filled up, and donned waterproofs - a wise move as the drizzle turned into rain and stayed with us for the rest of the afternoon. We left the A25 at Steenvoorde. The road seemed good for a short while, but when we joined the 'route nationale' from Bethune and Arras, it was through built up areas and the traffic and rain were heavy. We also had roadworks to contend with, not the ordinary British type roadworks, you understand, but chaotic French ones - the traffic lights seemed to be timed wrongly and both directions of traffic were competing for the road, with lorries taking to the pavement. It's not easy trying to take a heavily laden road bike up a kerb at a shallow angle I can tell you. So when at Arras the opportunity arose to take an alternative route using departmental roads, the decision was easily made.

The 'D' road was narrow but straight with little to slow us down, so we could make good progress again, and we were starting to enjoy the ride despite the weather. On we went down the 'D' road through Bapaume, Péronne, Ham, and Chauny. The rain slowly eased off, until at Soissons we were able to take our water proofs off and dry out a bit over a coffee at a pavement bar. Speed and enjoyment improved with the absence of rain. On we went through Château Thierry, and Montmirail, till at Sézanne we found a hotel for the night. It looked a bit flashy, but their cheapest room was available and it turned out to be the cheapest of the holiday.

The next day we continued down the 'D' road. After breakfast it started raining again, and once more it stayed with us until late afternoon. We joined the N19 to Troyes and were back in heavy traffic again, but this time it was fast enough with plenty of dual carriageway. After Troyes the N71 was narrow but still had the traffic. So at Bar-sur-Seine we turned onto the D980 to Chalon. I knew this was going to be a good road, as soon as I saw the official holiday route signs.

From Chalon we followed the main road South, which was dull and commercialised as far as Tournus where we turned off towards Bourg. The new road was more pleasant, although Bourg itself turned out to be bigger than it looked on the map and we managed to get there at rush-hour. The N75 to Grenoble started uninspiringly but turned into a nice quiet little backwater once we had got past the N64. After a few attempts to find a hotel we stopped at 'La Savoy' in Les Abreets. We were well pleased with it, the atmosphere was more relaxed and friendly than the last place. They did not speak English, which made it feel all the more French, but led to an embarrassing moment for Jan when she told the man at the desk to 'go away' by mistake.

THE ROAD TO FREJUS

by Geoff Winstanley

Even with a summer as good as this year, you can't rely on getting the good weather in England when you need it, especially in September. So we decided to take the bike to the Mediterranean for this year's holiday. We weren't too sure exactly where, but after two weeks fruitlessly searching through brochures, we saw an ad in the paper for a holiday home near Frejus, on the French Riviera. The Marini had been waiting for valves for the previous 6 months and they didn't arrive in time to get the bike sorted out for the trip, so it was down to Jennifer's Guzzi.

Last minute problems meant that the only time I had to pack was Tuesday evening and the only time Jen had was Wednesday morning. So on Tuesday I was panicking a bit at the thought of packing 2 weeks of stuff in 2 small panniers and a tank bag. I even doubted the wisdom of going by bike. But when I got home from work at Wednesday dinner time everything was more or less ready for loading onto the bike, and by 2:30 we had eaten, packed, and were away (with the addition of a large hold-all on the carrier, the sleeping bags being moved on top of the panniers). Before the journey could begin in earnest, we had a small diversion to make - to Stepping Hill to see our latest (one day old) nephew - Daniel Hindle, son of former members Rob and Janette.

By this time we were a couple of hours behind our already tight schedule and the traffic was heavy, so I decided to make straight for the M6. It's a few years since I've used that stretch of motorway. It was busy then, but now it's horrendous. To make matters worse we got to Birmingham just in time for rush hour. It was constantly nose to tail at 70 mph, and required full concentration ready for that odd time when the traffic came to a near stand-still. A hefty stab on the brakes had Jennifer colliding into my back, as I made for the gap between the lanes to avoid over-braking. It was not my idea of fun, and I was considerably relieved when it ended.

By the time we joined the M1 the traffic had eased considerably, but I came off at the next junction anyway. Despite being only two or three lanes wide, we could go as fast on the A5 as we were doing on the motorway (until Dustable anyway), and it was so much more enjoyable for both of us. I stayed on the 'A' roads a bit longer than intended, looking for petrol. The result was that we got lost in St. Albans trying to find our way to the M25. It was easily sorted out but, lost us valuable time. From then on it was just a case of relentless driving down the endless (sic) M25 and the heavily contra-flowed M2 in order to get to our lodgings at Ramsgate by half past ten, which we did with quarter of an hour to spare.

NOTICES FOR THE ANNUAL GENERAL MEETING

(A) RESOLUTION TO ALTER THE CONSTITUTION

To be proposed on behalf of the Club Committee by Les Penson and seconded by Jack Chatwood; - to amend rule (8) d) so that it reads as follows:-

8d) The Financial Year shall end on 31st October and the Annual General Meeting shall take place within seven weeks of the end of the Financial Year. (At present the rule reads as above except that the maximum interval allowed is 4 weeks)

COMMENT

Successive Treasurers have found that the present 4 week maximum is often too short for all the steps that need to be taken, one after the other, in getting the Accounts ready for the A G M. These steps are: preparation of draft accounts, examination by two auditors, printing of final accounts, consideration of accounts and Treasurer's recommendation by Club Committee. More than seven weeks would push the A G M into Christmas/New Year and less would not give enough margin.

(B)

Election of 1990 Club Committee

Nominations of members (who must have been members for at least 12 months) for election as Club Officials should be made either in writing to the Chairman or Club Secretary, or on the Nomination Sheet which will be displayed on the Club Notice Board from mid-November.

Any nomination must be supported by at least two members; the written consent of the person nominated is also required. A member may only stand for two positions if the positions are uncontested.

Nominations close just before the start of the A G M. Queries to Club Secretary please.

The following lists the offices open for election and the names of the present holders.

President: Vernon Leigh
Chairman: Gordon Ruffley: 38 Charlecoate Road, Poynton, Stockport, SK12 1DL.
Club Secretary: Edgar Rosenthal: 94 South West Avenue, Bollington, Macclesfield, SK10 5DS. tel:0625-573728
Treasurer: Joan Burgess
Newsletter Editor: Geoff Winstanley, 30 Windmill Lane, Reddish, Stockport, SK5 4SM. tel:061-431-3661
Membership Secretary: Ken Roberts, 17 Mill Lane, Hazel Grove, Stockport, SK7 5DN. tel:0625-871474
Enduro Secretary: Jack Chatwood, 104 Warwick Road, Heaton Moor, Stockport, SK2 4NL
Trials Secretary: Richard Stewart, 261 Coppice Road, Poynton, Stockport. tel:0625-874421
Social Secretary: Peter Cunningham, 22 Harleen Grove, Offerton, Stockport, SK2 5DD. tel: 061-456-5701
Hon. J.R. RQSPA Training Scheme Representative: Roger Richards, 49 Woodsnoor Lane, Woodsnoor, Stockport, SK2 7AZ. tel:061-456-4941
Rights-of-Way Officer: Dennis Taylor
Club Captain: Roger Richards (address above).
Ordinary Members of Committee:
Les Penson, Joe Hayes,
Vacant: Rally Secretary, Publicity Officer,
Auditors: Bill Bristow, Peter Potts (auditors are not members of the Committee)

Edgar Rosenthal, Club Secretary

DATES

MANCHESTER '17' TRIALS

19th. November
Fisber Trophy Trial
at Booth Farm, High Edge, Buxton.

10th. December
Northern Experts Trial.
in association with Bolton M.C.C.
at Bolton.

26th. December
Boxing Day Trial.
at the Shady Oak, Fernilee, Whaley Bridge.
Hot pot included; see Ken Roberts for details.

1990 ENDURO DATES so far.

(to be confirmed).

10th / 11th March Breckland British championship
31st March / 1st April Yorkshire British championship
6th / 7th May Hafren
3rd June Powys sidecar
22nd / 23rd June (Fri/Sat) Welsh British champ ? TMX
15th July Melville Inter centre team enduro
29th July Brinks (provisional)
4th / 5th August Dyfi British championship
18th / 19th August Rhayader British championship
3rd - 8th September I.S.D.E., Sweden
22nd / 23rd September Natterjack British championship
13th / 14th October Beacons British championship

OTHER DATES

1st - 6th November International Motorcycle Show
at W.R.C., Birmingham.
24 entry or 23.50 with your B.K.F. card.

The going was slightly different on day two, but I had a good special test - better than day one. From check one to check two I had a fight with a tree and gave a pint of blood down my right nostril - no tissues, so just keep going! Got some funny looks at check two, but on to check three - a fuel stop and clean up. Off again, still on time, Leg O.K., apart from the odd twinge here and there. There was some fantastic going, real woods, trees everywhere, Bddy Lejeune type leg crossings. Just brilliant! Got to check five hot, thirsty and suffering from a bit of brain fade. A long drink, another 'shower', an 'energy banana' and off again - just another 58 miles to go!

The course was beginning to cut up in places, but nothing too serious and I was still on time through six, seven and eight. About five minutes before check nine I got a rear wheel puncture, it nearly did my head in! I'd only got five minutes to spare at the check, so I left it and decided to try for the finish with it the way it was. "Got to make it - one more check to go, 50 minutes and I'm there". Took it easy on the fire roads but gave it some in the woods because the times had been tightened. Crash! - off I went, chewing a slate based, slimy hill. "Will I ever finish this bloody enduro!". Got back on, kept going, bike sliding and brain wandering and got there with seven minutes to spare. I was just so pleased to finish - I was well and truly done in.

When I got back to the car and took my boots off my leg just collapsed underneath me, and I couldn't stand on it - good job I didn't have to drive home. When we got back I went down to the Infirmary, had my leg X-rayed - bad news! - the fibula was broken. Into plaster I went, but only for a couple of days. Because it is a simple straight break, they reckon that just an elastic support bandage is all it needs, as long as I keep my weight off it and use crutches. We saw Neil Mortershead at the Infirmary, he was there with a badly swollen knee after a nasty knock in a Hare & Hounds - two pairs of crutches issued to the Manchester '17' Club that night!

I'll be out of action for at least four weeks which means missing the Rhayader, but hopefully I'll do 'the Tour'. I managed to pick up a silver and 20th overall clubman in the Dyfi. Ian Ruffley had a good ride, 13th 250 expert, Peter Fleming was 8th in the open clubman class and picked up 19 championship points, despite skydiving on one of his tests, and Alan Reaney had a steady ride to come in 16th in the 250 experts.

NATIONAL DYFI IWO DAY ENDURO

report by Andy Turner

My Mum, Dad and I arrived at the event at about 8.30'ish on Saturday morning. It was a lovely hot day and I got all my jobs done and passed through scrutineering O.K. While Mum and Dad set up the petrol in the surprisingly small fuel area, I went off on my mountain bike to have a look at the special test. It was supposed to be three miles from the start area, but seemed more like five! It was a motocross type of test, set on top of a heather covered, up and down, tight turned, moor. No rocks and it was very short. I went back to the start through the forest, which was only about a mile.

My start time on day one was 12.34 pm. and we had 35 minutes to check one, including the special test. This went O.K. I thought - apart from jumping too far in one of the corners and landing in the tapes! None of the checks were tight on time, some had lots of fast going, dusty, fire roads, but there were others with some better bits, like check five. There was this really good snotty bit (I'm not sure what's meant by snotty, but it sounds revolting -GW) in the woods - sticks everywhere and tree roots galore. I got caught up in some slow going ruts and fell over to my right side. My right leg was trapped under the bike, and when I eventually got free, I felt really sick and my leg was numb. I tried not to think about it and thought about staying on time to the next check, which was a fuel stop, and where I knew there would be a lovely cool drink waiting. I got back O.K., had a long drink and an instant 'shower' of cold water over my head, got fuelled up, and went on my way. My leg only really hurt when I had to dab, and I managed to stay on time at all the checks. I finished the day with three minutes to spare to do a quick sort out, before the bike went in parc ferme.

When I got changed and took my boot off I could hardly walk, and I thought I had torn a muscle or something. The landlord of the pub where we were staying didn't have any ice-packs, but gave me a bag of frozen peas to put on my leg to try to help it! After a meal and a couple of Guinness, I hit the sack and tried to sleep.

Sunday, up at 7am., and I had my first doubts about carrying on. I'd walk a little bit then my leg would give way, but I decided to give it a go. We strapped up my leg with crepe bandages and I put my boots on. It felt better then. I got my times and got ready for my start time, 10.34 am.

Friday 1st December

ANNUAL DINNER DANCE
and awards night

at Quaffers, Bredbury

full served meal

Guest of Honour, to be announced

Disco

tickets £10.75

further information from Gordon Ruffley

Tuesday 19th December

Manchester '17'

PARTY NIGHT

at the Grey Horse

featuring live music by 'The Martels'
refreshments provided

free to members and one guest each

please let Pete Cunningham know if you intend to go

CLUB CHAMPIONSHIPS

With the cancellation of the Yorkshire one day, the results of the club championship are left to the Certi on 26th November.

Andy Turner has wrapped up the intermediate class and Paul Hinchcliffe's valiant late attack in the Clubman B class was to no avail as he cannot pass Pete Cunningham, who managed to get 5 scoring rides in, before he broke both his wrists (silly fellow).

Ian Ruffley has a 2500 point advantage on Henry in the Experts, but Ian hasn't got a bike yet!, so Henry's got his work cut out at the Certi. Geoff Mills goes to the Certi with a 2800 point cushion between himself and Sean O'Sullivan.

The Clubman class is far from settled, Pete Fleming has the edge over Phil Chatwood, 240 points, but if either fail to finish Tony Cummins, Dave Green or Neil Mottershead could nip in for the win.

BRITISH CHAMPIONSHIP TROPHY

Andy Turner has won the trophy for the best performance in the British Championship rounds. His finishing of the first day of the Beacons before retiring with a sore leg was just enough to remove any threat posed by Ian Ruffley.

There will be a meeting of the Manchester '17' M.C.C. enduro sub-committee on Wednesday 29th. November at The Grey Horse. Starting time 8.30 pm. PROMPT.

Best Performance in the British Enduro Championship

	Breck-land	Yorks	Dyfi	Rhayader	Natterjack	Beacon	score	pos
Andy Turner	1 day 1 876	6000	265	7500	750	576		
	1 day 2 635	7500	259	7500	728	7500	11789	1
	250 Armst. total	1711	13600	524	15000	1478	8076	
Ian Ruffley	1 day 1 984	7500	266	584	7500	7500		
	1 day 2 818	7500	259	1310	7500	7500	19185	2
	200 Kawa. total	1802	15000	525	1858	15000	15000	
Phil Chatwood	1 day 1 930	7500	7500	7500	7500	691		
	1 day 2 900	7500	7500	7500	7500	790	33311	3
	200 Kawa. total	1830	15000	15000	15000	1481		
Pete Fleming	1 day 1 7500	7500	273	7500	7500	7500		
	1 day 2 7500	7500	304	7500	7500	7500	45577	4
	400 Rusg. total	15000	577	15000	15000	15000		

1989 Manchester '17' M.C.C. Club Enduro Championship

prior to Certi Enduro-26th. Nov

Experts	Snow	White	Cwm	Poyys	Kiel	Tour	Hamst	Total	No.	Aver
	-run	Horsel	Owen	Stang	-der	Wales	terly		Flu	-Age
Ian Ruffley	9365	dnf.	9521	9073p	ns.	9070	ns.	37029	4	9257
Henry Rosenthal	ns.	8680	ns.	ns.	7872	9251	8579	34582	4	8645
Les Person	ns.	ns.	ns.	ns.	ns.	8809	dnf.	8809	1	8809
Intermediate										
Andy Turner	8598	9216	dnf.	9288	9288	9551	7858	53809	6	8968
Clubmen										
Ken Lomas	ns.	9184	ns.	8774	ns.	ns.	ns.	17958	2	8979
Phil Chatwood	9204	9314	9413	ns.	ns.	ns.	8646	36579	4	9144
Dave Green	ns.	9262	ns.	9403	ns.	9223	ns.	27918	3	9306
Tony Cummins	9235	ns.	9508	9497	ns.	ns.	ns.	28240	3	9413
Pete Fleming	ns.	9410	9462	9660	9262	ns.	ns.	36814	4	9203
Neil Mottershead	ns.	9265	9434	8937	ns.	ns.	ns.	27636	5	9212
Clubmen B										
Shaun Merrick	ns.	ns.	ns.	pdnf.	ns.	ns.	ns.	0	0	0
Paul Hinchcliffe	ns.	7978	ns.	8228	ns.	8187	7860	32253	4	8063
Pete Cunningham	ns.	9021	9723	9333	8825	6284	ns.	43186	5	8637
Rick Singleton	ns.	ns.	ns.	ns.	ns.	ns.	ns.	0	0	0
Paul Leigh	dnf.	ns.	ns.	ns.	ns.	ns.	ns.	0	0	0
Four Strokes										
Sean O'Sullivan	ns.	9250	ns.	9584	9627	ns.	9133	37594	4	9398
Geoff Mills	ns.	5463	dnf.	9239	9151	8135	8375	40363	5	8072