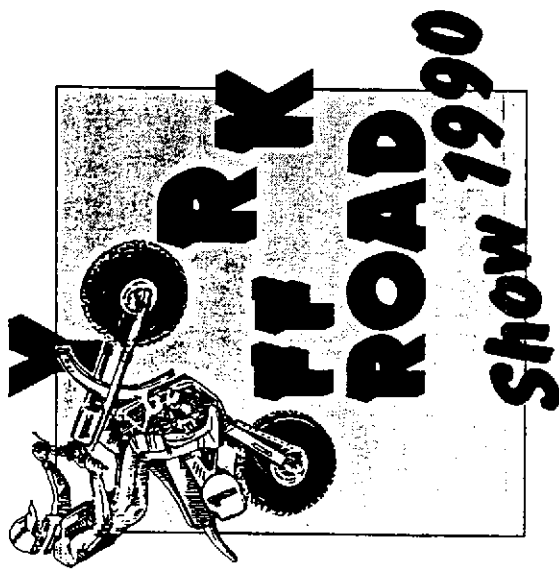


THE  
MANCHESTER '17'  
MOTOR CYCLE  
CLUB



NEWSLETTER

FEBRUARY 1990



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NEWSLETTER

FEBRUARY 1990

produced by  
Geoff & Jennifer Winstanley

Well! this really is a jumbo edition. I have come to expect plenty of material at the beginning of a new year, but on past experience it gradually peters out as the year goes on; so please don't get complacent, but keep on writing.

The AGM, was not much to write about, as we have come to expect in recent years. We struggled to get a quorum (which shows how necessary the recent changes were), and the committee posts went uncontested. Three posts remain unfilled (Rally Secretary, Publicity officer, Club captain) and needless to say we would be pleased to hear from anyone interested in taking up any of these. The only other thing to report was a fairly heated debate about the annual dinner dance, the upshot of which is that Roger Richards volunteered to organise next years event. I'm confident that we have another fine committee, and I would like to welcome Mark Leigh and Ian Ruffley onto the committee, and Joe Hayes and Les Penson into their new 'executive' positions.

Geoff Winstanley

**REMINDER**

**SUBSCRIPTIONS**

**are NOW due**

please send £5 and the enclosed form to Ken Roberts,  
if you have not already done so.  
otherwise this will be your last Newsletter.

CLUB COMMITTEE ELECTED AT THE 1989 A.G.M. FOR 1990

1990 Enduro Diary

President: Vernon Leigh, 2 Harton Green, Bridgely, Stockport, SK2 8LY. tel:061-477-4177  
Chairman: Gordon Ruffley, 38 Charlotte Road, Poynton, Stockport, SK12 1DL. tel:0625-877331  
Club Secretary: Edgar Rosenthal, 94 South West Ave., Bollington, Macclesfield, Cheshire, SK10 5DS tel:0625-573728  
Treasurer: Joan Burgess, 19 Rose Hill, Stalybridge, SK13 1UT. tel:061-338-5731  
Membership Secretary: Ken Roberts, 17 Mill Lane, Hazel Grove, Stockport, SK7 5DM. tel:0625-871474  
Newsletter Editor: Geoff Winstanley, 30 Mindell Lane, Reddish, Stockport, SK5 6SN. tel:061-431-3661  
Social Secretary: Peter Cunningham, 22 Harlen Grove, Offerton, Stockport, SK5 3JE tel:061-494-7308  
Public Secretary: Joe Hayes, 13 Hartley Rise, Bredbury Green, Stockport, SK6 3JE tel:061-494-7308  
Enduro Secretary: Les Penson, 24 Urcaat Lane, Davenport Green, Hillslow, Stockport, tel: 0625-582968  
Rights-of-Way Officer: Mark Leigh, 2 Harton Green, Bridgely, Stockport, SK2 8LY. tel:061-477-4177  
Training Scheme Representative: Roger Richards, 49, Woodsmoor Lane, Woodsmoor, Stockport, SK2 7AL tel: 061-456-4941  
Ordinary Members of Committee:  
 Rick Stewart, Ian Ruffley.

Ex-President: Ron Kealey, 18 Jacksons Edge Road, Disley, Cheshire, SK12 2JE tel:0663-65794

Auditors: Bill Bristow, Jack Chatwood auditors are not members of the Committee)

Unfilled Posts: Rally Secretary, Publicity Officer, Club Captain

Any Club Member is welcome to attend a Committee Meeting and may speak there with the Chairman's permission but does not have a vote.

UNFILLED POSIS

The Committee have limited powers to co-opt additional Committee Members. Therefore, if any Club Member (of at least 12 months' standing) would like to serve in one of these unfilled posts, he or she should tell a Committee member, who will pass it on to the Committee for consideration.

Edgar Rosenthal, Secretary

Enduro Meeting

Wed. 31st. January 8:30 at the Grey Horse  
 see Les Penson for details.

18th. Feb	Snowrun	Man 17
10/11 Mar.	Breckland	British
25th. Mar.	White Horse	Man 17 NEEC.
31th. Mar	Yorkshire	British
29th. Apr	Cwm Owen	Man 17
6th. May	Southampton	British & sidecars
Mid May	Stang	NEEC.
27th. May	Mountain Top	British & sidecars
3rd. June	Powys	British, Man 17 & sidecars
22/23 June	Welsh	British & sidecars
1st. July	Kielder	NEEC.
8th. July	Lawnt	British & sidecars
15th. July	Scotland	Inter Centre Team Enduro
29th. July	Brinks	NEEC.
4/5th Aug	Dyfi	British
16/19 Aug	Rhayader	British
3-8th Sept	I.S.D.E. Sweden	
16th. Sept	Tour of Wales	British & Man 17
22/23 Sept	Matterjack	British & sidecars
7th. Oct	Hamsterly	British, sidecars & NEEC.
13/14 Oct	Beacons	British
4th. Nov	Yorkshire 1 Day	NEEC.
18th. Nov	Tim Ward Enduro	British & sidecars
25th. Nov	Carl	Man 17

British = British championship event ( solos )  
 sidecars = British championship event for sidecars  
 Man 17 = Manchester 17 Championship event  
 NEEC. = North of England Enduro event

MANCHESTER 17 M.C.C. TRIALS DATES.

DATE:	EVENT:
29th APR 1990.	JOHN HARTLE TROPHY TRIAL.
7th MAY 1990.	DEAD EASY TRIAL.
28th MAY 1990.	DEAD EASY TRIAL.
24th JUNE 1990.	DEAD EASY TRIAL.
22nd JULY 1990.	DAVE ROWLAND TROPHY TRIAL. (NATIONAL.)
5th AUG 1990.	DEAD EASY TRIAL.
11th AUG 1990.	HAWKS NEST TROPHY. (SATURDAY NIGHT.)
26th AUG 1990.	JOHN SIMISTER TROPHY TRIAL.
14th OCT 1990.	FISHER TROPHY TRIAL.
18th NOV 1990.	DEAD EASY TRIAL.
9th DEC 1990.	NORTHERN EXPERTS. (SPECIAL RESTRICTED)
26th DEC 1990.	BOXING DAY MADNESS.

ALL TRIALS ARE OPEN TO CENTRE UNLESS HIGHER STATUS.

1990 TRIALS SECRETARY  
 JOE HAYES  
 13, MARLEY RISE,  
 ROMILEY,  
 STOCKPORT,  
 CHESHIRE.  
 SK6 3JE.

PHONE: 061 494-7308.

Letter received by our Trials Secretary

Manchester '17' M.C.C.  
 Trials Secretary.

A short note of sincere appreciation on behalf of Eileen and myself to the four Trials Clubs who jointly contributed to the lovely cut-glass bowl presented to us on Boxing Day.

We shall treasure it along with our memories of the trials years.  
 Please pass on our grateful thanks to your members.

Sincerely,  
 Eileen and Len Eyre

\*\*\*\*\*  
 \* Starting from  
 \* Tuesday 1st. March  
 \* and on subsequent video nights  
 \* there will be a  
 \* FREE PRIZE DRAW  
 \* Up to 3 membership numbers will be drawn and the first full  
 \* member present will receive a prize (eg. bottle of Whisky)  
 \* Further details to follow or see Peter Cunningham.  
 \* Don't forget you MUST be there and be a paid up member.  
 \* \*\*\*\*\*

Frejus and Home Again

Our destination was 5km outside Frejus and we arrived having just missed a heavy storm. We were greeted by a friendly Yorkshire voice, quite a culture shock after three days of only speaking French. The site itself was French run, but populated largely by British holiday makers. The man who greeted us looked after a group of holiday homes, on the site and showed us to ours. We were disappointed at first with our accommodation. It was smaller than we'd imagined, and lacked privacy, being the smaller part of a semi detached overgrown caravan. The site was over Antlised, and the on site restaurant was not particularly recommended, but we were glad to be there and ready for an early night.

By the end of the week we had grown to like it though, the size was O.K., with a bit of organisation ('Get those b.... boots put away Geoff!') and our next door neighbours did not show up. After trying the on site restaurant, it was mediocre and poor value, we went up the road to the next site, and tried one of the restaurants there (there were two plus a pizzeria and creperie). It was self service with plenty of choice and value. Eating outside under a canopy the atmosphere was more relaxed, friendly and French despite the occasional English voices from other tables. It suited us well and we ate there for the rest of the week.

We didn't use the bike much while we were there. Apart from two or three trips to Frejus and the beach there we had just one trip out to Port Grimaud (a picturesque and traffic free village with waterway access to the houses - a modern Venice) on the last day. We just got there before it started raining. We stayed as long as we could bare (charming as it is, it's none too interesting in the rain) as we had no waterproofs. It rained buckets all the way back to the site, at which point it stopped again. It was one of the most miserable 20 miles I can remember - we were cold and wet and very glad that we had our own shower.

On the Wednesday we took a coach excursion which was run from the site to Monaco. It was well worth it, to see the magnificent Monte Carlo, to be able to concentrate on scenery instead of the roads, and be shown the places of interest. The advantage of being on an Anglised site was that we got an English speaking guide. He was entertaining, and quite a character. When he wasn't talking over the P.A. he chatted to the driver in French, but with pronunciation so bad that it sounded just like English if you didn't pay close attention.

Apart from Friday our stay was sunny and hot, although the wind gradually got up, until by Thursday it was just hot enough to lie on the beach. The sun was still strong though, which caught Jennifer out. She got badly sunburned and we thought that we would have to go back on the Autoroutes to ease her discomfort, but by Saturday morning it had eased off and on the last minute we decided to go back through the mountains.

Results

(Boxing Day Trial)

Hard route

Best	John Shirt Jr.	Gas Gas	5
	Dave Hook	Yamaha	28
	Tim Morris	Gas Gas	30
	Mark Hallam	Yamaha	33
	Scott Rowland	Fantic	35
	Tim Capper	Gas Gas	46
	Norman Eyre	Yamaha	47
	Chris Barlow	Fantic	48
	John Shirt snr.	Gas Gas	59
	Dave Porritt	Fantic	62

Easy route

	Brian Cottrell	Gas Gas	19
	Clive Tomkinson	Gas Gas	23
	Ken Eyre	Majesty	24
	Mike Roberts	Gas Gas	25
	Dave Murray	Yamaha	26
	Peter Scottney	Triumph cub	26
	Bill Chell	Yamaha	31
	Bill Brown	Fantic	32
	Ron Hulme	Fantic	33
	Phil Gardner	Aprilia	40

HELP! - got an old trials iron?

As most people will probably know I'm always looking for new ways to promote trials. Our Dead Easy trials are the perfect nursery for a general introduction to this most civilised of motor sports.

I'm always being asked if I can arrange 'a go' at trials in these events, but need a supply of suitable bikes.

I'm compiling a register of people who have a trials bike they may be prepared to lend to a prospective trials rider for 'a go'. Obviously you get to make any rules/ provisions/ charge for the loan - just tell me.

Give me a call on 0625 871474, or see me any club night, or at any trials meeting or event.

Ken Roberts.

Ex-bad boy Nick Stott had turned up on some enormous trail bike and was having a "grand time" observing the very narrow rocky stream forming the totally natural section 8 - run down stream just for a change. Not too easy this, with only 9 people keeping clean sheets, one of which was Phil Moss, who I saw on one occasion nearly hanging on after running into the bank on the second tight turn.

I had been quite worried about how the wobblers would go on getting out at the top of the gully, to the extent that we turned the gully into all downstream sections. To get to them meant everyone had to climb the grassy bank behind section 8 - called Shirty's bank after John Snr's entertaining pranks at this spot during last year's competition, while supposedly running in the bike he'd prepared for Tony Scarlett. The approach to this bank was difficult, either across the stream and straight, or across a boggy camber in at least third gear. On one occasion I saw Brian Kirkman receiving tuition, from his clubman class led Ben, on how to get up!

Section 9/10 was supposed to be two sections - Rick Stewart had given the card to someone, only they decided to leave without telling anyone. Whoever you were thanks a bunch - it was a good job Father Christmas, better known as Tim Morris Dad, was on the next section, used his head to put both sections together and observed both! This combined section turned out to be a real cracker, with no-one cleaning every lap on the hard route, and only our Mike, Ron Hulme, Brian Cotterill, Dave Murray and Clive Tomkinson ending up clean on the Easy - only Tim Morris, Mark Hallam and Shirty Jnr managed the tree root climb of the Experts route for a total of one.

Jim Evans had the section we'd put in to sort em out - a tight turn round a fallen tree in the stream, then for the good 'uns a cross camber climb on mud, over a fallen tree, and on up and up the camber. It was here that young Shirty proved his class, totally defeating the section without loss. Only Mark Hallam and John Hulme on 2 each and Tim Capper on 3 were anywhere near. Even the 'easy' route was only cleaned by Clive Tomkinson and 'Pubic' Eyre.

The final section had yet another Eyre (Jane) on hand to smile encouragingly and mark down the scores. This one was easy for the Easy route just a flat muddy run then over a broken drystone wall and cross the stream, up the bank to the ends - for the Experts though there was a real horror of a turn in the stream - to clean it you needed to be able to flip the back wheel across while dropping into the stream. This then gave enough room to hop the front round - if not then the front wheel was hard up on the bank before the back wheel was in the stream - most people were just taking a big dab to pivot the bike in the air to make the turn.

The time limit turned out just about bob on - 16 people finished within the 2 hours - the most anyone dropped was 8 marks - that was John Plant who had been shepherding young Richard. Then just about everyone went to the pub for dinner. It was nice to see Dave and Doreen Rowland there - with everyone almost queuing up to have a chat. Overall a proper 'club' event.

A quick glance at the map and I thought the RM7 ought to be fast enough. Far from it, it was one of the twistiest, hilliest bits of road we had seen all fortnight. I may well have enjoyed it, given time to spare, but as it was I was regretting not using the autoroute as far as Cannes. At Mandelieu just before the outskirts of Cannes, we turned off towards Grasse and the going was a bit easier. Grasse was a bustly confusing place with poor signposting, but we found our way through. Once out we rose quickly on long steep straight roads between a succession of hairpins. At the top the road straightened out, so that we could make decent speeds and, pointing in the right direction, I began to feel that I was on my way home and more relaxed about the time.

It had turned twelve and I was glad to see a garage open on this fairly isolated stretch of road. I didn't fancy a forced wait until two for the French dinner break to end. The road got progressively slower and hillier as we approached Castellan, at which point we were back on the same route that we had come down on. It's not quite so torturous when fresh in the saddle, but the scenery is just as good, and we had our packed lunch in the midst of it all.

After Sarez the road became quite fast, better than I had remembered from the way down, which was a pleasant surprise. At Mezel we diverted through Le Chateau to miss Digne, which saved us about 10 Km. It was a little narrow and bumpy, but it should be better by next year judging from the widening work we could see. From then on it was much the same as before apart from Cisteron which didn't seem to have quite the same charm coming from the South.

As we headed towards Haute Croix, on the look out for one of the snack vans that seemed all too common on the way down, but had all disappeared within the week, a cloud appeared on the skyline. Emerging from the mountainside, it looked a bit like evaporation of heavy rain in the sun, but it was too black and heavy for that. As we drew closer it became more and more obvious that it was a forest fire, which had featured so much in the news this year. We found the only snack van near the centre of activity for the firefighters (and spectators). As we drank our coffee we watched the comings and goings of helicopters and firefighters; and the aeroplanes that disappeared into the dense smoke, feet away from the mountain, to drop water onto the burning trees. We couldn't help marvelling at the skill and bravery of the pilots, and for little apparent results. It was fascinating but scary to watch the speed at which the flames moved, so we didn't stay long just in case the flames came closer, or the police decided to close the road ahead - it was a long way round the other way.

Going down the other side of the pass we suffered the same problems as on the way up a week before, that is too few places to pass the not inconsiderable traffic. We breezed past Grenoble though, on the ring road this time. As it was time to start looking for accommodation, we decided to go back through Les Arbrets where we could be sure of a good hotel.

La Savoy was fairly full but there was a room available. The dining room was set out as though for a reception, with photos on the table which suggested a christening. We thought it must be ready for the next day, but as we were finishing our meal, a fanfare of car horns heralded the arrival of the christening party. The place was soon bustling with noisy festive people, whose friendliness seemed to suggest that they expected us to join in; but we had a hard day to follow and felt out of place, and so skipped coffee and had an early night.

On Sunday morning the roads were beautifully quiet, apart from the hundreds of army lorries we saw going the opposite way, both that day and the day before. We were still on the same route that we had used on the way South and I was glad that I didn't have to cope with the convoys then. I decided to by-pass Tourrus by taking the D road on the other side of the river, but it was disappointingly slow due to suburban speed limits. Just before Chalou we returned to our plan of using the Autoroutes, it was nice to be able to pass Chalou, but it was painfully boring and I was relieved to come off it at Dijon. At least it was free thanks to the Bol D'Or 24 hour races (at Brignoles near Toulon) presumably held during the same weekend, although it caused us some confusion at the toll barriers before we realised.

Off the motorway the roads were incredibly quiet again, and the route we had chosen through Chanuumont, Chalou, Reims and St Quentin consisted of some excellent biking roads. There was a good variety of scenery and roads, some fairly twisty, but never particularly slow and plenty of fast sweeping bends. There were a few villages, but most towns were by-passed. I was going faster on these roads than I had on the motorway, a sure sign that I was enjoying myself.

We passed our target for the day, St. Quentin, and looked for somewhere to stop. At Le Chatalet we saw a 'modest' looking Hotel. The room was the second most expensive of the holiday, but we didn't want to get back on the bike, so we took it. The place had obviously seen better days. It would have been impressive with a bit of work done on it, but as it was it was dark, dingy and dilapidated, with noisy plumbing. It was virtually deserted and felt quite spooky. The bed had a charmingly carved head board - apart from the face on it, which was a bit gruesome, the sort to give you nightmares. The big old wardrobe didn't help, as it was full of clothes, and made us wonder what became of the last guests! The service was spasmodic and interspersed with rows coming from the kitchen. We were brought a menu but when we tried ordering from it we discovered it was Hobson's choice of soup followed by chicken. This one definitely won't get into any good Hotel guides, but served its purpose.

The next morning we woke up to fog, and it got quite bad as we left the village. We managed to find our way to the autoroute toll, and we plodded our way up the A26 for a while until it lifted. The idea was to avoid the Arras/Bethune road that we fell foul of on the way down, and to get fuel and breakfast at the services, but when we pulled in at the services it was fully automated and we couldn't seem to get supagrade on Visa, and lacked the right sort of cash for the machine.

direction from the clubs officials (me!) everyone did a famous job at stacking 'emselfes in. Then the Scotch arrived!

What a delight, sipping Scotch out of paper cups - eating fresh home made, Joyce Hulme quality, mince pies - chatting to old friends - welcoming in the Christmas spirit - taking in the atmosphere. Rick Stewart had been working wonders finding people who said they'd observe so there was only a pleasant duty to perform before getting things going. Ron Hulme presented a little momento to Len and Eileen Eyre from the local clubs (us, Macc, and Hyde, and Congleton) for all their support and help for over three decades. The presentation over, I took the chance to explain the two hour time limit and one mark penalty per 5 minutes for lateness. Then Glyn Gardiner got 'em all started.

Ron Weale and Brenda with their daughter and friend turned up just as Pete Hallam and his mate were making a start. (complete with the beer can, crash hat and 'L' plate). They stayed for a chat with the girls (Linda, Margaret and Joyce) while I went off to see how things were progressing and work off some of the effects of the highland nectar.

I started at section 2 talking to Chris Barlow's Mum and Dad - no riders here so just a quick chat - both routes quite easy on a grassy, slightly sandy bank. Bags of grip for the steep cross camber climb of the hard route - the easy route was dead easy. Just down the field I could see Joy Cueli at the 'mud hole' section - easy early on but becoming increasingly more difficult as the trial continued. Later on I watched Ken Eyre here take a high speed 3rd. Gear run to come to a dead stop in a seat-deep mud slot. Ken was riding round with the Eyre clan's latest addition to the trials community, Toby - showing off new crash hats and as is the fashion, names on the back - Toby Eyre, and on Ken's Public Eyre!

Section 1, another permutation on the grassy bank theme, was proving as Deborah Kay the observer said "OK", so back up hill to section 4 - one of those up and down and round the trees jobs - I think the lady who was observing this one was another of the Munday clan, as with section 5, where Jayne Munday was looking after a smashing little lad. This section is quite popular with the farmer - its formed by the overflow from his septic tank - just a narrow ditch with a right angle turn and a dodge between two trees and down hill to boot - easy, well easy if you're watching not riding.

Following the ditch down, past last years bottomless pit section, to the stream where even more Eyres were doing their bit with the observer boards - Janice on no. 6, a fairly simple drop into, then along the stream, with an up and down earth step for the hard route. Len and Eileen were on the next - again along the stream for the end of route with a loop up a muddy bank for the harder route - here I saw young this one was a bit tricky with a small waterfall - here I saw young Richard Plant on his TY80 going for it - this is a young man we can expect to see in the results in the near future - he's grown a lot since the last Dead Easy trial making his TY look diminutive.

## Boxing Day Trial

report by Ken Roberts

The first trial of a new decade? It was great - everything about our newly traditional Boxing Day trial went off better than anyone could possibly have hoped for. Maybe a proper sending off to an outstanding decade for the club in which we've made the Dave Rowland a great event, invented Dead Easy trials, seen a decline in popularity of trials and survived an overdose of Enduro mania. No - much more a thoroughly enjoyable light hearted clue as to how successful trials will be in the 90's

There were loads of people involved. The original idea for a Boxing Day trial came from Norman Eyre over 18 months ago. Ron Weale suggested the hot pot in the pub afterwards - Ron Hulme found the venue - Rick Stewart and Joe Hayes organised the pre-trial meeting. It was at this meeting that we organised the section marking outing on Sunday Christmas eve. That was fun in itself - Peter Scottney - Pete, Pete Jnr. and Mark Hallam, Phil Gardiner, Paul Iddon, Pete Wetters, Dave Porritt, our Mike and me in the wind and the rain wandering round finding sections everywhere; debating the pros and cons of snotty climbs, mud holes and ultra tight turns, while trying to avoid being run over by our mad Mike, attempting some impossible climb without contemplating the consequences of failure. So after only about two hours and surviving plenty of Mike's "air misses", we'd got 12 sections - enough.

We had booked 80 hot pots at The Shady Oak on spec, taking a major risk because we didn't know how many people would turn up. OK - we had a good idea from you clubmen who was likely to ride, but with all our families and friends, who would turn up as well to cater for.... Our guess was just about spot on, with 88 wanting food on the day. So after a quick word and drink with the smashing bloke who's landlord at the Shady Oak, I nipped back to the farm to wish Mr and Mrs Wright a Merry Christmas, before getting off home to wrap up the Chrissy pressie.

The smell that greeted us and Eddy Dene (the ACU. centre steward) at 9.30am on Boxing Day morning was mouth watering - our hot pot was well on its way! The weather had changed to a positively spring like, still, almost warm, extremely pleasant morning. Linda's minibus (it's really a van with seats, but since we come from Hazel Grove it's a minibus) was parked in a suitably prominent place and Linda set herself up to take the entries/ sell the meal tickets/ hand out the numbers/ take money/ blag observers/ listen to problems / offer parental advice and any other job of little consequence; while I got on with the really important work of wandering round renewing old acquaintances, spreading gossip and worrying about when Margaret Cotterill and Joyce Hulme would turn up with the Scotch and mince pies. While our Mike was away with the dafter of the two Pete Hallams and his 'chair' along with Pete Scottney putting in the route marking and 'begins' and 'ends' cards, the whole trials world was trying to find places to park in Mr. Wrights farm yard. With little or no

We were getting desperate for fuel, not to mention breakfast, and as it was doubtful that there were any better services, we came off at Vimy near Arras for petrol. We found a friendly bar in Bully who sold us coffee and directed us to the Patisserie for croissants and buns (a far cry from the typical English response "you can't eat that in here"). On to Bethune on the urban roads we were trying to avoid. The road to St. Omer was slightly better but still quite built up. The narrower rural road to Bolougne was not much faster but much more pleasant, and we got there just in time for the one o'clock ferry to Folkestone.

Back in England the traffic on the A2 was heavy, although the M20 wasn't so bad, it was getting worse as rush hour approached and there were long queues to get through the Dartford Tunnel. At the height of the rush hour we took a coffee break at the M25 services just before the M1. By then I had given up trying to use the electric starter, so I was suprised when getting back on the bike, I turned the bars to full lock pushing the button against the tank bag, and the engine sprang in to life - it's worked ever since - perhaps the starter has something against France!

The M1 was packed, although not frighteningly so, like Birmingham was. I made a rash decision to take the A5 again. We immediately hit a traffic jam but we soon passed it, and once Dunstable was cleared the road was suprisingly clear. We enjoyed the A5 until Rugby then went back on the M1 again to Derby. The Little Chef north of Derby was perhaps a little too far without a break and it was difficult to force ourselves back on the bike again. But, for me at least, the familiar road home through Leek made the remaining journey seem short and sweet.

We had gone just a bit too far that day, especially for Jen on the pillion, but it was worth it to be home early. We'd had a marvelous/brilliant holiday and, I thought, picked some excellent roads - I would heartily recommend the route, although with a couple of changes here and there. In all we covered 2171 miles including running around in Frejus. If you are thinking of going, expect to pay about 100 francs for a double room, and 60 francs each for a double room away from the coast. Petrol averaged 5.27 francs per litre for 'super'. If you do go - Bon Voyage!

Geoff Winstanley

## TRAILER FOR SALE

3 bike or 2 bike & petrol box (4X jerry can)  
mini wheels, lights, strong, tows great, load 'em up & drive away.

£100.00

Bill Bristow 061 301 4916.



Christmas Party '89

It was nice to see such a good turn out at the Christmas party at the Greyhorse pub last December. The evening started slowly but once the duo got into their act, things soon heated up, especially for some people. We all had a good laugh, even those who were singled out and teased without mercy - Keith Roden may not return next year!

Thanks to John, Cath and all the staff for their help. See you all at the 1990 party.

Pete Cunningham.

Food for Thought -

or considerations for organising another Xmas Dinner.

Those of you who attended the 1989 Dinner and Presentation Evening are probably the same members and spouses etc. who attended the previous two or three similar functions. Either you thought they were worth the money or you felt that you ought to attend such events in order to support the club, or you were the recipient of an award.

What is the opinion of the people who didn't attend? Are Dinner Dances out of date? Are they too expensive? Do you not want to go to such extravaganzas?

There are plenty of awards to be presented - ask Rick Stewart. If you don't believe me! What about out farmer friends, how can we thank them for riding around their land, free of charge, other than treating them to a sit down knife and fork meal?

What is the alternative, another bun fight, made up by a nice old lady on curly brown bread held in the back room of the local Labour Club with the handiest bricklayer in charge of the disco.

The organiser of the last two Dinners heard on the grapevine that the affair at Quifers was too expensive! This was reputedly stated by a trials rider with a £2,500 bike, company car and Volvo estate for the missus to take the kids to school - and he didn't have a current ACU licence 'cos they are too expensive as well!

Perhaps someone out there will take it upon themselves to come up with a sensible alternative and pass the suggestion on to Roger Richards in order that he can swing into action, as promised at the A.G.M.

Not to be edited please Geoff.

Your Chairman,  
Gordon Ruffley.

MANCHESTER 17 MCC

1989 CLUB TRIALS CHAMPIONSHIP

	John Hartle	Simister	Fisher	Total	Position
<b>Experts:</b>					
Norman Eyre	10	15	8	33	1
Steve Thomas	12	12	6	30	2
John Hulme	15	-	-	15	3
John E Shlirt	-	10	-	10	4
Ken Eyre	8	-	-	8	5

**Intermediates:**

Joe Hayes	10	15	15	40	1
Tony Wyatt	12	-	12	24	2
Simon De Trey-White	8	12	-	20	3
Ken Gregory	15	-	-	15	4
Chris Challenger	6	-	-	6	5

**Novices:**

Rick Stewart	15	-	15	30	1
Phil Munday	-	15	12	27	2

\* The above points are calculated on the basis of 15/1st, 12/2nd, 10/3rd, 8/4th, 6/5th, 5/6th, 4/7th, 3/8th, 2/9th, 1/10th per event in the Championship.

\* Other riders entered in some of these events as Club Members and would have scored points, but are not on the Secretary's List of Members as at 19th November, 1989 (the date of the last round) and are therefore not included in the above table.

Rick Stewart  
Trials Secretary, 1989

## TRIALS SPECIAL MEETING: 23TH NOVEMBER 1989.

On Wednesday, 23th November a Trials Special Meeting was held at the Swan Hotel, Newtown (New Mills) at which there were approximately 30 people present with 4 apologies. Various points were discussed and the following decisions reached:

1. An official Trials Committee will be formed, with a representative for each of the different interests. The Club Trials Secretary will be the Chairman for the meetings. For 1990, the Committee will comprise:

Trials Sec./Chairman	Joe Hayes	061 494 7308
Pre 65	Pete Scottney	0663 42257
Sidcar	Scott Rowland	0298 812901
Youth	Mike Roberts	0625 871474
Over 40	Ron Hulme	0663 733379
Clubman	Phil Munday	0606 55170
Expert	Mark Hallam	0663 42706

2. There will be quarterly Trials Social Evenings held at the Swan Hotel, Newtown on Wednesdays, the first one being Wednesday, 24th January 1990. Friends, wives and girlfriends are welcome as is anyone interested in trials, whether or not they are presently actively riding or otherwise involved. Possible future club/inter-club challenges at darts, etc.

3. A contact list is to be drawn up with addresses and phone numbers of members prepared to help with organising/laying out of events etc. *Please let me know if your entry is wrong or if you would like your name to go on.* The purpose of the list is to have a pool of people willing to help at/organise/set out trials so that the same ones don't do all the work all the time.

4. A reminder letter is to be sent out to all trials members re Committee Meetings, Socials and specific events.

5. The list of events for 1990 is still to be decided but will probably be:

- Dave Rowland Trial
- Northern Experts
- Dead Easy series
- 1 road trial (Cheshire Championship Round?)
- 2 or 3 Duron Series Rounds on private ground

6. Better use to be made of motorcycle press (T&M/MCN) for publicity.

There are still a lot of questions to be asked but things are certainly looking different to the way they were. Let's hope the new format produces the required results.

See you at the Swan.

Rick Stewart  
1989 Trials Secretary

## TRIALS SOCIAL EVENING

The first of the new quarterly Trials Social Evenings was held on Wednesday, 24th January at the Swan, Newtown, New Mills and was a definite success with a good turnout. A particular thanks goes to all the wives/girlfriends who came along.

With this being the first of the four to be held this year, no specific plans had been made and most were happy just to sit and talk, whilst others played pool and darts. Kenny "Give us yer money" Roberts took the opportunity to reap a bumper crop of 1990 memberships - talk about a captive audience ....

Various ideas have been put forward for future Meetings, including talks, videos, darts & quiz challenges, etc. Rumour has it that the Enduro side think they can beat us at darts, so no doubt that will be high up on the fixture list. As regards the subjects for talks, possibilities include someone from the ACU or maybe we can get the manufacturers/ trade to send someone along to tell us about their particular product, or possibly a top rider or two. Some years back, Mick Andrews came to speak at a meeting held at the Robin Hood, when the Club had a more active Youth following and I seem to recall one of the tyre companies sending someone down as well. At the time of writing, Manchester Eagles have indicated interest in getting a quiz team together for the next Social, which will be on April 25th, the Wednesday before the John Hartle Trophy Trial.

Usually that would clash with the pre-trial Committee Meeting, but I think Joe will be organising another one before then, anyway.

The room at the Swan is ideal, large enough to allow people to do what they want without being too cramped. It would probably be possible to have a darts match going on at the same time as a video, whilst the Trials Committee could be sorting out the next events in another corner if necessary.

Rick Stewart  
25th January, 1990

### Manchester '17' Club Championship

#### Classes

1. Expert
2. Clubman
3. Clubman 'B'
4. Fourstroke

This year the championship will consist of 6 events with all 6 counting. The events are as follows:-

1. Snowrun 18th. February
2. White Horse 25th. March
3. Cwm Owen 29th. April
4. Powys 3rd. June
5. Tour of Wales 16th. September
6. Ceri 25th. November

#### Qualifications

1. Riders must be fully paid up members
2. Riders must notify the Enduro Secretary, Les Penson, of their intention to compete in the Club Championship, in whichever class.

#### Rules

1. Riders will start each of the events with 10,000 points.
2. The riders total penalty points from the events will be deducted to give a score.
3. The rider with the highest total from the 6 events wins the Championship in his class.

#### Note!

This is a new championship. Should any member have a query concerning the championship they should contact the enduro secretary, Les Penson, on any club night or at home on 0625 582969, if possible before the event.

### North of England Enduro Championship

- | Events               |              |
|----------------------|--------------|
| 1. White Horse       | 25th. March  |
| 2. Stang             | Mid May      |
| 3. Harewood Dale     | 27th. May    |
| 4. Kielder           | 1st. July    |
| 5. Brinks            | 29th. July   |
| 6. Hamsterly         | 7th. October |
| 7. Yorkshire One Day | 4th November |

Enduro secretary has registration forms for NBEC and will try to obtain Regs. for all Manchester '17' NBEC and Cheshire Centre Championship rounds.

Would riders entering NBEC championship rounds contact Les Penson, as the club has to enter a team in each event consisting one expert and two Clubmen, or we will be penalised 15,000 penalty points in the Team Championships.

### Cheshire Centre Championship

Tony Cummins is running this championship and competitors should contact him on Wrexham 752444 to register.

The events are as follows:-

- Snowrun
- Cwm Owen
- Mountain Top
- Tour of Wales
- Brinks
- Powys
- White Horse
- Hafren
- Ceri

The best 6 results from the 9 events will count to championship positions.

### British Championship Trophy

To be awarded to the best performance of a Manchester '17' rider regardless of class or capacity. The winner will be the person with the best four results from the seven two day rounds.

#### Events

- |                    |                        |
|--------------------|------------------------|
| 1. Breckland       | 10/11th. March         |
| 2. Yorkshire 2-Day | 31st. March/1st. April |
| 3. Welsh 2-Day     | 22nd-23rd. June        |
| 4. Dyff            | 4th-5th. August        |
| 5. Rhayader        | 18th-19th. August      |
| 6. Matterjack      | 22nd-23rd. September   |
| 7. Beacons         | 13th-14th. October     |

If two or more people finish four or more events, the person with the lowest number of penalty points from his four wins.

Calculation of penalty points.

- |  |        |
|--|--------|
| 1. Penalty points for events not started   | 15,000 |
| 2. Penalty points for incomplete day   | 6,000  |
| 3. Penalty points for event finishers will be as the organising club's official results, but with the following amendments:- |        |

(1) If Experts do two laps and two Special tests, and the Clubmen do one lap and one Special test, the Clubmen's penalty points will be doubled.  
(11) If a Championship rider does three laps and three Special tests, only the first two will count for penalty points, but he must complete his allocated number of laps and tests.