

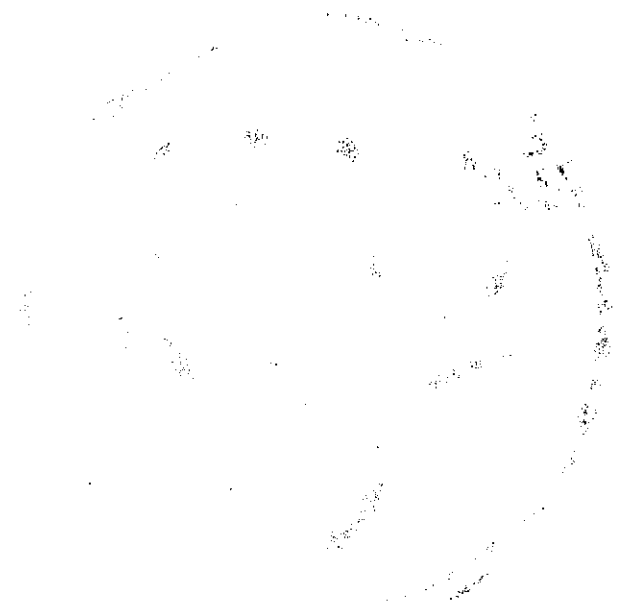
**THE
MANCHESTER '17'
MOTOR CYCLE
CLUB**



NEWSLETTER

May 1991

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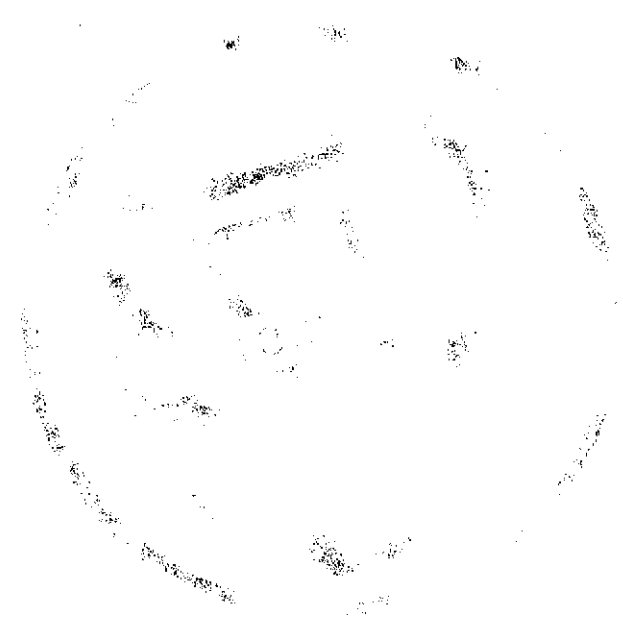
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NEWSLETTER

May 1991

produced by
Geoff & Jennifer Winstanley

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Ordinary Members: Phil Gardiner, Carl Horn, Tony Elford, Pat Priestly.

Dates

23rd. June Dead Easy Trial
7th. July Dave Rowland Trophy Trial
28th. July Brinks Enduro
10th. August Hawks Nest Trophy Trial
11th. August Dead Easy Trial

Don't forget we need observers marshals and helpers for our two major events: the Dave Rowland and the Brinks (in particular). Please contact the Trials or Enduro Secretaries if you may be able to help.

Meetings every Tuesday from 9:00 pm. at the Grey Horse,
Warf St. (off Lancashire Hill) Stockport.

Editorial

As you will probably know if you attend the clubroom or club events, our president Vernon Leigh resigned following a disagreement over proposals regarding the Motorcycle Club of Cheshire. Letters giving the views of Vernon and the committee can be found later in this newsletter. I hope you will remember when reading the letters (which were written when the smoke was still rising) that both sides have the interests of motorcycling at heart, but have disagreed on the approach. In Gordon's letter, he hopes that Vernon would still come to the clubroom. I am pleased to say that since I received the letter, I have been Vernon in the Grey Horse on a Tuesday night, talking to members. I hope this is a sign that differences will soon be forgotten, and we will continue to strive for our common interests.

A positive aspect to come to light through Andy Turner's accident is the way in which members rally round when something like this happens. It's comforting to know that the sport hasn't become so competitive, that riders put winning before the interests of fellow riders. I don't want to labour the point, or embarrass individuals, but it's good to see that Manchester '17' members have their priorities in order.



Geoff Winstanley

Dead Easy Trial

Brilliant sunshine welcomed the 60 strong entry to Manchester 17's first Dead Easy Trial of the year. Using all of the group available at Haslin Farm, alongside High Edge Raceway high above Buxton, gave the entry five laps of over two and a half miles to clear out the exhausts.

Section 1, 3 and 10 made use of the foundations of old storage buildings with loose rocks and short steep banks that gave plenty for everyone to think about. Section 10, a tightly marked trip around the edge of one of these buildings, took marks from everyone, except best intermediate Howard Morris, and fourth placed Tim Craig out on a new Yam.

The most popular section of the day was the flat out hill climb of number 7, although it caused few problems with plenty of grip on the day. It was completely the opposite of the next section, about half a mile away: a flat run along a muddy patch at the bottom of a bank, with the odd rock mixed in, which caused much throttle twitching, even stealing an odd dab off winner Tim Carter.

On the dead easy route Chas Gardiner persuaded his son Phil to observe so he could have a go. He then won the class by a mile, dropping only three. Ex-enduro champ Paul Reynolds took the runner up spot from D. O'Connor on an old Mar Ossa which he has had from new.

In a real family sporting day out, Dad Cave was best of his lot, eldest son John was best of the four Bacon's, and of eight other family groups dads won children 6 to 2.

Ken Roberts

2 Marton Green
Adswood, Stockport

Dear members,

As by now, you will be aware, I tendered my resignation as President at the last main committee meeting, and I feel that after some 14 years of service to the Manchester '17' you all deserve an explanation of the reasons why. Your committee or at least some prominent members of it objected to a proposal I put to the Cheshire Centre Board in writing 7 weeks previously as follows:-

That the Motor Cycle Club of Cheshire be enabled:

- 1/ To apply for permits.
- 2/ Solicit paying membership.
- 3/ Raise funds.
- 4/ Run events.
- 5/ To function as a normal motor cycle club.
- 6/ To enable the club to raise funds to help teams/individuals to compete in national and international events eg. trials and enduros.

Your committee's objections seemed to be on the following basis:-

- 1/ That it may take members from the M/C '17' despite the fact that '17' members are also members of many other clubs in the centre and out of it!
- 2/ That it will run events! eg. trials, enduro's, hare and hounds etc. despite the fact that these would be on none clashing dates.
- 3/ That the name was too grand being all enveloping.

Despite:
The Cheshire Schoolboys
The Chesire Youth Trials
The Cheshire Marshalls
The Cheshire Grass Track etc. etc.

But the facts are as follows:-

The Motor Cycle Club of Cheshire has no income and yet has proved its worth in the I.S.D.E., with 7 silver medals, 1 bronze medal out of 9 starters. Quite an enviable record by any standard. All paid for by those individuals competing under its name and with very little outside help.

We had hoped that by running events, inviting members etc. we would be better enabled to perform that function in the future. Imagine my shock, and distress when I was accused of disloyalty to M/C '17' and of being a member and official of two clubs despite other existing members being the same.

After some thought I decided to resign as your President, rather than be part of a committee that could be thought to be anti-motorcycling, and depriving motorcyclists of the opportunity to compete in other events for the mutual aid of all. It was therefore with great regret, that I had to resign on these points of principle.

May I take this opportunity of thanking you all, for your support over these many years I have served as a member of your committee.

Yours in sport,

Vernon Leigh

Tel: Poynton 877531

38 Charlecote Road
Poynton
Stockport
Cheshire
SK12 1DL

Dear Member

As Club Chairman I feel that I must explain the circumstances of Vernon Leigh's resignation from the Manchester '17' Committee

Vernon was the President and certain committee members - not all prominent, asked him how he could reconcile that with being a founder member of another ordinary motorcycle club in the Centre.

No one spoke on his behalf on this matter and I asked him to reconsider his position.

He declined and chose to resign as President.

Vernon has been a long standing and faithful servant of this Club and it is sad that he cannot see the difference between the status of the original Motor Cycle Club of Cheshire and that of a 'new' club of ordinary functions but with the same name - whatever it's aims.

On behalf of the committee I would like to thank him for his past assistance and loyalty and also personally say that I look forward to seeing him in the clubroom in the near future

G. Ruffley.

Chairman.

REPLY BY CLUB COMMITTEE

Your Committee has seen Vernon's letter (on another page), and its comments are as follows:-

At the last Committee Meeting several members objected to the fact that it was our President that was trying to found another, ordinary, Enduro Club. Vernon then resigned as President.

We agree with the point Vernon makes in his letter that riders will often join more than one Club - that is not the issue - what we have here is our President actually wanting to found another, ordinary, club.

1. HISTORY

The Motor Cycle Club of Cheshire was proposed by this Club and its constitution was agreed by the Centre in 1986. Its main objectives were to help Cheshire riders whenever representing Cheshire, and to raise funds to that end. Vernon has been its Chairman from the start until last month.

1986 CONSTITUTION OF THE MOTOR CYCLE CLUB OF CHESHIRE

- a) the Club does not have paying members; any Cheshire-resident member of a Cheshire club, if selected to represent Cheshire, becomes a temporary member.
- b) its "Club Committee" is the Cheshire Centre Enduro Sub-Committee.
- c) it can run events (including fund-raisers) but only in conjunction with an ordinary Cheshire Club (this restriction has now been removed - see 3. below).

2. Your Committee believes that:-

- direct control by the Centre, via its Enduro Sub-Committee, remains essential
- all its objectives could be achieved under the 1986 Constitution
- The changes that Vernon proposed would have demolished the original Motor Cycle Club of Cheshire. Furthermore, it would have appropriated its name and prestige for the benefit of an ordinary Club. It would have hurt this Club but without membership gain for the Centre.

3. CURRENT POSITION

At a later, informal, meeting of members from Llangollen Club and Man. '17', there was no support whatever for Vernon's proposals except for the removal of the permit restriction mentioned above.

This sole change to the 1986 constitution was put forward by Llangollen Club, with our Club's support, at the March Centre Board Meeting and agreed by the Board. No-one spoke in support of the rest of Vernon's proposals.

4. We regard Vernon as one of the founders of Enduro Sport in Cheshire. We are glad to have him as a member and we are very sorry that his enthusiasm should have, in this instance, caused him to make what we see as an error of judgement.

S.S.D.T. Fever

In 1985 I took part in my first Scottish Six Day Trial on a twinshock Fantic 300. I struggled through the week and finished 254th. out of 272 finishers. The fact that struck me most about the S.S.D.T. was the carnival atmosphere. All the big names were there that year: Fred and Thierry Michaud, the three Lejeunes - Eddy, Eric and Jean-Marie, Steve Saunders, Gilles Burgat, Pascal Couterier etc. etc. The presence of the works teams and the sizeable presence of foreign riders gave the trial an atmosphere that, on the one hand overwhelmed me, yet on the other boosted my ego; as it is not every day you can rub shoulders (and trials bikes) with the stars.

That first year was my S.S.D.T. apprenticeship, other riders gave me hints and tips like: when travelling down a road section ride on the left hand side (foreign riders tend to use both lanes), and when flat-out between sections, to pull out the choke as the engine runs too weak and can start to 'pink' and overheat. I also learnt that the majority of foreign riders are crazy. They always take the quickest route on roundabouts - clockwise, anticlockwise, or even straight over the top! On the Thursday (nicknamed road race day) Helmut Stanik, a tall German, rode back into Fort William at high speed as he was late. As he rode onto one of the roundabouts adjacent to the parc ferme he tried to overtake a car on the roundabout. Unfortunately, the car was going all the way round. The resulting crash left Stanik's bike with front forks jammed and two egg-shaped indentations in the fuel tank either side of the filler neck! Stanik immediately picked himself and his bike up and rode into parc ferme. Then after clocking-in, he limped over to the open-mouthed man on the roundabout to discuss the incident (Soprano style!).

The 1986 SSdT saw me on a Fantic 301 when I finished 120th. - much improved on the previous year. Then in 1987 I was Honda mounted, on a new TLM 240, 2-stroke, which I rode to 117th. position. In 1988 I rode my brother's Aprilia 240, but finished 144th. after a week of breakdowns due to an electrical fault. 1989 and 90 saw me Yamaha mounted with 1990 being my best ever ride. After four days of riding I was one dab in front of my brother Mark. Much to my annoyance he had a very good ride on the Friday - our final result being, me, 84th. overall and 'our kid', 79th. (Swine!).

Today I look forward to my seventh SSdT, hoping this year to improve on last years final placing. Six days of solid trials, riding an average of one hundred miles per day, over spectacular scenery - you can't beat it. The only two negative points regarding the trial are firstly, the decline in the number of works teams and top flight riders taking part. This over the years has reduced the 'international flavour' of the event. Let's hope we see more of them this year. The second point is the award presentation on the Saturday night after the trial. This is a huge anti-climax after such a superb week. However, the trial is still a superb event and I hope to ride year after year until I'm too old and knackered to swing my leg over!

Well, that's it for this edition. I hope you enjoyed reading the above. I intend to make a regular trials contribution to the newsletter. Anyone out there who's got an interesting comment or contribution to make, please do. I have already finished the next issue's thousand word epic on the problems I once had with a front wheel spoke - interesting eh?

Peter F. Hallam

Colmore Cup - 1st. round British Championship

Sunday February 3rd. saw the start of the 1990 British Trials Championship at Broadway near Stratford upon Avon. My start number was 104 so I had chance for more of a lie-in. I still arrived at 9.45 and as I wasn't due off until 10.50 this gave me plenty of time for a brew, and time to mentally prepare myself for a win!

Section one saw a steady three dabs which I was fairly happy with as Steve Saunders had 'fived' the section previously. Then on to do a further 14 sections before changing punchcards. After these first fifteen sections my total marks-lost came to 57, with Ian Strickland who rode the course with me on 51. These sections were mainly tree rooted climbs with tight turns. Then we changed scorecards and went on to the remaining 28 sections. These were a mixture of rock steps, tree rooted climbs and steep muddy climbs, with the last eight sections of the day being the rocky Fish Hill Quarry group.

As we started on the second scorecard I tried very hard to pull back the six mark lead that Ian had on me. However, as much as I tried to hang on, where normally I would have had a 'safe' dab, I ended up 'threeing' or even 'fiving' the sections. One section - a fourth gear blast across a boggy ravine, round a tree, back down across the ravine and up the other side right up to the top of a steep muddy climb - saw me getting up the first climb O.K., but fourth was too high for the last stretch of the steep climb, unless you had got up the speed. I took a five halfway up, after frying the clutch plates. Ian rode well here, hammering his Yam across the first boggy piece in fourth, and on dropping back down into the ravine selected third, gave it full throttle, and slipping his clutch, flew up the climb.

Fish Quarry, the site of the last eight sections, had an abundance of large rock steps. Being able to bounce and hop both front and rear wheels was vital if you were looking for a clean on these sections, and my arms were already beginning to tire. Ian had some good rides here, but I 'fived' almost every one and was thankful to finish the trial. My second scorecard total was 91 with Ian halving my score with 44 and just missing the second class awards. The overall winner, 18 year old Manxman Steve Colley, only dropped six on his second scorecard. Perhaps it's time for me to join in a more relaxing, less arduous passtime; like Enduros!

Peter F. Hallam

1991 Club Enduro Championship

This year's championship started with a postponement of the first round, the Snowrun on February 3rd. There was still lots of snow around and it was re-run three weeks later. Some club members ventured back to South Wales but conditions were not much better, the course being cut up quite badly, causing retirements all over the place, but two club members saw it to the end and got a result for their efforts:

Scott Rowland scored 7427 points
Andy Turner scored 6664 points

Round 2. White Horse Yorkshire March 24th.

Probably an event young Andy Turner will want to forget. Going as well as ever on what other members said was a dangerous test, he crashed, and was ambulated away; but as most know, he has made a successful recovery and will be competing again very soon. Most club members finished well under the poor conditions. The results were:

Expert	Les Penson	6702 points
Open	Leo Cordingly	8650 points
Clubman	Dave Green	9407 points
	Henry Rosenthal	9168 points
	Carl Horne	8627 points
	Pat Shoulin	7390 points
	Sportsman	Pete Cunningham
	Tony Elford	8584 points
	Ken Broom	7848 points
	Geoff Mills	7130 points

Members probably had their own moments, and will write their own stories of events later (as promised - won't you boys?!).

Round 3. CwmOwen April 28th.

This event saw the return of a superstar to the Clubman class, yes you've all guessed, Brian 'Wayne' Garner (the vet). Clean on time throughout, what a star! Now to reality. Also out first time was Steve Reeves on that awesome Can-am. The power of this machine and the enthusiasm of the rider could only give one result - the biggest up hill wheelie of the day.

If you read the ACU press it was Wendy Buck's favourite event, and she proved it with an Expert clean sheet. Sixteen riders started from the club with almost 100% finish - only the Enduro Secretary letting the side down (with no teeth left on the sprocket!). I promise to do better next time. Unfortunately, there are no results from this event as yet, but they will be published as soon as they arrive.

Round 4. Hafren May 19th.

Watch yourselves, we have a lady amongst us who does not know when to stop! Only Wendy Buck finished in the Expert Class. A tough course took its toll again. Bogs and trees were the order of the day, with slippery conditions and a Supercross special test finishing the lap. There are no results as we go to press but they will be published as soon as possible.

Glen Potts fought his 510 Husky, but down one hill his machine won, and Glen decided enough was enough for one day. Geoff Mills promises to adjust his chain for the next event and give Tony Elford a run for his money in the Sportsman class. We had no Pete Cunningham this time. He was away on holiday. A clubman fight between Carl Horne; Pat Shoulin, Brian Garner and Henry Rosenthal went Carl's way, but cannot be confirmed until after the results are out. I must mention Ken Broom who had a bad do with a tree but carried on to finish - just what enduro riders are made of! Expert class was not good for the men. Scott Rowland couldn't carry enough plugs to keep his Honda going, so retired; as did the Enduro Secretary with only third gear. Ian Ruffley found the hole to end all on the test putting an end to his day, so Wendy Buck scored maximum in the Club Championship.

I must mention all those people who stood in the fog and mist on the moors, and at the start area, all day to petrol the riders. I'm sure all the riders said thank-you and will offer to stand you a drink at the club.

So to the Powys Juno 2nd. Maybe someone will write a report for Geoff (yes please -Ed).

Les Penson

1991 Brinks Farm Enduro (28th July)

There will be a meeting at the Brinks start area on June 30th at 9.30am. Will anyone who can help please contact Ian Ruffley, Les Penson or Wendy Buck? We need a work party to set out the course, so that we all have less to do on the week-end before the event.

Also, anyone who can marshall on the day contact one of the same people. This could well be our last Brinks due to the farmer's decision on the land. Lets make it up to our usual great standard and who knows we might be able to come back another year.

Les Penson

WANTED WANTED WANTED!

Prizes suitable for a tombola. Please see Les Penson or Ann Ambler if you can help.

The Sky's the Limit!

Fancy a flying lesson for an hour at Barton Aerodrome for 50p.? Contact Ann or Les on a Club night, and buy a ticket for the club raffle. You could be the next 'Biggles'!

The Turner Trilogy - a tale of three enduros.

1. The Breckland

With the Snowrun being cancelled, or as we now call it the "no-run", Breckland's national kicked off the season for me and many others. Usually this event is held in mid March, which for the last three years has been warm and sunny. This time it was different. They had lots of snow down that end, but the event was run anyway.

Scrutineering and signing in had to be done on the Friday and bikes put into Parc Ferme overnight to give everyone a fair chance of a cold start in the morning. My bike (now an RMX 250) passed the noise test at just 94 dB. The times were also handed out on Friday so I had plenty of time to get sorted out. Debs and I went walking the test which was brilliantly marked out and as always a real challenge. It took about 7 to 8 minutes on a bike, but about 10 hours to walk! It was all in the woods with tight, loamy, sandy roost turns and some quick straights, just to make your arms feel numb.

We were at the course for 9 O'clock in the morning to see the first man off. I set off with Alan Reaney and a couple of others. The going for me, being Number 80, was cut up already, giving plenty of grip, both on the course and on the special test, which was untimed on the first lap for safety reasons. There were no problems and everyone was on time up to check 3, where they started us on a wooden board to protect the ground. I started in second gear and stayed in it through most of the tight turns, clutching at the right places. Then the action started. I decked off on a right hander, but held onto the bars and remounted without stopping. I made no more mistakes, but I was told that I looked uncomfortable and could have gone faster. I did the test faster on my second attempt, and I kept on time all day. After some essential maintenance in the parc ferme, I returned for a long awaited bath, food and early night.

Breakfast at the Little Chef was 25 minutes late, so we had to shift gear to get to the start area. I walked the end and start sections of the special test with Debs. I don't know if it was the greasy eggs or nerves, but I was sick, although a cup of sweet tea soon sorted me out. I made the first two checks without losing any time, but while psyching myself up for the test on the way to check 3, I came out of a right hander and head on into a tree. The bike 'endoed' while I head butted the tree and both legs hit the handle-bars. The next thing I remember a rider was picking me up off the floor.

After sorting myself and the bike out, I made it back to the start/finish area (check 3). My right leg was very stiff and I was sure I had done some damage to the quadriceps. I put the pain out of my mind for the special test. I had difficulty in changing from sitting to standing or vice versa, but I just ignored the pain. I did my best, but dropped it near the end, wasting 7 - 10 seconds. My leg gave me hell on the way to the next check, with a sharp pain every time I had to dab on right handers. Ian Ruffley

passed me on the way to check 4. As he started 4 minutes behind me I knew I was in trouble, and I got in 3 minutes late.

The pain was bad, and my dad, crew and Lyn Rollason told me to retire, but I stubbornly insisted on them fueling me. I went out and plodded around, without losing any more time. My second test was very slow. I just went for a finish, standing all the way. I was relieved to get in losing just 3 minutes (2 to count). Lyn Rollason checked my legs out. I had ripped the muscle of my right leg and there was a lot of blood floating about, which needed physio and ample strapping.

Usually I like the event, but it was a different story for me this year. I was glad I stuck it out and finished though. Thanks go to Mum, Dad and Debs for putting up with my moans, and to anyone who helped after the event, especially with my dad still in plaster, and condolences to Pat Priestly who's bike expired on the first day.

2. The Snowrun

With having to miss the 'Wee Willie Winkle Enduro' due to riding into trees at the Breckland, the Snowrun was the first time that I was back in the saddle. This event, cancelled back in February due to snow believe it or not, turned out to be a real hard slog. It rained for most of the day as it had done for the previous week, which turned the 30 mile course into a slot-race. There was only one outcheck before returning to the start/finish. Clubmen did two laps, championship and experts did three. The times for the day stayed equal.

I left the start and headed for the outcheck. This is Beacons country, so the course consisted of hundreds of tight turns in deeply wooded areas, with rootes and ruts that would make 'Iron' Mike Tyson turn to putty. I arrived at the outcheck with about 5 minutes to spare. On the way back to the start/finish experts and champs rode the special test untimed, which was a good thing because I hadn't had time to walk it on the Saturday. I took it easy, looking out for all the ruts that I could get stuck in. The first time round went O.K. but there were a couple of naughty hills that I guessed would end up like toast-racks after one lap. Hell I was right!

I got back to the start/finish area with 4 minutes to spare, had the usual 'go faster' pieces of orange and water, then set off to check 3. This is where I felt best all day. Colin Pedley, a minute behind me, usually catches me up just before check 3, but this time I beat him. He said he had fallen off, and I believed him.

I fell off twice going up a hill just before the first test. Pedley passed me and set off on the test before me. I rushed off trying to catch him, but couldn't get him in sight. The test by now had become really cut up and the first monster hill was coming up. There was only one line open to me up the hill, as I was stuck in a slot, and there was no getting out. I couldn't pull second, so I had to paddle up in first using the clutch. It was very steep and slippery, and I was getting really exhausted. I just didn't want to lose momentum. At the top I didn't even

have the strength to pull the clutch in, my breathing was getting out of control and in the end I threw up.

As soon as I got my breath back I set off. I was still feeling rough, but I just went as fast as I could. It soon passed, and I finished the rest of the test with no more problems. I was 10 minutes late getting back to the start/finish after being stuck in a hole for 4 minutes. I fueled the bike up and set off for another beating.

By check 5 my front brake had totally disappeared and I had dropped another 4 minutes. I am now used to doing special tests without brakes, having done so four times last season. I got cracking on through the test, but down hills were a nightmare. The only way down was either to cut across and deliberately fall off, or drag both feet and slow down with the gears. Amazingly, it works! (but not recommended -Ed). Both of the big hills were now really bad, and the only way up was to paddle and just 'hang in there'. I had numb hands, and my face was 370 Fahrenheit (we do this for fun you know!). I finished the test, although it seemed like I was out there for three months.

I was relieved to get back to the finish. I was well and truly jiggered and all I wanted was a nice cuppa, and to watch the riders coming in. Only 66 finished out of 180 starters, which must tell you that it was a killer enduro!

3. The White Horse

With poor results at the Snowrun and Breckland, I thought a trip to my local doctor wouldn't go amiss. He diagnosed glandular fever and advised me not to ride in the White Horse, which was on the following week. As this one was for points and my next opportunity to ride would be another three weeks away, I decided to give it a shot anyway.

There was a good turnout from the club for this 18 mile lap event. I was first off from our gang. The going was brilliant. The ex-forest section before the special test was snappy, with sticks pointing in all directions. I didn't have chance to walk the test, but we rode it before being timed, so it wasn't too bad. It was up-down-up-down and was a proper woods test. I arrived at check 1 early and had a natter with some of the really fast boys. The going to check 2 was a real test; mostly long, slimy, rutted straights and some nice bike-swallowing ditches to negotiate. Towards the end of the section got really good, with tight twisty turns in a heavily wooded area and moss covered logs that forced a slow down. I reached check 2 with 5 minutes to spare.

I started off alright on the way to check 3 until a strange magnetism started pulling me towards the trees. I hit one, but quickly got back on and reached the check with time to spare. On the way back to check 4 I got swallowed up in a ditch, allowing John Burrows, who started a minute behind, to pass me. I caught him up again, but he put up a good fight on that little 125 before I managed to throw the roost back at him again. I got to check 4 just on time, but disaster struck on my second test, as I was sick again towards the end.

The course now was in prime condition, and I was feeling good. Andrew James set off seconds before me from check 5. I passed him on a long boggy straight, but then I dropped it and he re-passed me. I managed to stay on his tail for a good while. Then he got a start on me at the stamp check, and just as I was catching him up my bike spat me off with a perfect 180 degree spin into a seat height ditch. Was I cheesed off! I seemed to be doing so well. I pulled, pushed and revved the bike out of the ditch. Then back came the vomiting. I was so knackered. I felt like I'd ridden 8 laps of the Beacons with two flat tyres and no foot-rests!

From here on things start to get a bit hazy. I remember leaving check 6, nearly hitting a woman, dropping the bike a couple of times, and jostling for position with Alan Reaney. I remember the start of the special test; and then the X-ray department of the Northallerton General. As far as I can make out, there was a pallet after the test, to be used as a bridge by the sensible riders, but I had to be different. I missed it and went digging with my head!

I believe the ambulance ride was eventful too. The driver knocked off his blue light and kept his foot down all the way. I miss all the fun! They kept me in hospital over night, gave me a drip, lots of X-rays and worst of all, cut off my Cagiva shirt. What a time for it to happen. I had the whole year lined up with events. The doctor has told me not to ride until the glandular fever has gone away. My parents have pulled out totally until I'm better, so I have no choice. I don't know how long it will be, but I can't wait.

I must thank everyone who pitched in and helped my mum, dad and Debbie after the event, and those who phoned up expressing concern, you were all great. A big thanks to Wendy Buck who came to the hospital after completing the enduro on expert schedule, also to Anne for organising everyone, and to Les Penson who gave up his ride to inform my folks. I can't mention everyone, but I know who you are. Finally, well done Geoff Mills who rode the event with a bust wrist, and I hope to see you all back on the course soon.

Stop Press

Help! - Does anyone know how to service or mend Gestetner duplicators? If so, please contact the editor. We could do with some help to keep this equipment running.

Bike Road Tax Increases

There was no mention in the budget speech, but bike tax went up by £5 to £10 depending on capacity class. If you feel that this is yet another piece of discriminatory legislation, and want to write to your M.P. about it, I can give you details and a list of counter arguments issued by the B.M.F. -Ed.

~~NEIL 061 303 8173 -~~

MICK 061 303 9991 -

NIGEL 061 370 3168 - ~~PAUL~~

PAUL 061 371 8801 - Ron's Bikes

