

february 1992

# NEWS

## The Manchester 1/1 Motor Cycle Club

### Committee Members

President	Edgar Rosenthal 0625 576127	53 South West Av., Bollington, Macclesfield, Ches. SK10 5DX
Chairman	Gordon Ruffley 0625 877331	38 Charicote Rd, Poynton, Stockport, Ches. SK12 1DL
Club Secretary	Fat Priestly 0457 868469	2 Kinder Close, Blossop, Derbyshire, SK13 9UW
Treasurer	Ann Ambler 0625 582769	24 Upcast Lane, Wilmslow, via Stockport, Ches. SK9 6DH
Membership Secretary	Peter Cunningham 061 456 5701	22, Marijaen Grove, Offerton, Stockport, Ches. SK2 5DD
Newsletter Editor	Geoff Winstanley 061 431 3661	30 Windmill Lane, Reddish, Stockport, Ches. SK5 6SW
Enduro Secretary	Carl Horne 061 881 4104	20 Sark Rd, Charlton-cum-Harby Manchester, M21 1NT
Social Secretary	Tony Elford 061 445 5237	63 Heathside Rd., Withington Manchester, M20 9XH
Publicity Officer	Wendy Buck 0246 418722	2 Lowry drive, Dronfield - Woodhouse, Derbyshire. S18 6OR
Club Captain	Peter Hallae 0663 741712	13 Diglands Ave., New Mills, Stockport, Ches. SK12
Rights of Way Officer	Peter Fettes, 061 336 4484	2 Corrie Close, Denton, Manchester. M34 1FU
Ordinary Members	Geoff Mills, Kevin Buck, Les Penson.	Danny Stone, Les Penson.

The club meets every Tuesday at the Grey Horse,  
Wharf St, Stockport (off Lancashire Hill).

The Newsletter Of

**THE MANCHESTER 1/1**

Motor Cycle Club

## Manchester '17' Enduro Championship

After a closely contested club championship, the following drivers (that's what the A.C.U. call them!) have come out on top:

Expert - Leo Cordingley  
Clubman - Carl Horne  
Novice - Tony Elford  
4-Stroke - Glen Potts

The awards will be presented at the Annual Dinner Dance on 28th February 1992 (see Linda Roberts for tickets).

### The 1992 Championship

The club championship will have the same format as last year, that is best six out of seven events. The events this year are:

White Horse	29th March
One Owen	26th April
Hafren	3rd May
Powys	7th June
T.O.W.	13th September
Haesterly	4th October
Geri	29th November

See I & K News for regs or they may be available at the club.

You must register your intention to compete in the club championship. Registration forms are now available at club meetings from the Enduro Secretary.

Don't forget that from January 1992 all A.C.U. Enduros require 'enduro' type rear tyres which conform to the current F.I.M. specification. Organisers also have the option to specify 'trials' type tyres only. Front tyres are unrestricted.

### The Brinks 1992

Manchester '17' does not at present have the use of any land on which to hold an enduro event. The land previously used is no longer available to us. Some land has been offered to us after placing an advert in the farming press, but one of the plots was only suitable for a grass track (or football) and the other was only good for a short moto-cross. The land will be offered to other clubs as a gesture of good will. So basically we need some land and we need ideas - if you've got any, please let us know!

Carl Horn (Enduro Secretary)

The newsletter of the Manchester '17' N.C.C.

February 1992



As you can see, I've had a response to my appeal for alternative front covers. I received one more design than, in my more cynical moments, I expected; but then I wasn't allowing for the incessant efforts of Rick Stewart. He was, of course, the only one to send anything and his work can be seen on the front cover. Please don't take this to mean that I don't want any more designs (hint, hint!). I would particularly like some drawings or artwork depicting club activities.

Rick's pen must never rest as he has also sent me another of his ever popular re-writes of his father's war-time memoirs.

Peter Potts seems to be getting the bug too, as he's given me another long distance trial report, on the Exeter Trial this time, hot on the heels of the Celebration Trial last month.

If you inspect the back cover you may notice that we no longer have a trials secretary. Quite apart from being temporary, we are assured, this doesn't mean that trials section is floundering. Individuals are still organising trials, and reports are coming in, as usual. There's no reason to doubt that the trials section will continue to thrive without a spokesperson on the committee.

Slightly more serious is the lack of land for the club enduro, as mentioned elsewhere in the pages of this issue. This doesn't exactly leave the enduro side with no activity as their sport comes through riding in other club's enduros, but I'm certain that running an event gives an important boost to the morale of the club. Those at the centre of things seem quite determined to find a solution, but they equally need every bit of help they can get from the general membership in finding some land.

Geoff Winstanley

\*\*\*\*\*

Have you renewed your membership?

1992 Membership Subscription are now Due

Please send £6 to the membership Secretary, Peter Cunningham together with the enclosed renewal form.

\*\*\*\*\*

## Social Scene

In all those club meenors and relatives I haven't seen since the start of 1992, can I take this opportunity to wish you all a belated happy, prosperous, and injury free new year. I would also like to thank Pete Cunningham, the outgoing social secretary, for the work he has done for the club over the last few years. I'm sure he will be equally successful in his new role of membership secretary.

At the end of 1991 Manchester 17 M.C.C. was in a very healthy financial condition. However, as I'm sure most members are aware, there is a distinct possibility that the enduro section will be unable to run a 'Brinks' this year due to the loss of the land that we had been using. Although the club is not entirely dependent on this enduro, the Brinks did contribute a substantial yearly sum to the funds of Manchester 17, so money may not be so plentiful by the end of this year.

For this reason I hope to make the social aspect of the club financially semi-independent so that purchases for social activities, club videos, greetings cards, gifts etc., can be made without, as far as possible, drawing on main club funds (subject of course to committee approval).

As always, there will be regular Tuesday night get togethers at the Grey Horse. As well as having a good chin wag about your sport and bikes in general, there's a chance to win some cash on the football card. I also hope to be holding the occasional raffle, so if there are any retailers out there who would be willing to offer prizes (shirts, trousers, goggles etc.) either donated or discounted, I would be most pleased to hear from you.

The video nights will now be every other Tuesday. A selection of club owned videos will be shown, and be available for hire for an extremely reasonable contribution of 50p per week (members only). I would also be pleased to hear from anyone who owns a video about motorcycling or motorsport in general, and is willing to sell or loan it to the club. When I get the chance I'll be getting to work on some questions that I hope to use in quiz nights throughout the year, with cash prizes for winning teams of two or three. I should imagine most of the questions will be based on motorcycling, but I'll throw in a few general knowledge as well.

We are hoping to send at least one team to the 1993 I.S.D.E. in Holland. It seems a long way off, but you know how quickly time flies. There's not usually a shortage of riders wishing to go, but always a famine of outriders and helpers. I want to go and help out myself and would like to hear from any like-minded people who fancy taking their 1993 'holiday' in Holland, whether they want to help or just give moral support.

For our workshop we'd rigged up an old dug-out, hidden from the camp and we spent a lot of time there. One day both the spare engine and the BMW were missing but eventually we found the latter wrapped in old tenting and buried under the sand a couple of yards from the workshop. It was trying, especially as we never recovered our very useful lb. and Jerry tools. We relieved our feelings with some unofficial revolver firing, which was another favourite hobby of ours.

Lets diverge a bit and talk of bikes suited to the desert. The English bikes handled well but the main troubles were weak fork springs (Nortons were better than BSAs in this as in every other respect, but in 10,000 miles mine broke about 8), insufficient clearance (BSA), poor air filters (I used an lg. Delforto), too much maintenance required, small tyres and constant seizures (often due to worn DRs); very few bikes reached the 5000 mark and 1500 finished some. The Harleys didn't last well either, and, on the whole, Nortons were better, though they'd some good points. The BMW was reliable and needed little maintenance, but was too heavy, had poor clearance, broke fork springs, punctured easily and seized as often as ours. The IAs' also seized but their spring frames made them the fastest bikes over rough going and also saved fork springs and tyres for you could use high pressures. The clearance on the Guzzi was exceptional and the flat top piston ohv engines gave good pulling and enough speed; but the detail work was very poor indeed. What we wanted was a sturdy, reliable job, easy to maintain and handle, built to semi-trials specification as on the new Matchless. I favoured a 500 twin, either like the Triumph or BMW, SV or OHV doesn't matter greatly, with shaft drive and - this is essential - rear springing. A single is not so flexible and there are long stretches over the "blue" which need 3rd gear, with consequent overheating and which a twin should take in top; this applies to convoy work, too. "Semi-trials specification" covers most of the other points. I don't see that much can be done about rapid wear for the going is so bad and there's so much sand in the air that one mile on the desert is harder on the bike than 5 miles over English roads - more than that when dust storms blow.

However, to resume the tale, of which little remains. We carried on right pleasantly until June '42, by which time Ron and the other old DPs had all been posted back and I was in solitary state amongst a host of newcomers, the last of the Desert Rangers, as it were. Metruh suited me fine and several times I'd had to be very persuasive to avoid being sent back to Alex. for a rest. I didn't in the least fancy Base, where one's freedom is so restricted. But there I made a mistake because Jerry advanced and here I am, permed up in Italy. And my Norton, the faithful old warrior, had to be abandoned just 30 miles short of the cherished 10,000 mark, still in running order.

Ah well, c'est la guerre!

.....

dried mud. You hit them unexpectedly and are off before you realise you're on one. Fast and slow I've tackled them, but it made no difference. We took up photography and sailing in the bay, too. Great days.

Midsummer found Ron and me in the sub station down by the harbour, where we passed the best 3 months of my army career. We were in an orchard, in tents comfortably spaced and furnished with spring beds, deckchairs and a table picked up from various places: practically no work to do. In the evenings we made wonderful suppers, all "buck-hee" and used to sit out watching the firework display from the A.A. The berrage was pretty hot and the shrapnel used to pitter down like rain but we suffered no harm. Usually the Luftwaffe dived on the shipping in the harbour and dropped 1000 pounds. The daytime we idled away swimming, reading, napping, "salvaging", working on the Nortons and on our pet Benelli. This we'd got from: an SA enthusiast called Harrington Johnson who was later captured at Sidi Rezaigh through stopping behind to get a Guzzi. She was one of the 500 ohc jobs with spring heel and F.C. and she must have been good when new but when we had her the max she'd do was 60/65 due to a warped cylinder head. However, we used to take her on the beach and emulate Ron Parkinson and the Southport boys. I was told that an Aussie had a new one up at Tobruk which had done 90, over the desert at that.

Things went fine till Christmas that year (1941) when they gave me a miserable clerical job at the 'drome. My Norton had then reached 5,600 miles, trouble free, and I'd just fitted a new piston, but they took her from me and gave her to some idiot who seized her in the next 50 miles through not filling the oil tank. That was typical of most of our DRs. At that she was returned to me so we fitted a S.H. piston and I went on the road once more. The Benelli we'd swapped with some NZs for a Guzzi but before we could get her cracking the CSM found her, so she had to be "lost".

The Jermies had now been in the desert for about a year so Jerry vehicles were filtering thro'. There were several fascinating little "double-single" 2 strokes - Triumph, DKW & Puch as well as BMWs. I heard tell of flat four Zundapps & ohc BMWs but never saw any. They'd all rigid frames, by the way. We set our minds on a BMW & early in the new year managed to acquire the necessary parts to build one up & have a spare engine, too. She was a 1000cc SV transverse flat twin, car type gate change, unit construction, shaft drive, 2/3 plate clutch, hydraulic forks, very poor clearance, and the detail work such as finish, quickly detachable wheels, not a single grease nipple, was really good. In one pot we had to make do with a Ford piston which left much to be desired but was the best we could manage. The steering was wonderful - Ron took her at 60, standing on the resist and with arms outstretched on a part of the road where you had to hang on riding the Norton. As to max., say 65 or so, and although the acceleration seemed good, my Norton, which had then done 8000 miles, could beat her up to 50, partly due to a much quicker gear change.

The club has a healthy I.S.D.E. fund which is intended to subsidise the costs incurred by helpers, as well as riders, but in order to lessen the financial pain even further, I hope to start a savings scheme. Members could pay as much or as little as they like each week, without being committed to a fixed amount. The money would then be paid into a high interest savings account, so all contributors would gain the advantage of the combined savings, and anything left over from the holiday would be paid back with interest. The sooner we get started the better, so if anyone is interested please see me at the club on Tuesday, write or telephone (see the back cover for details). Suggestions for club or fund raising activities are also welcome.

Finally, can I welcome the substantial number of new members who have joined us in the first few weeks of this year and equally important, turn up on Tuesday night. To all those members who find it difficult to come down to the get togethers, please do make the effort, it is a good night out.

I look forward to seeing you Tony Elford (social secretary)

### Club Events for 1972 (proposed)

Date	Event	Status	Zone
19th January	Fisher Trophy Trial	r	1,2,3
22nd March	John Hartle Trial	r	1,2,3
4th May	Dead Easy Trial	r (y)	1,2,3 pg.
25th May	Dead Easy Trial	r (y)	1,2,3 pg.
21st June	Dead Easy Trial	r (y)	1,2,3 pg.
5th July	Dave Rowland Trial	n	1,2,3
25th July	Hawks Nest Trial	r (y)	3
26th July	Brinks Enduro	r	
13th Sept	Dead Easy Trial	r (y)	1,2,3 pg.
4th October	Dead Easy Trial	r (y)	1,2,3 pg.
29th November	Northern Experts Trial	nr	1,2,3
26th December	Boxing Day Trial	r (y)	1,2,3
17th January 93	Fisher Trophy Trial	r	1,2,3
	Centre Championship status applied for		

r = restricted/open to centre n = national  
y = youth pg = private ground

### Annual Dinner Dance

28th February at the Barnhouse, Bredbury

Bar, Disco, Raffle. Tickets £11.50 see Linda Roberts 0625 871474

## M.L.C. Exeter Trial 3-4th January 1992

I'd entered the trial assuming that the ignition problems on the Yamaha Wasp would be sorted in time. A week before Christmas there was still no solution, but Brian Capper came up with the suggestion that a conversion to a Lucas 'Rita' system might be the answer. So he arranged to get appropriate parts, and his brother John agreed to fit them. When they tried to fire it up it backfired and smashed the kickstart shaft through the clutch case. Mitsui Yamaha had closed for Christmas and there did not seem to be any second-hand parts for T.I.600's. It seemed as though I would have to ride the B.M.W. - 6.S. solo again.

However, on Friday night I had a brainwave and rang Melvin Cranmer. I'd sold him a sidcar that I built for the B.H. four or five years ago. Yes, I could borrow it with pleasure. I went up to Hayfield to collect it on Saturday morning, fitted it on Sunday and went to try it out with Dave on Christmas Eve. Now Dave is 17 stone, so the suspension was way too soft and it was back to the workshop to dig through shelves for dampers and springs, find suitable ones and fit them. We tried it out again and it was much better, but the steering was hard work with solo trail, so we decided to trailer it down to the start.

We arrived at Cirencester in pouring rain, 45 minutes before the start time of 23.35 on Friday night. We started on time, but got confused over the route during the first two or three miles. We eventually got going okay though, arriving at Cricket St. Thomas in Devon at 2:33, on time for the one hour breakfast stop.

We partook of breakfast and restarted at 3:33, driving 11 miles to the first observed section, 'Keerhay'. We cleaned it with sales all round. The B.M.W. engine characteristics were ideal, but the handling and steering were not so good. Section 2, 'Norman Hugg' near Honiton, was a very steep climb straight up, and no bother. Likewise 'Clinton', half a mile further on, and 'Waterloo' was another clean. Then on to 'Kennel Lane', a very steep winding tarmac road with a restart on a tight bend. I abused the clutch but got away alright. I needed to adjust the cable to stop it slipping.

It was still raining at 7:33 when we arrived for our second breakfast stop at Exeter Services on the M5, 70 miles from Cricket St. Thomas. An hour later, we restarted on time for section 6, 'Wintout', with a double restart. We cleaned again. Fingle Hill on Dartmoor, a long winding hill on shale, had a superb sidcar section (what your right hand's for!). The first special test followed just after, and our time was poor.

At 'Hooster Steep' (section 8) we suffered passenger error and the sidcar went over the bike, which meant that the first class award had gone. Then we had our second special test. We were reasonably fast this time.

Our troops advanced: it used to shake up the liver bike more than somewhat for the road was only half made, all boulders and loose stones which played Hamlet with tyres and springs: we used to end the run in a vile temper. Nor did dust storms improve matters. But all these snags were offset by the kit littering the desert for miles around - clothing, food, weapons, M.T., bikes, everything. We didn't do so badly and I established a little trading station. I got two broken-down Gazzis and built up a workable model. She was a unit construction, horizontal ohv 500, with spring frame, hairpin valve springs, rubber mounted bars, F.C. and very small diameter metal to metal clutch. The clutch was hopeless and the motor not so hot for an ohv but even with one ring missing she was as fast as a WD Norton, whilst the springing and high ground clearance made her a good 15 mph faster over the 'blue'. I had some good fun with her and when we returned to Mairuh in Feb managed to make quite good time and beat the other vehicles by an hour. But she went into Salvage when the CSM found her.

Other lb. bikes were:- 250 & 500 ohc Benelli: 500 sv Gilera: 500 sv Bianchi: 500 2 seater Aeca with S inlet OH exhaust Guzzi engine: 250 ohv Guzzi: and various mopeds. All had flat top pistons and air filters: all the 500s had rear springing and the overhead jobs all hairpin springs. There was a very run looking buld, the SPA, with huge wheels and four wheel drive and steering - I think it was used for towing guns: and the little 2 seater FIAT tanks.

Back at Mairuh they gave me the oldest Norton ever. One look and we saw it would be easier to start from scratch so we borrowed a truck and went 'salvaging' and in a fortnight had got the necessary bits from abandoned bikes and built another. She lasted 2000 miles when an oil pipe fractured, with another D.R. riding, and she seized good and proper. About this time the Aussies were in the town and they lifted half our section's bikes: not that we worried for we were wanting new ones. We recovered two but they came again in the night with a truck and took three more and most of the filters' tools as well. But we got on with them quite well and my pal Ron W. and I picked up a few 'backers' repairing old bikes for one of their officers.

Then in the early summer the S.Africans arrived. Their coming eased things for us as we were attached to them and what 6 of us had been doing there were now 30 odd to do. Apart from the local runs we'd had a daily truck service as far as Tobruk, sometimes further, with the result that maintenance was neglected and we were actually reduced to 2 bikes for the 6 of us. However, we got new Nortons, much to our delight. These SAS were a really keen crowd and we had some high times. They had 750 sv Harley V-twins with huge 5 in. tyres and foot clutches, faster and more comfortable than the Nortons and better for normal desert use, but we proceeded to demonstrate that you could take a Norton where a Harley got stuck. Ron and I used to organise trials for two and we found some tricky sections. One type of going had us kicked - salt flats which after rain and in the high tides of Autumn are pure slime hidden under a thin upper crust of

On a couple of previous occasions I have put into the Newsletter extracts from notes made by my father, Andrew Stewart - a long-time Club Member - when he was a POW in Italy during the last War. As you may recall from before, he was a despatch rider in the Royal Signals stationed in the Western Desert, and this article is about that period. The towns mentioned are mainly along the coastal strip in the area of the Egyptian/Libyan border. PG70 was the prison camp in which he wrote the notes. The "Don R" of the title isn't mentioned in the article or other notes, so I've no idea who he was; possibly "Don R" > "DR" > despatch rider, but I don't know for sure.

Rick Stewart

### DON R IN THE DESERT

PG 70

9th June, 1943.

On 12th Oct. 1940 I was posted to Mersa Matruh which was then in the front line, more or less, and subject to heavy air raids from the Italians, a fact which automatically freed us from parades and similar unpleasantnesses. We lived over on the white sandhills, close by the shore, in home made dug-outs and, one way or another, had a pretty good time with plenty of swimming and sunbathing.

The section I was with (Signals) had brought a few pre-war Nortons down from Palestine, good stuff but rather the worse for wear, and there were also four new BSAs, one of which I used. The runs were really good fun, all local, about 20/30 miles long and very like a half day sporting trial, with plenty of soft sand, rocks, and a water splash or two. If you felt so inclined, you could pick out some real teasers but in those days we'd little time to spare, the evening run particularly being a race to finish before darkness fell - lights weren't permitted. The road was pock-marked with imperfectly filled bomb craters and apart from its difficult surface, the desert was fairly extensively mined and there were also a number of unexploded bombs and thermos flask bombs about, so we weren't keen on night work. Spare parts for BSAs were unobtainable and within a few weeks all except mine were off the road with quite minor ailments. Later we learnt to go "salvaging" and ignore Ordnance: it was the only way to keep going.

This went on until early in December when Wavell's push started. They gave me an unchecked compass and a map of Matruh ("sorry we've none of Barrani"), shoved me in a 15cwt Morris and away we went. Nobody knew what was happening, least of all me, but there was much banging and flashing, then someone said Barrani had fallen, and it was so. We stayed here, living in a dug intested tomb below ground, which was rather cunning because the Signal Office folk could never find it after dark so I slept in peace. However, every second day I had a run to Sidi Barrani, later extending as

At 'Baddaford Lane' we queued for three quarters of an hour before the marshal declared it not passable for sidecars, then off to 'Stams', a very steep, rocky and wet section. We couldn't go fast enough due to the erratic 'solo' steering so we floundered on a rocky outcrop, making our third failure and dropping us down to a third class award. We were now 227 miles into the trial and it was still raining.

By 12:38 on Saturday afternoon we had reached section 11, 'Slippery Sam' at Rocambe, near Babbacombe, a steep rock and red clay climb with a restart on a bend. We stopped at the line with the sidecar high, I thought the sidecar was coming up, so I put my foot down and rolled back (too!!). I then realised that my passenger was doing his job and the sidecar wheel was on a lump, so I let in the clutch and moved off. Unfortunately that was a fail, so no award.

We reached Sefton Hotel in Torquay at 1:53 to sign off and receive our finishers certificate - Hurray!. We had covered 245 miles and it was still raining!

Those of you who know the problems I've been having with the car's ignition will understand the finishing cheer. Dave has now had the case welded, and I have fitted it and tised the ignition. It seems okay - keep your fingers crossed!

Peter Potts

Tuesday 25th February

Trials Video Night

1991 Northern Experts Trial - Boxing Day Trial - Fisher Trial

Cheshire Centre Championship Points

Expert	Intermediate	Novice
15 J. Darlington	15 D. Stone	15 P. Guinlan
12 M. Hoiland	12 J. Carter	12 J. Hughes
10 P. Houghton	10 C. Proctor	10 G. Parker
8 D. West	8 J. Hayes	
6 P. Heywood	6 D. Buckley	
5 F. Bennett	5 C. Hobson	
4 R. Dale	4 B. Cottrell	
3 C. Barlow	3 D. Hughes	
2 M. Gardner	2 M. Arbuckle	
1 J. Hawker	1 S. Dale	

## Fisher Trophy Trial

Cheshire Centre's 7 round championship got underway at our Fisher Trophy promotion on Sunday 19th January. A start at Hawks Nest and a trip down the track to Manor Steps meant that all of the sections were just in the midland centre, although all but one of the 57 entry came from the Cheshire or East Midland centres.

The result was going to be close, with several competent riders in the entry. Current Cheshire Champ Mark Holland was there, along with mates Paul Bennett and Dave West; all blessed with the advantage of late numbers. Ex-Champ Jeremy Darlington, back after another lay-off was leading the Welsh most likelies Phil Houghton and Paul Heywood. Yorkshire visitors Darren Wasley, Clarke Brothers and Davy Howwood, together with locals Andy Dale and Chris Barlow, looked like keeping the competition hot.

Manor Steps was the first group to be tackled. This long gully of bright orange ochre tinted water flowing quickly down to the lane provided a good mix of 7 sections. Number one, a straight-forward fording of the main river and up its orange tributary, only caught out Paul Heywood. Perhaps that was due to his 100 odd mile early morning trip to the start.

Section 2, a steep side gully, dry on the day and full of loose rock waiting to roll away from any unweighted rear wheel, took it's toll of the less experienced. Only Andy Dale, Jeremy Darlington, Phil Houghton, Mark Holland and Andy Gardiner managed clean sheets. Section 3 was one of those up the stream and loop out affairs with a nasty undercut which defeated all the novices and linters at some time except for Chris Proctor and Stephen Bisby.

The next three sections were all up the stream with visits onto the bank in various ways leading to the most difficult section of the day and the final one at Manor Steps, section 7. This up and down a steep grassy bank torture cost Mark Holland his only five, and with it the trial as arch rival Darlington dropped only two ones to make six in all. It was only Chris Clarke and Chris Barlow who looked like mastering this, parting with only one a piece as the grip evaporated on their second and third visits respectively.

Back at Hawks Nest and the river sections known as Robinson's Rocks, two tough sections awaited. The first was multiple crossings of the river, which only Holland and Dale mastered fully. The jubilee of mud embedded boulders, which formed the second horror, was responsible for taking marks from everyone except Wasley and Dale. The difficulty was caused by making sure the rear wheel did not slide on the rounded step and wide out a barrier.

The final five sections were all on the famous Hawks Nest hillside which were all up and round the boulders which form the surface. The series of steps of the final climb caused most problems, as the rich black peat carried onto the huge slabs. Cleans became few, and only Darlington and Heywood remained fairly feet up over the Nest sections.

Best intermediate by a factor of two was Yorkshire visitor Bisby with a total of 62. Tony Birks was on 124 and best local inter Danny Stone on a huge 130. It was certainly a tough do for the inters and novices. Best novice Andrew Longden, mate of Wasley, having only two cleans and totalling 132, with the best Cheshire novice, the very experienced Paul Quinlan, on 135 from a possible maximum of 210.

Ken Roberts

### Awards:

<b>Fisher Trophy:</b>	Jeremy Darlington	Gas Gas 250	10
	Mark Holland	Gas Gas 250	11
	Chris Clarke	Yamaha 250	16
	Phil Houghton	Yamaha 250	19
	Paul Heywood	Aprilia 280	21 31 cln
	David West	Yamaha 250	21 30 cln
<b>Best Intermediate:</b>	Stephen Bisby	Fantic 250	62
	Tony Birks	Yamaha 250	124
<b>Best Novice:</b>	Graeme Parker	Montessa 309	131

### Hoxing Day Trial Results

<b>Premier</b>	Chris Barlow	Fantic K-Roo	4
<b>1st Class</b>	John Hulme	Shurt Yamaha	6
<b>2 Shock</b>	David Hooke	Bultaco	8
<b>Best Youth</b>	Mike Roberts	Gas Gas	22
<b>Best Inter</b>	Danny Stone	Fantic K-Roo	36
	<b>Easier Route</b>		
<b>Premier</b>	Chris Nuttall	BSA	10
<b>Best 40+</b>	John Piant	Honda	13
<b>Best Pre-65</b>	Peter Scottney	Cub	14
<b>Best Youth</b>	Ben Kirkman	Beta 125	22
<b>Best Novice</b>	Derek Magstaffe	Yamaha	22

### Race Night

Friday 27th March

ISDE fund raiser