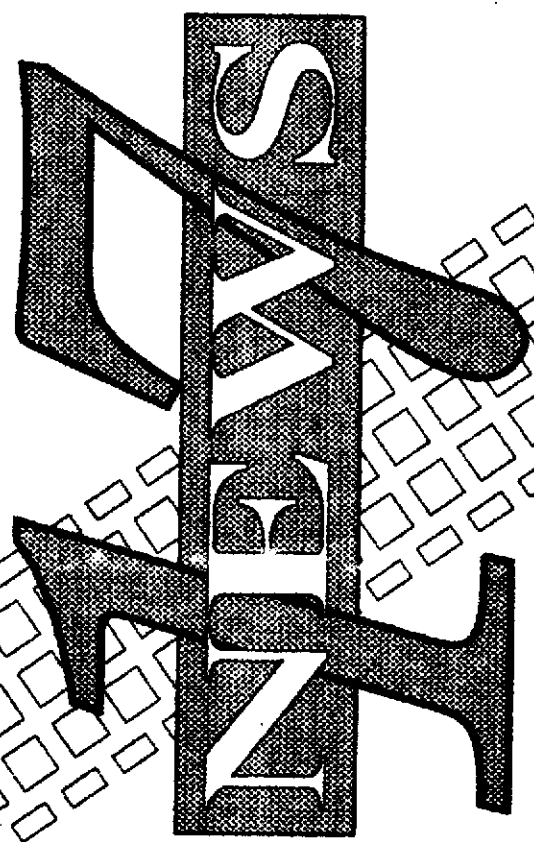


The Manchester '17' Motor Cycle Club

Committee Members

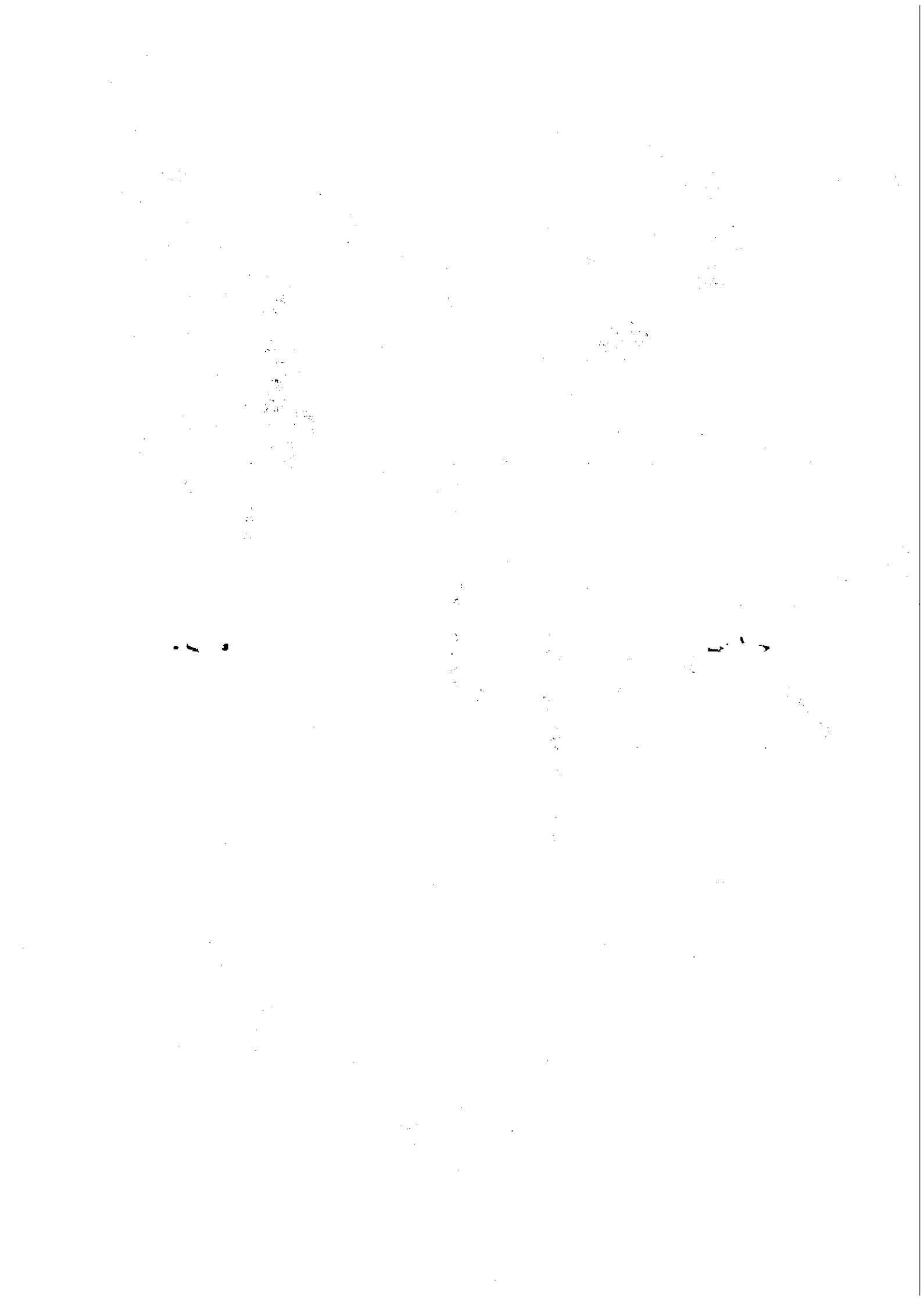
President	Edgar Rosenthal 0625 576127	53 South West Av., Bollington, Macclesfield, Ches. SK10 5DX
Chairman	Gordon Ruffley 0625 877331	38 Charlecote Rd, Poynton, Stockport, Ches. SK12 1DL
Club Secretary	Pat Priestly 0457 868469	2 Kinder Close, Glossop, Derbyshire. SK13 9UH
Treasurer	Ann Abler 0625 582969	24 Uppast Lane, Nileslow, via Stockport, Ches. SK9 6DH
Membership Secretary	Peter Cunningham 061 456 5701	22, Harleen Grove, Offerton, Stockport, Ches. SK2 5DU
Newsletter Editor	Geoff Minstanley 061 431 3661	30 Windmill Lane, Reddish, Stockport, Ches. SK5 6SN
Enduro Secretary	Carl Horne 061 881 4104	20 Sark Rd, Chorlton-cum-Hardy Manchester. M21 1NT
Social Secretary	Tony Elford 061 445 5237	63 Heathside Rd., Withington Manchester. M20 9XH
Publicity Officer	Mendy Buck 0246 418722	2 Lowry drive, Dronfield - Woodhouse, Derbyshire. S18 6DR
Club Captain	Peter Hallam 0663 741712	13 Diglands Ave., New Mills, Stockport, Ches. SK12
Rights of Way Officer	Peter Potts, 061 336 4484	2 Corrie Close, Denton, Manchester. M34 1FU
Ordinary Members	Geoff Mills, Kevin Buck, Danny Stone, Les Penson.	

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



The Newsletter Of  
**THE MANCHESTER '17'**  
Motor Cycle Club

0524  
414 John  
531 Dickson  
Fax (425469)  
5547  
30403





June 1992

Sometimes getting 'copy' for this magazine seems like getting blood out of a stone, but then suddenly I seem to have hit a main artery. There's some good stuff too, including a new contributor, Colin McMicholl, who seems to have mastered the art of succinct reporting on his first attempt. There's a refreshing letter, from a satisfied member with some positive comments about one our trials, plus of course all your old favourites. I hope that it's been worth the long wait.

It's the time of year again when we usually expect to see the club holding its high profile events. Sadly though, we still haven't found any suitable land for the Brinks Enduro. The trials folk though, are keeping us in the public eye. In addition to our national, The Dave Rowland Trial, the club is to run an arena trial. It is the main event in the Braehall Festival on the 20th June, run by the Braehall Round table. Come along to Braehall Park, Stockport, and watch our better riders demonstrate their skills. As always help on either event would be much appreciated. Give Ken Roberts a ring on 0625 871474 if you can lend a hand.

Geoff Minstanley, Editor.

## Dates

### Trials

20th June	Arena Trial, Braehall Park (see editorial).
21st June	Dead Easy Trial.
5th July	Dave Rowland Trial.
25th July	Hawks Nest Trial
13th Sept	Dead Easy Trial.
4th October	Dead Easy Trial.
29th November	Northern Experts Trial
26th December	Boxing Day Trial
17th January 93	Fisher Trophy Trial

Remaining Rounds in the club enduro championship

13th September	T.O.W.
20th September	Hafron - postponed from May
4th October	Hamsterly
29th November	Ceri

**Enduro to Field-Crossed Forest**

In the 6th May an enduro meeting was held with the idea of discussing the demise of the Brinks Enduro, and the options left open to the club. A brilliant turnout had the rather shy chairman struggling for control, as a lively debate ensued after it was revealed that all efforts to return to Brinks Farm, or secure other land had failed. The possibility of running a hare and hound event was discussed, but the land in question was still too small and would need the use of adjoining land, which was owned by a motorcyclic haling farmer! Other possibilities were: a joint venture with another club; and a Fowls or T.O.M. type road event (enthusiastically put forward by Vernon Leigh); but these brought us back to the original problem of requiring a large area of land.

Gordon Fytley pointed out that there are large expanses of land in Dorsetshire, owned by the Forestry Commission, Water Board, and Post-Part etc., and that an official approach with a proper follow up was the only way of getting use of it. Gordon volunteered to write, with guidance from Edgar and general help and support from Wendy Buck, Tony Elford, Vernon Leigh and myself.

The next item on the agenda was enduro tyres, a popular subject on club nights. The general consensus is that they are harder for novices and clubmen to ride on than motorcross tyres, as they offer less grip for acceleration and braking. They also cost more, wear out faster and are less readily available. The A.C.U. introduced them to bring England and Wales into line with Europe, and to reduce land erosion. The ecological reason is not holding as most event organisers report similar or worse than usual, land disturbance; with one club insisting on motorcross tyres in future.

Although no real solutions were reached, we decided to write a letter to the A.C.U., detailing feelings within the club. We felt that this would be the best way to fuel an investigation and possible rule change.

The last item on the agenda was the possibility of a club entry in the Glendalough Enduro in Ireland on the 24th and 25th October. It is a two day event covering approximately 120 miles each day. Glendalough is about 45 minutes drive South of Dublin, in the Wicklow Hills. Several people expressed an interest on the night, but the more the merrier. The ferry costs £19 for a car, or £146 for a van, with us to 5 adults. Entry fee is 45 Pounds (about £40), and you can expect to pay around £10 to £12 a night for bed and breakfast. More detailed costs will be available later.

Carl Horne

sets. The sets were polished by spinning rear wheels, and this was the result: there was no grip at all and only two sidecars cleaned it.

Blue Hill 2 was a very steep, loose, rocky climb. "No restart?" I asked the start marshalls. "Yes, they are all stopping" he said. Instead of having the courage of my convictions and ignoring him, I faltered at the line and could not get going again. I should have gone straight up as I had thought, so the moral of the story is to stick to your guns.

We then had a long boring ride, 34 miles on the A30 to Lands End and special test number two. The test was round some cones on a flat gravel car park. I must have been suffering from brain fade, and went the slowest way round, so I didn't get a good time at all.

The verdict: a very good, enjoyable trial, with hard but fair sections. The weather was fine and clear during the night, but with dawn came a sea mist which made for difficult riding conditions, wetting goggles and glasses. We thoroughly enjoyed it.

Peter Potts

**Bikes for Sale**

Greeves Scottish  
ore 45 trials  
1900 V.G.C.  
£850  
0623 822788

Suzuki GP 100  
roadster/learner  
low mileage A reg  
offers  
061 343 3682

Yamaha 250 trials  
monoshock trials  
road registered  
£795  
Joe Hayes  
061 475 7508

Beta TR34  
250cc air cooled  
monoshock trials bike  
£895  
Andy Dawson  
061 440 0446

## Lands End Trial

This year the M.C.C. decided to finish at land's end, as the original trial did in 1908, instead of Newquay as the more recent trials. Due to the long distance home on Sunday, we decided to start from Okehampton and stay overnight at Perranporth, along with Ian Hingley and Richard May, who live in Bristol and Balham in Surrey respectively. We, that is passenger Howard and myself, trailed the outfit to Perranporth, and rode back to Okehampton for our 8.15 p.m. start on Friday night. The Yamaha Wasp behaved itself, and we arrived in time to refuel ourselves and the bike. Brian Starkie, who was to ride along with us, arrived shortly afterwards.

After scrutineering, we started on time and rode 78 miles to Tintinhull in Somerset. There we joined the riders who started from Bristol and Basingstoke. We restarted at 11:34 with twelve miles to go to the first section 'Lug Lane', which had a restart test part way up. We cleaned that, and went on to 'Croford' near Minehead, where we cleaned again. Then on via Porlock Hill to 'Beggars Roost', which has been used as a section since the 1920's. It had a restart which I failed to see. Consequently I got in the wrong part of the track, could not restart, and failed! After that, we went on to clean section 5.

By 7:24 we had covered 157 miles and reached section 6, a very steep, rocky, wet climb with a restart, which we cleaned in fine style. It was a superb section (what your right hand's for). 'Hobb's Choice' was clean again. Then came 'Darracott', another 1920's section, and quite infamous; but we cleaned yet again. The next section was number 9, 'Brackington', a steep rocky climb doctored by the local farmer with a load of effluent. I gave it full welly and came out at the top to cheers and clapping from untepen spectators. Then seven miles on to Starapark Cafe at St. Kitt's for breakfast and an hour's rest.

We restarted at 8:50 with four and a half miles to go to section 10, 'New Mills', a double restart which we cleaned okay. We got lost here, and had a difference of opinion with Brian, departing in different directions. Half an hour later, though, he came roaring up behind us.

'Morleggan', the next section, we dealt with alright.

Similarly, we achieved quite a good time at special test number one. Section 12 was 'Milltown', where we got a bit out of hand on two occasions when the sidcar wheel was in the air and the handle bar was going along the bank, so I thought we got away lightly when we were only docked one foot.

The final two sections and the piece de resistance were at 'Blue Hills Mine'. The first section there was a simple ride of about 100 yards, followed by a U turn in moorland terrain to a 45 degree climb, about five feet high and paved with blue granite

## Dead Easy Trial 4th May

A total of 86 feet-up fanatics turned up for our Dead Easy Trial on Monday 4th May, at Hasliff Farm above Boxton. The course was spread over a huge limestone venue, and each of the four lap circuits contained more than two miles of high speed going between the 12 sections. As always in these truly sporting, awardless events, riders had the choice of two routes in each section. This allows better riders to compete if they wish and beginners to progress to harder stuff as they see fit.

Scores were inevitably low, or even invisible, with clean rides on the harder route coming from Best Expert Andy Merrick, playing in his back yard, Best Youth Mike Roberts (who helped set up the course) and Best Over 40 Tony Wyatt.

There were plenty of single scores on the harder route and Best Inter was decided on most cleans, after winner Steve Ranson and Brendan Byrne both lost one mark. Also on one was Alan Hulme, out on someone's old 347 Montesa in the twin shock class, together with Best Novice David Noble.

Other notable rides came from old timer Bill Chell on two, David Unwin on three, and Keith Hobson on six. Handicapped by his kids Anton and Nathan, Ray Cave shed seven, as did Charlie Kennedy, while best of the Winsford team was Terry Sutton.

The dead easy course also ended up with lots of low score ties. Over 60 rider R Foulson, with his trusty Cub, parted with a nervous one at his first visit to the limestone outcrop, section three.

Kevin Kelly made it to section 10 for his only dab, and schoolboy M Williams cleaned the first lap to cast his only prod on his second visit to number four. Best on the easy course though was N.L.Morris, who stayed clean until the last lap for his solo dab.

Ken Roberts

### Best Results in Each Class

	harder route	dead easy route
Expert	Andy Merrick	0
Youth A	Mike Roberts	0
Over 40	Tony Wyatt	1
Inter's	Steve Ranson	1
Novice	David Noble	1
Twinshock	Alan Hulme	1
Pre '65	Keith Hobson	5
Youth B	Rick Pearson	21
Pre '65		
Youth B		
Over 40		
Novice		
Twinshock		
4 stroke		
Youth C		
Sidcar		
Ken Roberts		
N.L.Morris		
M Williams		
Kevin Kelly		
Glen Pike		
Rick Hayes		
Dave Hibbert		
Steve Hodges		
Key Hipwell		
Carol Jones		
Sean Merrick		

## Dead Easy Trial 25th May

We had another huge entry for our second Dead Easy Trial at Ferrilee near Whaley Bridge on Bank Holiday Monday 25th May. Among the 104 starters were absolute beginners in every class, from youth D through to Over 40s. There were over a dozen family groups, a couple of sidacar beginners, a local expert out for a ride while minding a mate's lad, and plenty of talented youngsters.

It was the youngsters who almost came through on a clean sheet, over the 4 laps of 13 sections, on the harder course. Terry Craig took a day off from the pressure of revising for exams, to finish tied on one with local C Class British Championship runner, Oliver France. Terry took the overall win by remaining feet up until his third visit to the muddy ditch that formed section 4. Oliver had previously parted with his only dad on the same section at his first attempt.

Third overall on the hard route went to David Umrin, who was still clean until his last attempt at muddy number 4, which cost him one. Then he lost one more on the innocent looking stream crossing and tree root climb of number 9. Tom White had two of his six on the notorious number 4, and the balance in single dabs. One on the small waterfall and turn out over both dabs which formed section six. Here Best Inter Steve Ranson was credited with a 2, which he claimed wasn't his.

The over 40s went to the 'unknown' Brian Cottrell on his new white Gas Gas. His total of 2 were 5 were all taken in singles. One each lap on the tight muddy step exiting the stream in section 5, and a one on infamous number 4. Only old stagers Ron Hulme and Dave Murray managed a clean sheet on number 4. The closest competition of the day was for the oldies, with Fete Hallam on 12, Ken Hulme, Dave Robinson and Bill Chell on 13 along with Dave Murray on 15.

Fete Stevenson got the drop on Mark Bennett on 'east ciems' after they both dropped 8, Fete's 2 and 5 on that muddy gully meant one more clean than Mark's single 5 and 3 separate single dabs. Toby Eyre must still have been getting the feel of his Gas Gas Delta to get just one five, on the muddy step turning out of section 5, in his total for the day of 13.

David Bacon out with just Mum and Dad for a change, took his beautiful little K-Roo to a well earned result of 9. His only slip being a 3 at his first attempt at the long, narrow, twisting rocky stream which made the totally natural number 7.

The dead easy route included the unaltered number 7, as well. It was easily the hardest section on that optional course. All Peter Carr's total of 7 dabs were lost on this one. Second on the easy course was best D class Phillip Remoupez, on his Fantic, taking a creditable 13.

driving across the road (he will be excluded from our championship as well if he carries on like that). Tim Bates, Colin McNicholl, Stephen Robinson, Andy Acton and myself all received bronze awards (Ira and Colin were also excluded from the Bullth Wells Championship). In the sportsman class Mick Phillips enjoyed himself immensely and won the class with fast, consistent special test times and no route penalties.

Thanks to Brenda Ruffley, Ann Ambler, Lorraine Horne, Kevin Buck, Tony Elford, and Pat Showlin for helping at the events. Without them we would have found it a lot harder than we did.

Carl Horne

## Mountain Top Enduro

The Aberystwyth and District Club's 'Mountain Top' Enduro on the 24th of May was run in hot and sunny conditions. Despite that the number of entrants appeared to be a little less than usual. The Manchester 17 M.C.C. hopefuls in the field were Ian Ruffley, Dave and Andy Acton, Wendy Buck, Paul Green, Ian and David Carr, and myself.

Most of us, being professional, travelled down on Saturday in order to walk the special test, relax and get psyched up - or was that pissed up - in preparation for the event to come. Being extra confident, we decided not to walk the special test, and put the time to some other good use with a visit to the White Lion in Machynlleth. We discussed tactics, machine preparation and several other topics including dingo dung and The Magic Roundabout.

Onto the day itself: The experts had to complete twelve laps, while the clubmen and 4 strokes had to do seven. The terrain was a good mixture of tight forest tracks and open moorland. The special test was fast and open with rolling hills, jumps and a bog. The test was timed on laps 2 and 3. The time allowance was generous for the early laps but diminished rapidly, requiring a sudden increase in pace to stay on time. In my case the pace was a little too quick, resulting in a hairy moment and bent handlebars.

Wendy Buck lost a little time but gave 100% as usual to record a good finish. Dave and Andy Acton, Paul Green and Ian Carr all finished on time. Dave and Andy were looking remarkably fresh at the finish. David Carr retired, and Ian Ruffley, riding with the number one plate, was also forced to retire due to mechanical trouble.

Kevin and Steve also deserve a mention for their efforts helping out at the check. All in all it was a thoroughly enjoyable event.

Colin McNicholl

## The Enduro Season Starts

For some members the season started at the Brexiland Enduro. Ian Ruffley took top honours in the bared out moped class, but unfortunately everyone else from the club either crashed or broke down.

Another event that saw a number of club members entering, was the hare and hounds event at Two Dales in Derbyshire. The gruelling three mile course had to be cut short by an hour (3 hours in total) because it seemed that Andy Smith was the only one able to get around. Out of the club members, I finished third. Clubman shortly followed by the Action Brothers - Dave and Andy Acton, and Ian Richardson from Harrogate; with Steve Robinson the last '17' finisher (38th out of 54 finishers).

The first event in the club championship was the White Horse. Only a few club members managed to get an entry to this popular event, although those that did probably wished they hadn't, as it didn't stop raining for two weeks leading up to the event. The start was at a different location this year with a new course of 17 miles per lap. The times to each check seemed very slack, which to me, indicated tough forestry going lay ahead, and I wasn't far wrong.

The first lap albeit foggy, wasn't too bad. Most riders problems started on the second lap, on a steep, muddy, uphill climb not far from the start. This took its toll on clutch levers and cooling systems (both riders and bikes), and led to the down-fall of Henry Rosenthal, Brian and Paul Garner, and Tony Elford. Tony's problems didn't become apparent until much later into the lap, when the bike seized solid after bursting a hose. Ian Ruffley's 80 began to misbehave which led to his retirement, so in the end only Ian Richardson and I scored points for the club championship.

The next event in the club championship, the Cwa Owen, saw a bumper entry from the Manchester 17, with twelve riders starting and nine finishing. Again, the weather was wet and windy for most of the day, but it didn't seem to deter anybody. The course, which was the reverse of last year's with a few extra pieces thrown in, didn't present many problems.

It was the special test where the action was, with most people getting stuck somewhere along it. I couldn't get up one of the hills, Wendy Buck had trouble in the stream crossing, and Andy Acton lost his bike in a bottomless bog. Les Penson managed to finish the event despite puncturing his rear tyre. According to Les he fixed it in a record 6 minutes, but it looked more like 12 on the video!

Ian's 80 broke down with a snapped reed petal (probably the cause of his retirement in the White Horse). Brian and Paul Garner, keeping it in the family, both retired. Dave Acton had brilliant special test times putting him on a silver, but was excluded from the Bullth Wells Motor Club's championship for

Over from Hales were father and son, old bike enthusiasts, Peter and Paul Thomas. They had brought along with them two lovely examples of machinery from yonder years. This time it was the younger Thomas, on the older bike, who won the family competition.

Ken Roberts

## Results

	harder route	dead easy route
Terry Craig	250 Yamaha	1 Peter Carr
Oliver France	80 Fantic	1 Philip Renouprez
David Unwin	250 Yamaha	2 Paul Thomas
Steve Ranson	250 Yamaha	4 Lee Goostrey
Brian Cotrell	330 Gas Gas	5 Jodi Hanson
Thomas White	250 Yamaha	6 Simon Ashton
Peter Stevenson	330 Gas Gas	8 Peter Thomas
Mark Bennett	301 Fantic	8 Mark Reynolds
David Bacon	80 K-Roo	9
Tim Bates	250 Yamaha	9
Peter Mallam snr	K-Roo	12
Baren Robins	323 JCM	13
Ron Hulme	125 Fantic	13
Terbjorn Eyre	250 Gas Gas	13
David Robinson	250 Yamaha	13
Bill Chell	250 Yamaha	13
		250 Yamaha
		250 Yamaha
		80 Fantic
		197 James
		200 Yamaha
		250 Yamaha
		246 Montesa
		440 BSA
		TY80 Yamaha

## Letter

9 Hereford close  
Desborough  
Northants

Dear Ken,

Just a note to say how much I enjoyed your Dead Easy Trial on Monday. I am just starting trials, much too late in life really, but although I did not do all the sections, at least I felt I had a chance, and they did not terrify me!

The day made a fairly long trip well worthwhile. My thanks again to you and the observers.

David Burges

# ALL DRESSED UP ...

## [AND NOWHERE TO GO]

How many times have you been asked (or asked someone, yourself) "where are you riding on Sunday?"

How would you like to be able to answer, "Nowhere - there isn't anywhere to go!" That's not nowhere as in no events on, but nowhere as in physically no place where you can legally ride within a reasonable distance.

O.K. That's a worst case situation and it isn't likely to get as bad as that.

In most places. But it might in some. Possibly (probably?) on your patch.

We're all aware that both getting and retaining good land for our events (both trials and enduros) has never been easy. By virtue of our geographic location, a large part of the land that we're most interested in is in a National Park which is under increasing pressure from growing major cities to at least three sides.

Reflected for a moment on where the south eastern edge of the Manchester conurbation is now and where it was 20, 50 and 100 years ago. The same applies to every town and city in the country. Not only are there more people, there's less open countryside for them to get out into.

That pressure is not just from people who want to use the land for all kinds of leisure and sporting activities, but from groups and bodies involved with the conservation, preservation and restoration of everything from open heather moorland to animals, birds and other wildlife. Who's to say who should have what degree of priority or be banned altogether?

There's another group who have an interest in this land as well - and with arguably more cause. Those who own and farm it, who have to earn their living from it on the other six days of the week as well as Sundays.

Guess what. Put all that lot together and somebody is going to come out with less than they want or think they should have. Think about that. In fact, if you want to still be able to ride your bike there in the future, don't just think about it.

So why the lecture?

You know what the initials A.C.U. and R.A.C. stand for. How about M.A.F., N.F.U., C.C., C.S., E.S.A. and S.S.S.I.? Do you know what the Peak Park has to do with it all? Or English Nature? Any one of the last lot could, in theory and in some way, affect whether you can continue riding on the land you presently use.

- M.A.F. = The Ministry of Agriculture & Fisheries.
- N.F.U. = National Farmers Union.
- C.C. = Countryside Commission.
- C.S. = Countryside Stewardship.
- E.S.A. = Environmentally Sensitive Area.
- S.S.S.I. = Site of Special Scientific Interest.

The first three are some of the people we may well find ourselves negotiating with in the future, alongside the Peak Park and others.

The last three are some of those schemes which will affect your riding, like it or not. They are either currently in force or shortly to be enforced at sites across the whole of England. Some of them extend to Wales as well.

To bring things into sharper focus, at least one of those schemes means we will be having to alter the course of this year's Dave Rowland Trial from its usual route. *They aren't something to ignore and hope they will go away.* Nor can we rely on the originating authorities to tell us what they propose. We have to search out the information as soon as we hear the first rumour, from whatever source.

Another scheme may be applicable to ALL the land roughly between Pott Shingley in the west and Ramshaw Rocks (just north of Leek) in the east. That includes the ground at Familee.

Another possibility is that we may have to obtain Planning Permission for our events. Bit of a nuisance isn't it? So we may have to pay a Planning Application Fee and do a bit more paperwork. Hope you're willing to pay for the increased entry fees that will have to follow. And who's going to do that extra paperwork?

Those who know anything about Planning Permission will possibly have spotted the potential problems. Planning Boards typically meet once a month - miss the right Meeting and bang goes your event. The same goes if you don't fill in everything correctly, pay the right fee, etc. I also expect that, if the list of Applications is getting full for a particular Meeting, sporting events won't get a very high priority.

One other thing about Planning Applications - other people can put in objections if they don't like the what you're proposing. One doesn't have to have a very vivid imagination to think of people who might, if given the opportunity, jump at the chance to restrict - or even stop altogether - motorcycle sport in some areas. That can range from some local individual with a bee in his bonnet to national organisations who are far better organised and have more funding and professional staff than we can ever hope for. All it needs is one Councillor who doesn't like us, or who needs all the votes he can get...

Whilst I believe (honestly!) that the majority of the Great British public are reasonable and sensible people who, if they gave consideration to the matter, would accept most of what we do as we accept most of what they do, I don't think it unjust to say that there are a number of active "extremists" - some of them well known figures - who would, shall we say, make the most of the situation.

So what can you do about it?

1. Be aware of the situation and pass on any information you get hold of. The more of us that know more about the situation, the better off we'll be in the long run. Saying "but I didn't know" after it's happened and you've lost the land for good is about as much use as saying "but I had right of way" from under the Number 9 bus.
2. If you get even so much as a sniff of some land, check it out.
3. Next time you're out on your bike, enjoying your sport, remember that someone, somewhere is probably trying to make a living out of the land you're on! Don't damage it.

Rick Stewart  
June 1992