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Newsletter  
March 1997

Manchester 17 M.C.C.

### The Editor Writes....

Well, mud-chuckers and knee-scrappers, here's the first issue of the 1997 Newsletter for you to read and enjoy (I Hope!).

#### **Changes**

We started the newsletter (that's me and my roving reporter, Phil Heywood) about 3 to 4 year's ago and over the years there have been a few change's of style and format to the mag you are reading, and fear not, we have a few more planned, (I can't tell you what they are, 'cos I if I did I would have to kill you) - but seriously, do you, the reader, have any idea's about the newsletter? What do you want from the newsletter ? Let me know and we will see what we can do.

#### **A Buzz**

There's a nice feel to the club at the minute due to the new blood in both the club and the committee, which has created a bit of a buzz on club nights. I

think we can expect to see more social happenings this year and also a club Enduro maybe on the cards (*See 'Enduro News' for further details*), and of course, King Kenny will be running about 400 Trials meetings this year as well.

#### **CB500 Cup**

On a different note, it look's like I will be doing a bit this year in the National CB500 Cup (don't laugh!) on a bike supplied by the Motorcycle Centre in Stockport. It should be a good series to be in as all the bikes are going to be equal and there will hopefully be lots of money to be won.

#### **Endurance**

I'm also looking at taking part in some six hour endurance race's as part of a three man team. Just thinking about it makes me feel skint! Oh God! I wish I could win the lottery.

#### **Er, pardon ?**

Anyway, whatever you have planned for '97, enjoy yourselves now, because in the

great big scale of things we are only here for a couple of minutes.

Yours pushing the front end and drifting the rear,

*Mike Shaw*



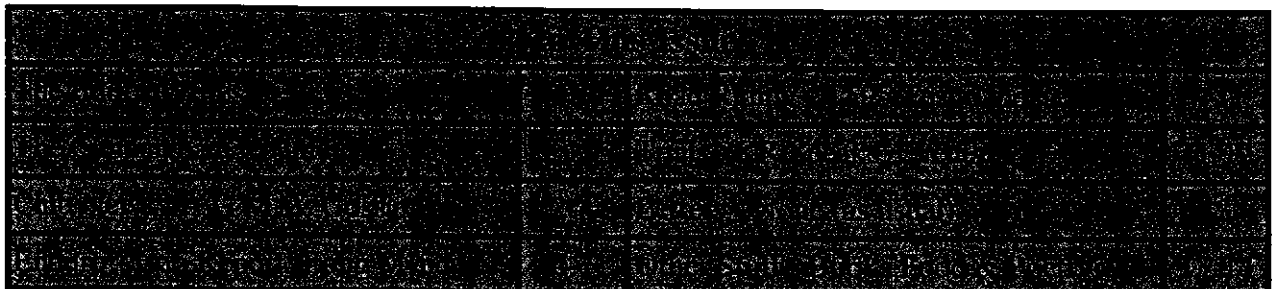
### The Cunningham Column.

*Now we have a few words from the Manchester 17 M.C.C. Club Chairman, Pete Cunningham. Take it away Pete...*

Belated Happy New Year  
Wishes to you all!

#### **Great Things**

This year promises great things, already we've enjoyed our annual dinner dance and presentation night; and then there is our Man 17 M.C.C.



# Club News

## Annual General Meeting - Malicious Gossip - Shock News !

enduro on the 16th March at Long Mynd. We need all the help we can get, so is anyone willing to lend a hand? Road lads - it's a great ride down (on the A49) so I hope to see you there.

### Hard at Work

Your club committee have already started working hard on your behalf as you will read in this newsletter. Lee and Geoff the social secretary's have a lot of new idea's so watch the notice board for details.

### Time to pay

Yes! It's membership time again! For a very reasonable £7 you can rejoin this great club. Please hand over your money to Linda Roberts or, unfortunately, this will be the last newsletter you will receive.

### Interested ?

Now for those of you who are interested in my BMW antics (*Who's this then Pete ?*) - well, I've got another - it's a BMW R80GS. This is a big trail bike in the Paris-Dakar mould. This Bee-Emm is quite new for me, as I'm more used to old ones, so this year I've got a big trip planned. I am off to the Pyrenees through France, with my mate John Bradbury also on another BMW GS in May. I'll be keeping notes again to let you know what we got up to.

### That's all..

Well, that's all for this newslet-

ter,

*Pete Cunningham*

## Annual General Meeting.

The Manchester 17 M.C.C. Annual General Meeting was held during the dying days of 1996 at 'The Midway', to de-

### SHOCK NEWS!

#### SCOOTER INVASION IMMINENT!

Recent investigations by the newsletter team have revealed plans by a Stockport Scooter club, 'The Crusaders' to hold their meetings at 'The Midway' public house. Should we let this happen? What of our reputation? Should we have a big fight with the banks of the Mersey substituting for the beach front at Brighton? What do you think? Answers on a postcard please.

cide on the next years committee members, who was getting what trophy and for each of the current committee members to give a report of their activities during the past year.

### Chairman

First off, was Club Chairman Pete Cunningham, who mentioned his regret that there had been no Club enduro run in

1996 and that the quantity of club members actively taking part in enduro's was not as good as it had been in previous years. He contrasted this with another successful year for trials and the fact that a fair number of new members had been recruited on the Road Riding section of the club - leading to more people attending the club nights on a Tuesday and the general feeling that the club was going from strength to strength.

### Membership

Linda Roberts, membership secretary, kept her report short (unlike her husband Ken - but more of him later) by saying that membership had been quite strong with the current total standing at 218, which wasn't bad bearing in mind no enduro had been run - which usually brings in around an extra 50+ members.

### A small Welshman speaks

Our treasurer, Andrew Owen then stood up (though most people didn't realise this due to his little legs), and expanded eloquently on the state of the club's finances and ended his oratory by saying the club was a 1000 quid down on last year. This prompted a few questions from various people as to where this money had gone and Mr Owen explained the 60th anniversary bash, a new video, a printer (on which this wonderful

# Club News

## Annual General Meeting - A shameful secret

newsletter is produced) and a few other things had caused the shortfall. This then led to calls for an increase in the membership subscription.

### Brian! Yer sacked!

Brian Green, our erstwhile enduro secretary, then made a few feeble excuses as to why not much had happened on the enduro side in '96. He explained the Forestry Commission had not been too helpful in our attempt to run an enduro and that we had been late in applying for permission. He then went on to mention that there had been a lack of activity on the enduro side, with very few club members taking any active part, while those that were competing found they had no one to crew for them.

### Oh No! It's Ken!

Ken Roberts, a man who has the rare ability to talk at great length about anything (particularly trials) then got to his feet, whilst his audience checked their watches apprehensively. After handing around some nice bits of paper, he then told us all about the busy year in the mysterious world of trials. We heard of the two nationals - the Dave Rowland (which will be a 'no-stop' event next year) and the Northern Experts, the new 'Masters' trials, large entries and loads of other stuff. A couple of days later when Ken

had finished his monologue there was a collective sigh of

### The shameful secret of a committee member.

Investigations into the private life of Allan Fitzpatrick, the club's publicity officer, has revealed a most terrible secret. A secret so awful that he has tried to hide it for a number of years from his colleagues on the committee. Yes, I'm afraid it's true - Allan used to ride a scooter! Not just any scooter though, but one festooned with all manner of lights and mirrors! We believe he even used to wear a parka! Though we wouldn't want to become vigilantes, it is the opinion of the newsletter team that he should be drummed out of the club and forced to join 'The Crusaders' scooter club.

relief from his captive audience followed by a mass rush to the bar.

### Newsletter Editor

Newsletter editor, Mike Shaw then did his stuff. He explained the cost of producing the newsletter had risen considerably during the year, mainly due to an increase in paper costs. He then went on to say that the newsletter was due for some changes in 1997 and that he was looking to include some paid advertisements. He asked

if there were any complaints or criticisms, then threatened to hit somebody and finally said the usual thing - 'We need more copy!'

### Rights of Way

Rights of Way guru's, Glenn & Pete Potts, told us all about what various councils were up to with regard to our continued use of the local green lanes. Glenn explained that we need to keep up the pressure on the councils to stop them closing these byways, as eventually there would be a great impact on our ability to run trials and enduro's. So fill in those evidence of use forms now!

### Road Riding

Andy Cliff, a man whose surgically clean CBR600 has been at the front of many a ride out this year told us how much he has enjoyed the last twelve months as Road Riding secretary. We heard of the flyer promoting the club that he had produced, the mentions he got for the club in various bike magazine's and the growing success of the ride outs during the summer. Andy then talked about the race school he had organised and whetted our appetites with details of more special days being set up in the future.

### El Presidente

Supreme President for life, Edgar Rosenthal then spoke in his usual inimitable style about

# Club News

## Annual General Meeting - The Duchess of York - Slander

the club and it's activities over the last year. He exhorted all trail riders to join the T.R.F. and then on behalf of the club, thanked Pete Cunningham for all his work as chairman during the last twelve months.

### Voting

After all this excitement and drawn out verbosity (Ken Roberts, mostly) the serious work of voting for the next committee swung into action, the results of which should be

hanging around somewhere.

### Dubious suggestion

And that was about it - apart from a suggestion that we should give free membership to the Duchess of York so she could publicise the club. This motion was turned down as it was decided that having an old slapper\* like her on the committee would cause dissension in the ranks and bring the good name of the club into disrepute.

### Libel Actions

Er, ha, ha, anyway now is probably a good time say that anything written in the newsletter does not necessarily reflect the views of the committee or the club as a whole. Will that get us out of any potential libel actions do you think ?

\*Allegedly!

Oh and before I forget, who's your favourite Spice Girl ?

# Enduro News

## Ceri '96 Enduro report - Introducing Carl Horne - '97 Championship

### Introducing....

Hello everyone. First of all we'd better introduce you to our new Enduro Secretary, Carl Horne. The ever smiling, RMX riding Mr Horne, has taken over from Brian Green, and as is the way with new committee members, is very eager and enthusiastic.

Carl, whose main claim to fame is finishing the 1993 I.S.D.E. in Holland, has already organised the club Enduro Championship for this year (a task that slipped through the fingers of his illus-

trious predecessor), and even as we speak is well on the way to sorting out a Hare & Hounds to be run at Long Mynd in Shropshire. So, if any club members want to know more about enduro's, how to get started or whatever, come down to the club and have a chat with Carl.

### Club Enduro

The Manchester 17 M.C.C. Hare & Hounds Enduro, will

be held on the 16th March 1997, at Long Mynd forest in Shropshire. This is the same venue that we used a couple of years and which proved to be a great success. One area that we will be looking at however, is making the event a little less, er, tricky, as some of the competitors of the previous event did say the course was a tad on the tough side. We learnt a lot from that event and if we get permission from the Forestry Commission to use the fire roads we should see an improvement on

# Enduro News

## Long Mynd Enduro - Ceri '96 enduro report - '97 Championship

that side of things. As we speak, the regs have been available through T & MX News for several weeks and it looks as though we should have a fair sized entry on the day.

### Help Required

As is always the case, any help from anybody, either on the day of the event, or before would be much appreciated. This would be an especially good opportunity for any of our road riding members to lend a hand and see what it's all about - and as always, any club member who has not ridden in a club event before can take part.

### Full Report

We'll have a full report of how the event went in the next issue of the newsletter, and if you have any questions or can help in any way, please come down to the club and have a chat with Carl Horne or alternatively, phone him on, 0161-881-4104.

### Ceri Enduro '96 Report.

The Ceri 'Ice-Breaker' Enduro is situated in a rather peculiar part of Wales. A place which, for some unfathomable reason,

exhibits its own micro-climate which is completely different to other parts of the country. In the previous few years the weather has been warm and sunny or teeth gratingly cold with a grey, frozen sky. This year Ceri though, was I think, one of the most evil ever.

### Grown Men Cried

Grown men were seen to cry, only to find their tears freezing to their cheeks. Women wailed at seeing their brave menfolk doing battle with the elements, whilst small children wondered whether they would ever see daddy again.

## 1997 Enduro Championship

White Horse	30/04/97
Powys	01/06/97
Tour of Wales	27/07/97
Stang	24/08/97
Saintoft	05/10/97
Ceri	23/11/97

The championship will be decided on points awarded on position of finishing, relative to other club members in the same class:

20 points for 1st

17 points for 2nd

15 points for 3rd

13 points for 4th

11 points for 5th

10 points for 6th

and so on, until 1 point for a D.N.F.

# Enduro News

## Ceri '96 enduro report

### Horizontal Snow

The snow began to fall an hour before the first rider was due to set off. This wasn't just normal snow however, it was of the horizontal, 50 m.p.h. icy variety. People who had uttered the immortal phrase, 'It's too cold to snow', only hours before, were rounded up and beaten with cudgels for uttering such silly words of useless optimism. Then the news came through - first the moorland special test was cancelled, then the whole event was reduced to one lap. Things were looking bad. Several riders were seen to convert to Catholicism in the hope of saving their tainted souls, while others inexplicably failed to get their bikes off their trailers, claiming mechanical failure without even a wheel having turned.

### Big Club Entry

The Manchester 17 contingent numbered the largest club entry in the event. Those taking part included our illustrious chairman, Pete Cunningham, I.S.D.E. veteran Carl Horne and, making his first appearance in three years, the man with the biggest shed in Stockport, Vinny Johnson. 'The Vin' as he is commonly known, was riding a DR200 (complete with upside-down headlight cowl) that he had purchased only a few weeks before. In the expert

class we had Paul Rigby and Paul 'crasher' Garner. Mr Garner, a man who has the strange ability to break anything within minutes of touching it, appeared to be rather smiley and jolly - in total contrast to the ashen, sombre faces around him. Still, he's only young. Andrew Owen, club treasurer, was riding his newly purchased RMX250 and was having difficulty in touching the ground, while the four stroke contingent of Allan Fitzpatrick, Phil Heywood, Roy Jepson and Geoff Mills were, er, not looking overly enthusiastic.

### The seconds tick down

Together, we all huddled in the back of Pete Cunninghams van trying vainly not to look at the clock displaying our fast approaching start times. As each riders time came near, we opened the doors of the van, pushed the poor unfortunate out and wished them good luck. It was a little like being a Christian in the pens beneath the coliseum, waiting to be fed to the lions.

### Sarah Ferguson is a

By the time the Sportsmen riders got out, the snow was six inches deep on the fire roads and was falling even heavier than before. Inside the forest itself, the conditions were much better apart from

the trees weighed down with snow and hanging low over the track. These whipped into the riders face, and though the smell of fresh pine is very nice, the cold needles sticking into one's tender flesh wasn't quite so agreeable. Occasionally the snow shrouded figure of a marshal could be seen in the distance, his hand frozen in greeting, his lips blue with cold and his breath a cloud of steaming condensation. These rare glimpses of your fellow man were very heart-warming I have to say, especially as they were probably having a worse day than the riders.

### Cancelled!

Eventually, the event was cancelled after the first check, as the conditions were just too dangerous. Luckily, no-one was hurt and all our riders reached home safely, with only minor frostbite to show for their troubles.

### Thanks....

On behalf of all the riders, I'd like to say a big thank you to the M.W.T.R.A. and particularly their marshals, for their help and organisation, whilst a big congratulation goes to anyone who got out there, gave it go and got a medal.

### A Personal Note

On a personal note, I would like to say that I'm glad that I was able to provide Geoff Mills

# Enduro News

## Ceri '96 enduro report - 1997 I.S.D.E.

with some much need traction when I fell off in front of him and he rode over my bike. I can only claim temporary paralysis of the brain for this act of goodwill.

### 1997 I.S.D.E.

*Pete Potts writes:*

As you may have already heard,

I am organising a trip to the 1997 I.S.D.E. in Northern Italy, and we need to start planning it now.

### **14 Nights**

The 14 night trip should cover 2500 miles, and cost around £700-£1000 per person. It promises to be a great holiday, and to help you to save for the event, Andrew Owen, our club treasurer, is willing to set up a saving account.

### **Interested ?**

If you are interested, please talk to me at the club, or alternatively, telephone me on 0161-336-4484

Regards,

*Peter Potts*

*OK, that's about it on the enduro side of things for now. Bye!*

# Road Riding

## Triumph T595 Test

### Triumph T595 Roadtest

The Triumph T595 has to be one of the most eagerly awaited motorcycles in recent times, and when I was pointed in the direction of the bike with the words, 'Do a hundred miles before you bring it back', my immediate thought was 'It's a dirty job but somebody's gotta do it'.

### **Small & Shallow**

The next thought that popped into my admittedly small and shallow mind was, 'I wonder if

any of my friends are in so I can pose to them?' (They weren't). Then after first foolishly asking where the choke was, I started the machine up and hit the slimy, traffic filled streets of Stockport.

### **Well Finished**

And stopped just around the corner to look the bike over. Initially the machine looks very well finished, but a few items caught my eye. The polished alloy frame looks o.k. but seems to be polished to different grades of lustre depending on where you look. The main

frame spars are nice, but then the swingarm pivot area looks a bit nasty, while the headstock looks like someone started it then got bored. The paint work is lovely, very deep and polished, but for some unaccountable reason the air vents in the seat unit are merely blanks of tacky looking black plastic. A (T)riumph of form over function? The rest of the bike is up to a high standard though, with the rear wheel and swingarm being rather sumptuous and exotic. Anyway enough of these motorcycle as art aesthetics,

# Road Riding

## Triumph T595 Test

wot's it like to ride then ?

### Initially....

Initially the bike feels a little heavy and tall, though certainly it's a lot better than Triumph's earlier bikes. Once on the move however, most of the sensation of weight vanishes although you can still sense there is a lot of metal underneath you. The riding position of the bike is very radical with your backside and feet high up while your head is right over the low screen and clocks. It makes you feel kinda mean and certainly gets you in the mood for some serious speed, whilst giving only a little intimation of the agony's to come. However, I digress...

### Delicious!

The engine is simply delicious. Having never ridden a fuel injected bike before I never got bored at dropping the revs as low as they would go and then winding the throttle on and feeling the bike respond perfectly with no hesitation or spluttering. Above 4000 revs the bike starts to surge forward on a swelling surge of torque that feels quite simply, unstoppable. Which nicely leads me onto the front brake which is smooth, progressive and if lacking a little in feel, does not lack in power. Just one finger on the lever is enough to scrub off any excess speed, though if

you exploit the bike's top end potential I'd suggest you use a couple more at least.

### Loads a Feedback

Together the chassis and suspension make one of the most confidence inspiring bikes I've ridden - there's loads of feed-

back from the front end, and though the bike tips easily into corners there's none of the super quick, twitchy steering that's part of the deal with the top of the range Japanese sports bikes. I loved the front suspension which is not so soft

## Second Opinion

Now then, key in and listen to all the funny noise's from the well trick fuel injection, pull the clutch in, hit the button and, whirr, click, vaboom! Listen to the engine note for a minute - yep - it still sounds like a trumpet, hit first gear and off we go. First impressions are it's nice and light, got loads and loads of low to mid range torque and the induction roar is absolutely sex to the ears. The engine is a peach. Dead smooth all the way through the rev range with no hint of any nasty vibes from either the low wide handlebars or the footpegs. The riding position is very sporty, akin to a Fireblade and puts all of your weight well forward on the bike which is no bad thing because it helps keep the front hoop on the floor. The brakes are brill, the handling very sure footed even in the rain. The tyres are ace and hug the floor only breaking loose when you get giddy with your right hand (130 HP on tap) or lean it over to stupid angles of dangle. I've owned and ridden a lot of bikes over the years but never one as important as the 595, why? Because Triumph have a lot riding on this bike due to the fact they have taken head on the challenge to Honda and Ducati to make a top sports bike - and in my humble opinion it's a sure fire winner due to the fact it does everything they can do just as well and does some things even better.

After I dropped the bike of at the Motorcycle Centre in Stockport (thanks guys) I sat and looked at the gleaming yellow paint, the sparkling alloy frame and the sexy single sided swing arm and discovered the bike was a well made motorcycle. Just like all recent Triumphs have been. Hats off to John Bloor, he deserves a knight-hood, because in just seven years he has taken from the ashes the great Triumph name and produced a truly remarkable bike, and even though it's full of jingoism - god I'm proud to be British.

So if you are thinking of buying a new bike try the 595 and then try something from Japan or Italy and make your own mind up. I know where my money would be going and I wouldn't be spending Yen or Lira, but good old British pounds.

Yours knee down and flying the flag, **Mike Shaw.**

Manchester 17 M.C.C.

March '97 Newsletter - 8



# Road Riding

## Triumph T595 Test - Road Riding Report

that it wallows in dips in the road, nor is it so hard that it transmits all the ripples in the tarmac straight to your arms. It feels supple, smooth and very sophisticated, a pattern which the rear shock follows. Overtaking a car, I hit some cats eyes and was expecting the usual break in traction from the rear wheel, but much to my surprise the suspension coped superbly and kept the tyre in touch with the tarmac all the time. Lovely.

### **Aaaaarrggghh!**

By forty miles I was beginning to get really into the bike, but unfortunately my weak and feeble body was starting to complain at the radical and unnatural riding position the bike was forcing me into. My neck was aching at having to force my head up all the time to see where I was going, as the handlebars and footpegs slot you straight into a racing crouch. This maybe useful on the Mistral straight during the Bol D'or, but it is slightly less than desirable when zooming along the twisty, hedge-bound roads of the English countryside. Worse than the neck ache though, was the excruciating pain from my wrists. Not only are the handlebars low but they are angled at a peculiar slope which not only makes holding on painful, but reaching for the

clutch an exercise in self imposed torture. You may think I'm making this up but after 50 miles I had to get off the bike because I quite simply couldn't ride it anymore. Whoever the test riders of the bike were I can't say, but they must have been possessed of titanium rose jointed wrists. By the time I returned the bike I had managed to do 100 miles, but the last 30 were some of the least enjoyable miles I've done.

### **Is It For You ?**

All of which sounds like I hated the bike, well, it's certainly not a bike I would buy. And it's certainly not a bike YOU should buy if you enjoy going on fast, day long rides in the summer covering 300 + miles at a time. If, however, you've narrowed your choice down to a Fireblade, GSX-R or 916, then it could be the bike for you. You'll know exactly you want from a bike like this and you'll get it. Good for a mad thrash, good for a track-day, good for looking cool on. It's a 9500 quid toy basically and it's brilliant at what it does. It's just that what it excels at is defined by a such a small spectrum of use that it's pretty much useless at anything else - though it has to be said that if Triumph did something with the riding position, the bike would then become a

lot less single minded.

### **Given the Choice**

Given the choice between a Fireblade, the T595 or a Ducati 916, I'd go for the Fireblade, for despite it's reputation it's loads more usable than the either the Triumph or the Ducati. Given the choice between the Ducati or the Triumph, then well, it would have to be the Triumph for all the usual reasons like reliability and the fact it will still work in the rain.

### **Er, no thanks.**

And given the choice of a 916? No thanks, I'd rather have a skip - which is where most of them end up.

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*OK, so shoot me for being an un-patriotic b'stard. Ha, ha, I don't care. Vive La Revolution! Down with the stinking decadence of the aristocracy! Bloody incestuous, money sucking leeches. Er, anyway, now for something about motorcycles strangely enough. Here's Andy Cliff...*

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## Road Riding Update

Well, here I am, sitting in a Little Chef at junction 16 of the M6, hurriedly scribbling some copy for the Spring newsletter, and the deadline is just hours

# Road Riding

## Winter Riding - Manchester Motorcycle Show - TT '97 - New Bikes

away...so here goes.

### The Weather.

As everyone might remember, winter came in with a bang in November, with heavy rain in the first half, and then blizzards in the second - what was going on ? I remember going for a walking weekend in Hope, near Castleton in late November, and driving down Long Hill (A5002 Buxton - Whaley Bridge) in one inch of snow. Very strange. Anyway, this cold and inclement weather continued into December, but it didn't stop five brave Man 17 riders going out for a blast on Sunday 21st December (we have photo's to prove it !). Heavy rain a few days earlier had washed the salt of the roads, the temperature was 4-5 C, and the roads were grippy like you wouldn't believe. The A54 Bosley - Congleton and A535 Holmes Chapel - Alderley Edge roads were a hoot and we really couldn't believe our luck. Paul Summerton took the ultimate challenge and went pillion on Geoff Proctors GSXR1100 (remember to hold on next time Paul, if you don't want to fall off when Geoff drops it down a gear to overtake...!) Apparently, Paul's legs hit Geoff's arms as he rolled backwards !

### TT 1997

1997 looks like it will be great, this year being the 90th anniversary of the TT, and riders such as Steve Hislop returning to the island (after saying he wouldn't) and Joey Dunlop using an NSR500 Honda GP bike to help him achieve the elusive 125mph lap average. The previous best, I believe, is 123mph courtesy of Mr Carl Fogarty set in 1992 ? There are about 10 of us from the club travelling over for race week (31st May - 6th June) and if you need any advice on finding accommodation or ferry crossings, don't ask me, because I have just had a nervous breakdown trying to sort out just accommodation ! But seriously though, if you want to go, it is not a lost cause if you haven't booked already - I booked my ferry crossing last year in early May ! If you really want to go, talk to me and I'll try to help.

### Manchester International Motorcycle Show

The Manchester Motorcycle Show in January was pretty successful - apparently 25000 people went through the doors over Saturday and Sunday, unfortunately, some show goers

had to wait between 2 and 3 hours before being admitted. We arrived at 9.45 am on Sunday and only had to wait about 5 minutes so be warned, although for 1998 it will be at G-Mex and spread over 3-4 days. Some people thought the show was a let down (too small, not enough manufacturers stands etc.), but I thought it was OK. The best part for me was the live interview with riders like Carl Fogarty, Neil Hodgson, Michael Rutter, Steve Sawford, Darren Barton and Mick Boddice. The best question asked was 'Who is the most hated rider in British racing ?' And guess what, they all answered with a passion, 'Scott Smart!'. 'He must be a nasty piece of work', I thought.

### New Bikes for 1997

At the moment I am looking to change my CBR600, and to be honest, there is so much choice out there at the moment, that it's almost mind boggling. For example, here are just some of the sport bikes on offer in 1997:

Honda VTR1000 Firestorm, Suzuki TL1000s, Suzuki GSXR600, Kawasaki ZX-7R, Honda Fireblade, Suzuki GSXR750 etc., etc.

# Road Riding

## World Superbikes - Grand Prix - Whats Happening

If only I could win the lottery....

### WSB / GP 1997

Don't forget that we are, as we go to press, only 1 month away from the first WSB round of 1997 at Philip Island, Australia on Sunday 23rd March, with Foggy back on a Ducati with Neil Hodgson as his team mate, James Whitham on a works GSXR750, Scott Russell back in WSB on a YZF750, and John Kocinski on the RC45 with Aaron Slight as his team mate - it's going to be controversial - I can't wait !

### Grand Prix

I thing the GP is 2 weeks later, with highlights such as Anthony

Gobert on a works Suzuki RGV500, Troy Corser on a Yamaha YZR500, not forgetting the debut of Kenny Roberts 500-Triple, ridden by Jean-Michel Bayle and Kenny Roberts junior.

I can't wait to see Gobert sliding that GP bike around - he was wild enough on a WSB Kawasaki !

### Active Riders

To summarise the road side of the club, there are now 30 active road riders on the ride-out database, and with the fresh boost the social side received with Geoff Proctor and Lee Rosling being appointed as joint social secretary, this bodes well for the 1997 sea-

son. Already, if you look on the notice board, there are lots of flyers for track days, off road schools and the like. If you don't come down to the club on a Tuesday night already, it's well worth coming down. Even in the winter months 15-25 bikers have been turning up - will we need a bigger room soon ...?

ride safe,

*Andy Cliff.*

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*Thanks Andy, now then, whats happening now? Oh No! Looking directly beneath I can see those dreaded words, 'Trials Talk', Aaarrgghhh....*

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# Trials Talk

## Fisher Trial - '97 Timetable

*We managed to catch Ken Roberts in a rare moment of sobriety and he produced the following report of this years Fisher Trial for us. Thanks Ken...*

### Fisher Trial

The first part of the year is always the quietest for the trials side. We run our Cheshire Centre Championship second weekend of the year and it usually goes exceptionally well, 'cos I'm usually away up

a mountain with the big planks - so someone else gets things done.

### Trials Mecca

The Fisher trial this time was on the 12th January at it's usual venue - starting at that trials Mecca 'Hawks Nest' and running over to the orange stream

# Trials Talk

## Fisher Trial - '97 Timetable

and the rocks of Manor Steps. Joe Hayes, our very own Brummy (he makes Jasper Carrot sound posh) was in charge. Adrian Bellis took on Clerk of The Course duties for the first time, and rumour has it that he did a first class job - as did Tom Hipwell who did the sections.

### Controversy!

There was however some controversy and things went a bit woolly. For some reason, though fully justified in the offenders minds, a couple of observers took it upon themselves to change their sections! Convention would have them remain nameless so as I always pay due regard to convention,

Myfor Morris (Tim's dad and centre recorder) and Phil Dale (Andy's dad and Macclesfield club stalwart) were the culprits. Their sections weren't hard enough as far as they were concerned, so without knowing what the rest of the sections were like and without the Clerk of the Courses' permission, they 'stiffened' the sections. Disgraceful!

### The Big Thaw

So, on to the event itself. Remember the early part of the year had been extremely cold. Well, the sections were put in before the great thaw and the down pour of rain, meaning the river sections were a bit deep!

Sorry! That said, Andy Dale's (the winner) total of 17 had no 5's and three 3's, to beat Paul Bennet by a clear 6 marks. Third was ever green Paul Sagar on 30 from our own John Hulme followed by North West Centre visitor, Paddy Edward's on 34. Best Man 17 rider was Hulmie on 31.

### Easier Route

On the easier route, best was Pat Plant on 41 from Stoke on Trent rider Kelvin Bridgewater leaving his old Beamish Suzuki at home for an outing on his Yam.

## Trials Dates 1997

13-04-97	Dead Easy + Masters Trial	Haslin-High Edge, Buxton
05-05-97	Dead Easy + Masters Trial	High Edge, Hawks Nest.
26-05-97	Dead Easy + Masters Trial	Fernilee & Buxton
8 (or) 15-06-97	Dead Easy + Masters Trial	Haslin-High Edge, Buxton
06-07-97	Dave Rowland (National)	Brake Lining Factory, Buxton
19-07-97	Hawks Nest Trial	Hawks Nest, Buxton
24-08-97	Dead Easy + Masters Trial	Fernilee & Buxton
07-09-97	Dead Easy + Masters Trial	High Edge, Hawks Nest.
19-10-97	Dead Easy + Masters Trial	Haslin-High Edge, Buxton
30-11-97	Northern Experts	Clough House, Wildboardclough
26-12-97	Boxing Day Madness	Fernilee



# Letters to the Editor

## No Letters

*Well here we are with nothing to print apart from a load of made up rubbish. Still that never stops the Conservative party when they publish their manifesto so why should it stop us?*

Dear Sir,

I must write and complain about the terrible treatment you have given my son, Michael over the last year. Many the time he has rung me on the phone and burst in to tears when he has described your continuing victimisation. Yes, his lips are vile and rubbery (he gets it from his father) and yes, he is insufferably smug but you know, he does has feelings too. Please bear this in mind in future. Yours,

Mrs Portillo.

*Sorry Mrs Portillo, it won't happen again as from this year your son will not feature in this publication again. As he will no doubt be on the losing side after the forthcoming election, we feel any mention of his odious nature and repellant gob will surely send him into the final descent of madness. Once again, sorry!*

Dear Editor,

having been a secret fan of yours for many a year, I wonder if you could do me a favour? I'd really love one of your used kneeliders to sniff and cover in baby oil. Then I could place it upon my own knee and become at one with you. Please could you do this

for me?

From, Your biggest fan.

*Er, we've had many letters like this recently, so Mike is setting up his own private box number where you write off to and obtain Mike Shaw memorabilia and fetish gear. We'll publish details in the next newsletter. Meanwhile, go and get a life you saddo! Or at least go and get a plastic bag and a small tangerine. Arf.*

*Er, OK, we'd better stop now. If you do not wish to read anymore of this rubbish then please send us a letter for inclusion in the next issue. We'd love to hear from you (providing you're not a dullard).*

# Other Stuff

**Subscriptions are Due!! - Book Review - BMW Sanctuary - And Finally...**

## Subscriptions Are Due!!

Yes, it's that time of year again - time to pay your subscriptions to your favourite motorbicycle

club. For an inflation beating seven quid you get ACU, BMF & TRF affiliation, a fab newsletter four times a year and the knowledge that you are a person of discerning taste and culture. So, if you have re-

ceived this newsletter and have not yet paid up - do it now or this will be the last issue of the newsletter you will receive (that includes committee members). To those of you that have paid up - thanks for your support,

**Manchester 17 M.C.C.  
March '97 Newsletter - 13**

# Other Stuff

Subscriptions are Due!! - BMW Sanctuary - Book Review - And Finally...

but mostly, thanks for your cash.

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## BMW Sanctuary

*Mike Shaw writes:*

News has come to light of the first BMW Boxer sanctuary in Britain. So if you have got an old BMW in your possession - you know the one you use to hold up your shakey garage roof with, or maybe the one you use as a big paper weight in your study, or perhaps the one you use as a barrier to stop anybody pinching your proper motorbike - then drag it out (don't get a hernia) and send it to Pete Cunningham, our hallowed Chairman, because he actually thinks they were built for riding!

*It's true that Pete is indeed somewhat attracted to BMW's. This is a man who purchased a BMW sow on patch which is so horrific it makes most people vomit immediately. Pete thinks it's great though and plans to stitch it onto the back of his BMW sweat shirt. On the plus side though, Pete does own a BMW R45 which has an exhaust from hell bolted on it. For any of our readers who can remember the blitz - don't worry if you hear a sound like a mass formation of Luftwaffe*

*bombers flying overhead - it's only Pete firing the beast up.*

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## Book Review

'The Gospel Singer', by Harry Crews.

Harry Crews, a self taught, American writer from the deep south first published this book in 1968 and it has been out of print for many a year until now. It's the story of a son returning home to his family. And while he is a reknowned gospel singer whose voice 'was balm poured into a wound. Nothing mattered. The world dropped down a great big hole. Everything-whether it was a razor cut, or a tar scolded eye, or a burning case of clap off a Tipton high yellow whore, everything quit but that voice and it went in his head and down his flesh to where his soul slept.' - his family are a crude bunch of dysfunctional losers living in a squalid backwater. Set amongst the sweltering claustrophobia of the Georgia swamplands, this is a cruel, passionate and funny book about mans desperate need for redemption. It's a southern American gothic tale populated by misfits, freaks and dark emotions - yet paradoxically contains some of the most sim-

ply beautiful words I've read - the words of people struggling to express themselves amidst an upbringing of deprivation and hard work. In places it's a violent book, especially the ending, but ultimately the violence upon the page is only that which we ourselves are ultimately capable of.

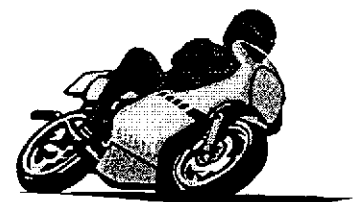
## And Finally .....

We hope you have enjoyed this issue of the newsletter and the new look. If you feel we've got anything wrong or would like to contribute, then please get in touch. Anyway, on the last couple of pages you will find the list of last years trophy winners as compiled by our awards secretary, Rick Stewart.

### Thanks

On that note we'd like to thank all the contributors to this issue, Pete Cunningham, Ken Roberts (even though he's committed the two cardinal sins of being a trials rider AND driving the biggest Volvo you've ever seen), Andy Cliff and Rick Stewart.

Bye!



Manchester 17 M.C.C.  
March '97 Newsletter - 14

# **AWARDS & TROPHIES FOR 1997 DINNER ('96 SEASON)**

## **MASTERS TRIAL No. 1 - High Edge**

**14th April 1996**

John Hartle Memorial Trophy - Best Performance [Hard Route] .....	Paddy Edwards
Warburton Trophy - Best Performance [Less Hard Route] .....	Greg Moor
Punchbowl Trophy - Best M/c 17 member on any route .....	Kev Hipwell
First Class Expert Award - Hard Route .....	Kev Hipwell
.....	Steve Martin
Best Novice - Less Hard Route .....	Mark Simmonds
First Class Novice Award - Less Hard Route .....	Chris Brightmore
First Class Intermediate Award - Less Hard Route .....	Dan Johnson
Best Expert - Less Hard Route .....	Mike King
First Class Expert Award - Less Hard Route .....	Richard Plant
Best Over 40 - Less Hard Route .....	Scott Ellis

## **DAVE ROWLAND TROPHY TRIAL**

**7th July 1996**

Dave Rowland Trophy - Premier .....	Steve Colley
Manchester 17 Rose Bowl - Runner Up .....	Dan Clark
Norman Eyre Trophy - Best Up To 225cc .....	Paul Rose
John Shirt Trophy - Best 225cc To 275cc .....	Steve Colley
Mick Wilkinson Trophy - Best Over 275cc .....	Darren Wasley
Hepworth Trophy - Best Cheshire Centre Rider .....	David Lloyd
First Class Award .....	Lee Bertram
.....	Warren Laugesen
.....	Lee Sargent
.....	Wayne Holdsworth
.....	Darren Wasley

## **HAWKS NEST TROPHY TRIAL**

**20th July 1996**

Hawks Nest (Cllr. J. D. Robinson) Trophy - Best Novice .....	Adrian Mellor
Novice - First Class Award .....	Vincent Wilde
Strugglers Sprocket - Best Over 40 .....	Tony Field
Town & Country Trophy - Best Twinshock .....	Alan Hulme

## **MASTERS TRIAL No. 2 - Hawks Nest**

**8th September 1996**

Stanbury Trophy - Best Performance [Hard Route] .....	John Hulme
Duron Trophy - Best Performance [Less Hard Route] .....	Greg Moor
Len Eyre Trophy - Best M/c 17 member on any route .....	John Hulme
Best Novice - Less Hard Route .....	Simon Bown
First Class Novice Award - Less Hard Route .....	Adrian Mellor
.....	Phil Stevenson
Best Intermediate - Less Hard Route .....	Mark Timperley
Best Over 40 - Less Hard Route .....	Stuart Ogden

## **MASTERS TRIAL No. 3 - High Edge**

**20th October 1996**

Best Performance - Hard Route .....	John Hulme
Best Performance - Less Hard Route .....	Stephen Barnes
Best M/c 17 member on any Route .....	John Hulme
Best Novice Award - Less Hard Route .....	Lee Granby
First Class Expert Award - Less Hard Route .....	Mike King

# **AWARDS & TROPHIES FOR 1997 DINNER ('96 SEASON)**

## **NORTHERN EXPERTS TROPHY TRIAL**

**1st December 1996**

Northern Experts Trophy - Solo Premier .....	Steve Colley
Castrol Trophy - Best Solo M/c 17 member .....	Mike Roberts
Northern Experts Sidecar Trophy - Sidecar Premier .....	<i>cancelled due to lack of entries</i>
Shell Trophy - Best Sidecar Passenger .....	<i>cancelled due to lack of entries</i>

## **BOXING DAY TRIAL**

**26th December 1996**

### **HARD ROUTE:**

Best Performance .....	John Hulme
Runner Up .....	Richard Plant
Best Youth .....	Mark Reynolds

### **EASIER ROUTE:**

Best Performance .....	Malcolm Cocking
Runner Up .....	Graham Fallows
Best Intermediate .....	David Grundy
Best Twinshock .....	Andy Hipwell
Pre 65 - First Class Award .....	Maurice Brayford
Best Novice .....	Chay Granby
Novice - First Class Award .....	Graham Dukes
Novice - First Class Award .....	David Knowles
Novice - First Class Award .....	Adrian Bellis
Youth B - Best Performance .....	Mark Farrer
Youth B - Runner Up .....	James Farrer
Best Over 40 .....	Bert White
Best Youth C .....	Clive Fowler

## **FISHER TROPHY TRIAL**

**14th January 1997**

Fisher Trophy - Premier .....	Andy Dale
John Simister Trials Trophy - Best Intermediate .....	Pat Plant
Guy Allott Trophy - Best Novice .....	Alun Roberts
Best Over 40 .....	Brian Cottrell
First Class Awards - Novice .....	Les Houghton
.....	David Knowles
First Class Award - Intermediate .....	Melvyn Bridgewater
First Class Award - Expert .....	Paul Sagar

## **ENDURO TROPHIES**

Enduro Expert Champion - The Mr. & Mrs. Bowers Trophy .....	Paul Garner
Enduro Clubman Champion .....	Paul Rigby
Enduro Sportsman Champion .....	Alan Fitzpatrick
Enduro 4-Stroke Champion .....	Geoff Mills
Best Club Member in British Enduro Championship .....	Andrew Edwards

## **COMMITTEE AWARDS**

John Simister Road Racing Trophy .....	Mike Shaw
Rallyist Of The Year .....	Phil Heywood
Frank B Leaver Trophy ( <i>most improved rider</i> ) .....	Paul Rigby
Committee Award ( <i>major contribution to the Club - not a Committee Member</i> ) ..	John Hulme
Clubman Of The Year ( <i>can be non-competitive or non-Member</i> ) .....	Andy Cliff
Observer Of The Year .....	Jim Bate



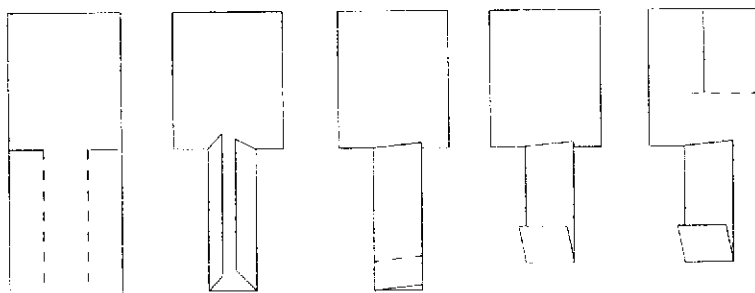


# FREE GIFT!!

Don't say we never give you anything! Follow the simple instructions and you will soon have your very own Manchester 17 helicopter - you could even photocopy this sheet and create your own squadron! Remember to ask an adult before you use the scissors!!

**Manchester 17 MCC**

## Instructions



### THE PLANE

- Cut on the two middle horizontal lines, and fold in.
- Fold the bottom flap up.
- Cut the vertical line at top to create two flaps.
- For best results, attach a paper clip to the bottom
- Drop and watch it spin!

