



Founded 1935

# Manchester 17 M.C.C. Newsletter April 1998

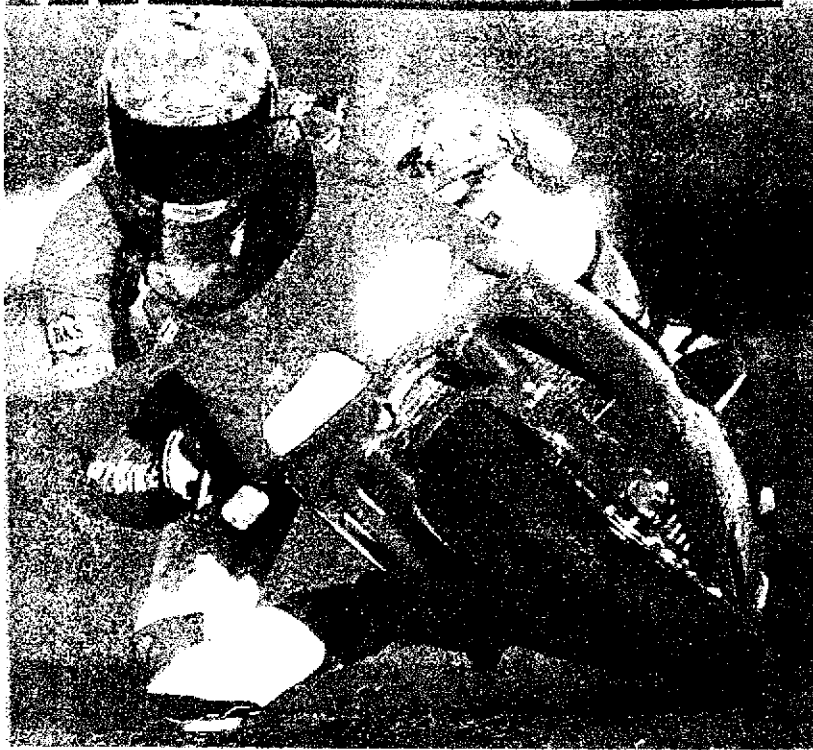
## The Editor Writes

**E**y up, tha knaws, Spring is here (at last!) which makes it time to drag out your steed, service it and clean all the nooks, cracks and crevices of your pride and joy (road riders). Iron your lycra pants and skin tight tops (trials riders) or repair all your crash damage to both yourself and your bike (enduro riders), so as to be in fine fettle for the coming Summer.

### **Red Hot**

On club nights (at 'The Midway', Newbridge Lane, Stockport, 8.30 pm onwards), the

attendance has been very good over the Winter months with most of the bods who come along being road riders - which bodes well for the Sum-



mer months and the red hot Summer we are going to have this year.

### **Pretty Good Year**

I think this year will be a very

good year for the club with, I hope, a record membership list - hopefully we will get over the 350 mark for the first time.

### **Sour Note**

On a more sour note, last week I had a ride out to Darley Moor race circuit in Lichfield, and all was going well until I rode out of Macclesfield town centre, when to my horror the local police had gone into overdrive and fitted loads of speed cameras. I lost count at 20, yes, 20 grey boxes between Macc and Darley, gods streuth.

why? Has something really had happened on this stretch of road in the last 12 months? Or is this just a case of good old revenue earning off all the peo


# Club News

The Editor Writes - Bike Night - BMF Marshalls - M.C. Escher



Michael Portillo, Ex M.P.

ple who use this road ?

## Bad News

I agree with the boxes in the little villages, but not on the open road. All this is really bad for everyone who uses this road. If all the boxes had cameras in them, you could get over 60 points on your license in one day !

## What do you Think ?

What do you think about this ? Write to me and express your views about this subject or anything else you can think off. Go on, do it NOW

Yours on Prozac and well and truly p\*\*\*\*d off,

*Mike Shaw.*

*You can find exact details of where these new speed camera's are over in the 'Road*

*Riding' section of the newsletter*

## Bike Night

The latest Manchester 17 Bike Night was held on the 31st March and once again, was a roaring success. Loads credit must go to Lee Bradbury who organises these events and his remarkably patient girlfriend, Heather.

## Aaaaarrggghhh-1

This time around, the gods of weather and mischief stayed away and we were blessed with a fine Spring evening. This brought loads of bikes out - including a brand new, barely run in Yamaha R1, the owner of which ,was only too happy to let our esteemed editor, Mike Shaw, have a blast. Mike's opinion of the bike ? Well, head for the 'Road Riding' section of the newsletter to find out.

## Other Things

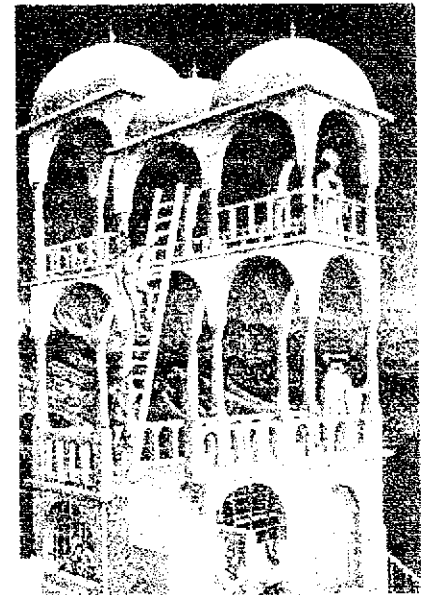
There were lots of other things going on, apart from the gentle burble of conversation, however as I wasn't there I can't really tell you about it. So, er, I'll just end by thanking Lee again for all his efforts and thanks to anyone who turned up and supported the 'Bike Night'.

## BMF Marshalls Wanted

*Hello, does anyone out there fancy marshalling at BMF events ? The BMF are on the look out for any volunteers to help marshall and run their events - such as the BMF Show etc.*

## Interested ?

*If you are interested in adding your name to the BMF's marshall register, then contact the BMF at BMF Promotions, 14-16 Briton Street, Leicester, or 'phone on 0116 2548818. Note, this does commit you in anyway - it's up to you whether you become involved in an event or not.*

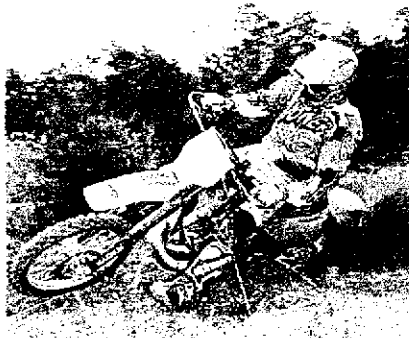


*Finally, rather than a poem, we leave with a lithograph by M.C. Escher, entitled 'Belvedere'. Bye !!!*

# Enduro News

## Long Mynd Hare and Hounds

### Long Mynd Hare & Hounds 5th April 1998



**M**y god it was cold ! And wet ! And muddy ! A perfect enduro I'd say, but then I wasn't taking part, arf, arf. Add to this the odd hailstorm and championship rider, Ady Smith hurtling around the course like a turbo-charged killer shark, then you have a rather er, interesting day

#### **Small Entry**

Unfortunately, we didn't have an overly large entry with around 57 riders taking part on the day, however with Ady and Andrew Edwards flying around together with a couple of riders on incredibly loud Yamaha YZ400's, the field was an interesting one to say the least. One rider not taking part was Darren Smith, who unfortunately broke his leg a few weeks earlier whilst trail riding in France.

#### **Sticky**

Due to heavy rain the day before, the course was rather sticky, though on the day, the first hour and a half was dry, until a violent hailstorm started to make things interesting. The course was pretty much the same as last year, with some tight forest sections, some faster going and the odd hill thrown in for good measure. Being the nice, gentle people we are, no stoppers or real nasties were included on the course, though there were bits which did get a little cut up as the day wore on.

#### **Experts**

As expected, Ady Smith blasted off on his Yamaha WR250 and led from the front. His pace never slackened and he just flew over the obstacles, mud and ruts as though he were on a two stroke magic carpet. Andrew Edwards, riding a T.M. 125 was the next fastest expert rider and he eventually finished one lap down on Ady, who managed to complete 12 laps in total. Steve Plain was a few minutes behind Andrew while Chris Tett on a delicious looking YZF400 was fourth.

#### **Clubman**

Over in the clubman class, YZ250 mounted Rob Reese blitzed the other riders with an excellent 10 laps completed,

while Tom Knill was next best with 9 laps. Down in a great 7th place was club member, Jim Robinson on his KTM 250 who completed 8 laps and every time we saw him seemed to be enjoying himself.

#### **Sportsman**

Winner of the sportsman class was Kevin Byrne with 9 completed laps (he's going in clubman next time...) closely followed by Alan Brown on eight laps. Regular club goers Barry Evans and John Hoggart strug-



gled a little with the naggerly conditions but did well to record

4 laps each. Brian Wheatley on a rather tired looking DR200 phutted (pardon ?) around to complete 3 laps.

#### **Fourstroke**

A somewhat depleted fourstroke class saw Andy Monks on a Honda XR400 win with 8 laps, with Husaberg mounted Andy Oldham second and only minutes behind.

#### **Last Hour**

During the last hour of the event a couple of sections had to be cut out as they were causing a few problems al-

# Enduro News

## Long Mynd Hare and Hounds - Dates - Prostate Problems - Existentialism

though one rider did complain to us that he quite liked those bits. Strange man, must have been Welsh.

### Injury Free

Thankfully there were no injuries to any of the riders on the day and the St John ambulance men were kept idle. The general consensus amongst the riders was that the event was the right mixture of good, challenging going, although the weather did make it a little more difficult than we originally planned.

### Thanks

On behalf of the club, I'd like to thank everyone who help out with the event either with the course marking or marshalling, the St Johns ambulance, the Forestry Commission for letting us use their land and to all the competitors for taking part. We hope all you enjoyed it.

### And More Thanks

Lastly, thanks to Paul Rigby, the clubs enduro secretary, for organising the event and the Edwards family for timekeeping and instaneous results. See you next year.

### Championship

We don't know which events are going to be in the club championship this year, though Paul Rigby is, even as we speak, formulating the list of events. This year we should have a few more members tak-

ing part as we have had a recent influx of keen enduro riders join the club recently.

### Dates

Anyway, regardless of what's in the championship, here are a few dates of events which have been popular with Manchester 17 riders over the last few years.

26th April - Dalby Enduro

18/19 June - Welsh Two Day

26th July - Tour of Wales.

### World Enduro Championship

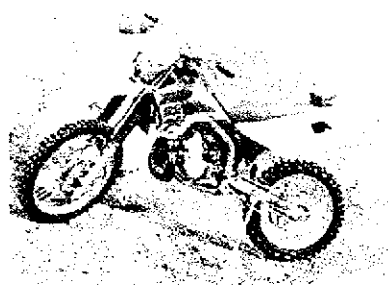
Also don't forget that this year, a round of the World Enduro Championship is coming to Britain. It's to be held on the 27th/28th of June near Selkirk in Scotland. This will be an excellent chance to see some of the worlds greatest riders in action. don't miss it.



### Bike Required for Test

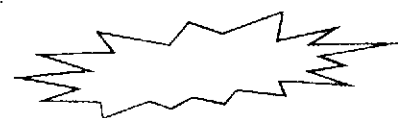
The editorial team were mightily impressed with the two YZM400's whizzing around the Long Mynd Hare & Hounds - so much so that

we'd like to test one for the newsletter. Unfortunately we er, don't have one. I don't suppose anyone would lend us one for an afternoon of general abuse would they? You can but hope....



*O.K. We're just about done for 'Enduro News' this time around. In the next issue we'll have reports on the club championship, an XR600 (off) road test and the six best tips for starting reluctant thumpers.*

*Meanwhile we leave with a desperate plea : Will someone with an interest in enduro please send in some copy for us ? As if you couldn't tell we're struggling a little at the moment for things to put in this section. The editorial team can only get to and ride in certain events and we're sure you must be sick of reading our thoughts on matters. Please write in, it's your newsletter - use it !*



# Rights of Way

RUPPs Ban - Man 17 Vs T.R.F. (?)

## Judge bars off-road drivers from green lanes

**R**an the headline in 'The Times'. The article went on to say that Mr Justice Sullivan has ruled that off-road drivers (and riders) could use tracks classified as 'Roads Used as Public Paths' (RUPPs) only if they could show they had been used by vehicles since before 1930.

### **Out of Bounds**

Obviously this means that the 1000's of miles of RUPPs in England and Wales are now out of bounds for trail riders. The background to the case was the decision last May by the Secretary of State for the Environment, to define a lane in Somerset as a bridleway reserved for walkers and horse riders only. The Land Access and Recreation Association (LARA) had attempted to appeal against this decision and overturn the ruling and it was this request that was dismissed by Mr Justice Sullivan.

### **A Git**

A spokesman for the Green Lane Environmental Action

Movement (GLEAM), said: 'I am pleased with this decision. Unless action is taken to restrict motorists damaging these fragile and currently unsurfaced ways, they will eventually become indistinguishable from the hundreds of thousands of miles of other Tarmac rat-runs.'

### **Narrow Minded**

Never have I heard someone

whilst the rest of us can just f\*\*k off. Hmm now thats being open minded isn't it ?

### **Scar**

Perhaps this person should visit the Pennine Way and admire the delightful multi lane highway of gravel that scars the countryside and which falsely masquerades under the name of 'A Footpath'. Who's inflicted this unsightly blot on the landscape then ?

### **No Favours**

Still, it has to be said we don't do ourselves any favours, as when certain idiots amongst us take it upon themselves to ride in blatantly off limits areas.

### **What Happens Now**

At the moment the T.R.F. and L.A.R.A.

are trying to determine how this affects us all and what can be done to appeal against the judgement. We'll let you know what happens in future issues of the newsletter.

### **Restrictions**

Meanwhile, bear this in mind. Trail riders are a minority within a minority which makes us an easy target. However, this type of restriction on ones liberty and freedom of choice, once it's taken root, tends to spread. All you road riders out



talk so much b\*\*\*\*\*ks in my life. The fact that this small minded individual has chosen to grossly distort the usage of these lanes by powered vehicles and to completely ignore the damage a million dullards (otherwise known as 'ramblers') do to footpaths each year, just goes to show the type of people we are dealing with. The sort of people who think they have the divine right to stumble around the countryside as they please

**Manchester 17 M.C.C.**

**April '98 Newsletter - 5**

# Rights of Way

## Manchester 17 Vs T.R.F. ?

there, take note.

---

### Manchester 17 Vs The T.R.F.

Hmm...What's all this about then ? Well might you ask. After all you would have thought that the T.R.F. and the Manchester 17 M.C.C. (a T.R.F. affiliated club) ought to be the best of friends and be united in the common cause of progressing riders rights on the green lanes of England and Wales.

#### **Attack!**

Well, I'm afraid this isn't quite the case, as in the latest T.R.F. newsletter (a rather dismal, serious publication it has to be said), the Manchester 17 came under attack for ruining various lanes in Yorkshire by riding in huge groups. Proof of identity of these miscreants and their membership of the Manchester 17 had been obtained by reliable sources, said the article.

#### **Retribution**

Manchester 17 members do ride in Yorkshire, indeed I have been trail riding there myself with a number of committee members (who will remain nameless for fear of T.R.F. divine retribution). Yet I don't seem to remember riding in a large group and ruining the lanes. Funny that.

#### **Popularity**

Could it be perhaps that the people referred to in the T.R.F. publication were indeed Manchester 17 members but had joined merely as a pre-requisite to entering one of the events we regularly hold ? Not that I'm saying this is an excuse for bad behaviour (if indeed any went on) but we, as a club, cannot be expected to police club members who do an event and then are never seen again all year. In this case, perhaps we have been victims of our own popularity, something the T.R.F. could never claim.

#### **Insular**

The T.R.F. as self appointed guardians of legal green laning, have always been a little insular and slightly masonic in their ways of working, for instance they have a rather strange habit of keeping the 'best' lanes for themselves and not sharing this information with *outsiders*. I believe this is because they are under the false assumption that this will protect the lanes, but surely this will only convince people that trail riding is a minority interest mainly perpetrated by weirdy beards riding ancient XL185's, and as such, ripe for negative legislation.

#### **United**

With the current ban on riding

RUPP's in force - all riders and drivers who use these byways MUST stick together and present a united front and not descend into the petty bickering exemplified by the article in the T.R.F. newsletter. I, and I'm sure most people in the club with an interest in this subject, still support the T.R.F. and all the work they do, however this type of slur against another large and active club can at best irritate those involved and at worse, risk alienating whole groups of riders thus weakening our collective strength.

#### **A Question.**

Before we leave this subject, an open question to the T.R.F. hierarchy : Can you honestly say that ALL your members abide by your rules ? Particularly those which refer to never riding illegally and never riding above 25 m.p.h. ? Answer honestly now, we'd be very interested in your reply

---

*Hmm. Please write in if you have any views on the opinions expressed above.*

---

*Er, I think now would be a good time to read the Manchester 17 M.C.C. Newsletter Riot Act, Therefore we would just like to say : 'The views expressed in this newsletter are not necessarily the views of the*

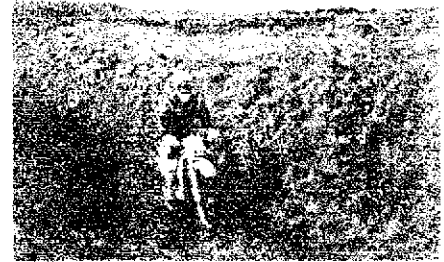
# Rights of Way

## Man 17 Vs T.R.F. (?)

*Manchester 17 committee, or of the club as a whole. The purpose of this newsletter is to provide an open forum for the expression of personal views and opinion'*

*Will that stop the threats of libel and litigation do you think ? Probably not.....*

*O.K. That's about it for R.O.W. this time around (I'm desperately trying to fill space here), if anyone has anything they want to say about the two articles above, then please write in. You can find contact names and addresses at the end of the newsletter. Thanks !!!*



# Road Riding

## BMF News - Diary Dates

*Hello. First of all we've got some dates for your diary from the B.M.F. :*

### **May 17th**

#### **The BMF Show**

Held in Peterborough this show is well established as the event for the enthusiast. 700 trade stalls, arena events, side shows, freak shows, the lot ! Admission is £10 (BMF members £8), OAPs £5.

### **June 14th**

#### **The Garden of England Show**

Held at Hop Farm Country Park, Kent, this show has trade stalls and arena displays including Lings Motocross display team. Admission £6 (BMF members £5), OAPs £5.

### **July 25th/26th**

#### **Knockhill Motorcycle Festival**

At Knockhill Circuit, Fife, with James Whitham and stunt champion, Kevin Carmichael. Riders can take to the circuit or try out quads or motocross. Admission £6 on the day (BMF inclusive camping weekend £10).

### **September 19th**

#### **The Tail End**

This will be more of a party than a show (it says here). With bikes and food from around the world, a talent show, bands and street entertainers, selected trade stalls and a moped bash. Admission £8 (BMF members £5 or BMF inclusive camping weekend £10). Doesn't say anything about

OAP's but we assume they are invited. Otherwise 90% of the Man 17 committee wouldn't be able to attend....

### **October 11th**

#### **Great Northern Bike Show**

To be held at Croft Circuit, Nr Darlington. The Great Northern Bike Run and show is no more - welcome to the Great Northern Bike Show ! New venue, new show. Stunt Show, track day, race day, drag bikes, run-wot- yer-brung day (pardon ?). Admission £5, Circuit rides £5. (Camping off site.)

*For further details on all the above events, contact the BMF on 0116 254 8818, or e-mail [promo@bmf.co.uk](mailto:promo@bmf.co.uk)*

**Manchester 17 M.C.C.**

**April '98 Newsletter - 7**

# Road Riding

## BMW R1100GS Road Test - Road Racing - GATSO Warning

### BMW R1100GS Road Test

I dropped off the VFR with a heavy heart, and with the words, 'I can't believe you've bought a BMW', ringing in my ears. Then, after picking the GS up and riding it home, the first thing I did was to have a look inside the panniers. Within the left hand side pannier I found the following articles: a pair of slippers, a pipe ready filled with 'old shag' pipe tobacco, a false beard and also a tartan rug to cover my legs when it gets cold.

#### **First Impressions**

However, in the right hand side pannier I found a note saying 'Don't judge on first appearances' and a pair of well scraped, plastic cylinder head protectors.

#### **Duffers**

This totally fictional story, sums up the R1100GS perfectly. On one hand it's the product of one of the most staid motorcycling firms in Europe whose products tend to be associated with old duffers in BMW 'System' helmets and matching Goretex riding gear, whose idea of excitement is to turn up the on-bike stereo a notch or two.

#### **Lunatic**

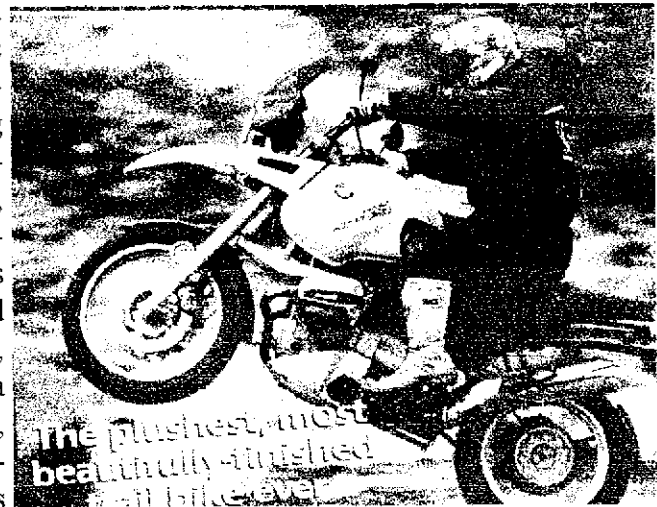
On the other hand, though, the

bike is a rather lunatic machine combining designed-on-drugs styling, gut wrenching amounts of torque, and handling, which for a bike this size, is quite phenomenal. This bike really does have a few surprises up it's howitzer like silencer.....

#### **Design**

First though, and you can't ignore it, is the design of the thing. If you're feeling charitable you could call it handsome, though its' huge protruding 'beak' and vast, swollen petrol tank tend not be generally perceived as handsome - more usually it's described as being a bit er, ugly. I'd go for the description of idiosyncratic and interesting, but then I just have spent a lot of money on it. Whatever you call it, the bike is definitely well put together and always attracts the attention of bikers and non-biker alike, most of whom can't believe a bike this strange looking and of this size, is actually useful for anything.

#### **Grinning**



Is it useful then? Well one quick blast up the road will have you grinning madly - I guarantee it. It's like being sat in your favourite armchair, although one powered by several bull elephants and a rather angry bison. The torque and throttle response of the engine is just incredible, it'll power out of corners on just a sniff of throttle leaving most things behind in it's turbulent wake. Below 3000 rpm it's nicely useable, but from 3000 - 6000 it lurches forwards on an unstoppable surge of power, the fuel injection providing perfect carburation for the 550 cc pistons flapping wildly from side to side. The only down side to all this low and mid-range power, is that the engine tends to get a little out of breath rather too quickly as the power tails off around 7000 revs. This isn't too much of a problem though.



# Road Riding

## BMW R1100GS Road Test - Road Racing - GATSO Warning

as you just keep changing up and the bike keeps accelerating like a mad thing. Ultimately the bike could do with more top end, or higher gearing as it tops out at around 125mph which is enough for most circumstances, but not enough for those late, last minute autoroute dashes to the ferry port at Calais.

### Suspension

Despite the vast size and weight of the bike, once on the move it actually feels very nimble and quick steering. The strange paralever front suspension does a brilliant job of keeping the bike stable over bumpy bends and the brakes, despite the rather crude ABS work really well, although the lack of dive from the front end under heavy braking is a little, er, strange at first. The enormous handlebars give you loads of leverage to swing the bike from side to side quickly and you hardly notice the torque reaction from the shaft drive. It does tend to wallow around on fast sweepers but it never gets too out of control and you hardly notice the torque reaction from the shaft drive. The Metzeler 'Enduro' tyres are nothing of the sort, but are really road tyres with a widely spaced tread pattern and although not the grippiest compounds, they never cause a problem as the flat twin engine

has the strange ability to hunt out grip on even quite dodgy surfaces.

### Long Distance

The petrol tank has a range of around 230 miles and this distance can be done easily with no stopping as the seat and riding position are excellent, although the screen, which initially seems miles away, does create quite a lot of wind roar. The cable clutch is a little heavy, while the gearbox does need a very positive stamp to get it into first, although the other gears are not quite as bad.

### Stigma

Perhaps the worst aspect of the bike, and the thing which causes most sleepless nights is the very fact that the bike is made by BMW. If the very same motorcycle had been manufactured by say, Honda, I probably would have bought one years ago. Why do I say this? Well, the stigma of owning a BMW and all the preconceived misconceptions that go along with that, are a little alarming. For instance, none of my fellow, Japanese mounted bikers wave or nod at me anymore, although coppers and blokes in BMW cars do. Whenever I park the bike up, invariably a little crowd of BMW fanatics has gathered around it by the time I get

back. You know the type - woolly polo necked sweater, brown suede shoes, strange wispy beards etc. They jab their bony fingers at you whilst muttering things like, 'Can't stand this Jap crap', 'Remember the River Kwai', 'The ultimate motorcycle'... Then, when you politely point out that Japanese bikes are actually rather good, they look at you as though have uttered a vile profanity more blasphemous than the joke about The Pope, Mother Theresa, warm cooking oil and a glass coffee table.

### False Images

A lot of people buy these bikes merely because of the name and do nothing with them apart from potter around at quarter throttle like mobile chicanes, whilst droning on about 'Character' and 'Heritage' - and it's this which colours the perception of the bikes for most people. Which is a shame because the bikes are great fun and you can ride the wheels of them and surprise a lot of people with their hidden talents. I'm not saying it's a sports bike, but it does go surprisingly well and proves the awful point that the shallowness of an image goes a long way to helping us decide what make and type of bike to buy.

### Road Racing - Mallory

# Road Riding

## BMW R1100GS Road Test - Road Racing - GATSO Warning

### Park 8th March 1998

A cold, wet and blustery day greeted the latest Manchester 17 member to take up road racing. Paul Garner, hitherto more reknowned for his remarkable ability for breaking and bodging all things mechanical and for riding enduro bikes rather fast, has decided to don the leathers and whizz around on the ex-Mike Shaw Honda CB500.

#### **A Wise Move ?**

Yes ! I'm afraid it's true. Mr Shaw has now taken Paul under his wing, and is giving him all the benefit of his huge racing knowledge. Whether this is a wise move on Pauls part we can't say just yet, however we're assured that Mike and Paul make one helluva team (?). The worrying thing is Paul is starting to look like Mike aswell.

#### **Rather Well**

Anyway, in his first meeting, Paul actually did rather well. Under the watchful eye of his father, the sage like Brian, he lined up for his first race of four with all the eagerness of a young eagle about to leap out of the nest for the first time. He was doing well for the first few laps, then, due to an over eager application of throttle at the hairpin, slid off and hit the gravel. His dirtbike heritage

showed when he immediately tried to jump back on and resume racing. However, the marshalls were having none of it and refused to let him re-start.

#### **Under Pressure**

In the next three races, Paul learnt from his previous mistake and finished all three in an amazingly good fourth place. The last race was really good, as despite being hassled by an RS125 going into the hairpin on most laps, Paul kept his line and cool and surged past on the exit. In each of his races he look relaxed and smooth, and seemed to have no problems with the wet track.

#### **Boot Wear**

One thing Paul has got to learn though, is to keep his feet higher. When we went to see him in the paddock we found that he had worn nearly an inch of his boot away - any more and he'd be taking a size smaller shoe size. Still, compared to his usual habit of breaking and generally destroying things completely this was nothing.

#### **Do the 'Chicken'**

Mike Shaw was satisfied with Pauls progress and puts it all down to two vital pieces of advice he gave his protege. These were : Flap your arms like a chicken and grin like an idiot round corners if you're

feeling tense. Apparently this works all the time as your racing opponents will look at you in disbelief thinking you are insane and thus run off the track. We'll be publishing another of Mikes tips in the next issue....

---

### Speed Camera's Urgent Update!

If anyone of you like to blast down the A523 from Macclesfield to Leek, on your way to watch the races at Darley Moor, then be extra careful as this section of road has recently become infested with speed cameras.

#### **Locations**

There's a few in Rushton Spencer, loads in Leek itself (near the Football Ground and on the A523 out of Leek), and some in Winkhill and Waterhouses - now most of these are in 30, 40 and 50 mph zones so there's no excuse for being caught. However there are four (2 each way) in national speed limit zones. These are near the the B5053 crossroads (near the 'Little Chef') and near the A523-A52 junction. These are very sly - so be careful.

#### **40 Points !**

By our estimation, if you triggered each one you'd be in line

# Road Riding

## GATSO Warning - Ducati Warning - Tamagotchi R1000F-1 Road Test

for around 40 points on your license and that's just one way ! Obviously the police have decided to focus on the easy to catch speeders, rather than muggers, thieves and other 'real' criminals. You have been warned.

### D\*\*\*\*j

Another word of warning - should you choose to engage our editor, Mike Shaw in conversation, be careful not to mention the word 'Ducati'. Unfortunately, Mike has taken leave of his sense's and purchased a 916, and thus he can now talk at length about the machine. So if you don't want to listen to hours of propaganda about how reliable Ducati's actually are, do not mention the name - indeed don't mention anything of Italian manufacture to Mike, such as Fiat, Chianti, Pasta etc. as this will start him off.

*And now we've got a special treat for you all. As you are probably sick of reading our amateur attempts at writing road tests, we have managed to persuade the well known motorcycle journalist, Stan Farris, of Super ThrashBikes magazine, to write an exclusive report on the new Tamagotchi R1000F-1 sports bike. Unfortunately, due to copyright rea-*

*sons, we couldn't include any of Stan's 'photo's of the bike - however we have included some captions with 'helpful' descriptions of what the 'photo would have looked like. Anyway, take it away Stan....*

### Drooled

You've seen it in the 'photo's, you've drooled over the specs, but nothing can prepare you

*"Photo of bike looking mean & moody in the pit lane of some exotic race track."*

for the awesome sight of the new Tamagotchi R1000F-1 in the flesh! It really kicks ass, and even without riding it I knew the R1000F-1 would blow all the other pretenders to the top sportsbike crown into the weeds.

### Suspension Tweaks

Before starting the bike up, I knew from my racing background that the suspension needed sorting out - as legions of highly skilled, highly paid Japanese technicians couldn't have possibly have come up with the right settings. Beckoning an engineer over with a wave of my carbon-kevlar-kryptonite Donkai GP pro-

sport gloved hand, I told him I wanted 2 more clicks on the rebound, 3 more on compression, an inch on preload, a change in overall atmospheric pressure of 1 millibar, which together with one fork leg dropped 2cm through the yokes was sure to improve the handling and suspension package no end.

### Godlike Handling

I wasn't wrong ! Halfway round a steep 90 degree left hander with my knee buried into the tarmac I braked real hard and found the resultant front wheel slide was easily saved by applying more pressure to my knee slider. What handling ! Then, as the apex to

*"Smoking knee slider shot."*

the corner approached, I used my legendary fine throttle control to wind the throttle fully open as soon as I saw the exit. The back slid approximately 2 metres before coming back into line, at which point the bike pulled an enormous wheelie that lasted the length of the 1 mile start-finish straight.

**Wild !**

# Road Riding

## Tamagotchi R1000F-1 Road Test - Speeding Crack Down

Then, as I grabbed a huge handful of front brake, the bike slowed from warp speed in a matter of microseconds - as though I had deployed a drag parachute. Awesome ! Using the full power of the 150 horses under my control, I quickly accelerated up to the bikes maximum of 200 mph leaving a big streak of rubber behind me. After a few seconds I reached take off velocity and found myself orbiting the circuit at a comfortable 1minute 30 seconds at a height of approximately 20,000 ft. Sound !

### **Orgasmic**

It was soon after this that I disappeared up my own backside amidst the smell/burning hyperbole and bullshit - but not before I had a waking wet dream about being a world superbike racer and shagging all the broolly birds! Made a terrible mess of my diamante Hexport leathers ! Which, incidentally, are made from the finest grade of 1m.m. thick leather sourced from imported goat scrotums !

### **Must Have !**

The Tamagotchi R1000F-1, it's the must have bike for the next half hour at least !

*Well, thanks for that Stan. Remember readers ! If you want more of the above, look no further than your local WH Smith for Super ThrashBikes*

*magazine or, alternatively, buy 2 rolls of Andrex toilet paper from your local supermarket. After all, they both serve the same purpose.*

### **Speeding Crack Down in Wales**

#### **NORTH WALES POLICE**

## **SPEED KILLS**

### **THE FACTS**

**DURING ONE CALENDAR MONTH IN 1997, ROAD TRAFFIC ACCIDENTS IN NORTH WALES ACCOUNTED FOR THE FOLLOWING NUMBER OF CASUALTIES:**

**7 PERSONS KILLED  
260 PERSONS INJURED**

**BY DRIVING RESPONSIBLY AND COMPLYING WITH SPEED LIMITS, YOU WILL PLAY YOUR PART IN MINIMISING ROAD TRAFFIC ACCIDENTS AND MAKING THE ROADS SAFER FOR ALL ROAD USERS.**

On a recent ride to Wales, two club members were pulled to the side of the road by traffic police and given the above notice. The policemen told us they were launching a serious crackdown on speeders after a spate of accidents involving bikers last year. They were armed with the latest laser speed guns and were also rigorously checking number plate size and legality of exhaust systems. They asked us to tell anyone we knew who rode in the area (Llangollen, Bala,

Dogellau etc) to be careful and to not use the roads as race tracks.

### **Warning**

Now usually we would have dismissed this and not bothered you with it, however, a few miles after, we came across two demolished bikes lying in the middle of the road. Judging by their location, both bikes had been riding side by side, racing each other, when one had run wide in a bend and forced the other one wide - right into a car on the other side of the road. The accident appeared to be fatal. This is our own warning : While you may have the leathers of a racer, and a bike that looks and goes like a racer, you, on the road are not a racer. Ride accordingly, not like a barely in control idiot. World Superbike wannabe ? World Superbike wannadie more like. Though various moronic magazines urge point and squirt, hard on the brakes styles of riding - that is not the way to ride on the road. Please be careful, we wouldn't want to lose any members...

### **Stop Press !!**

Paul Garner 9th in first CB500 national !! And Adrian Kershaw wins it !! Congratulations to you both. More details next time. Bye !

# Trials Talk

## Boxing Day Madness Trial

### Boxing Day Madness Trial

Report by Ken Roberts.

#### **Black & Goey**

**M**adness was certainly the best way to describe the conditions for Manchester 17's annual Boxing Day bash. Always a moist venue, the going at Fold Lane Farm was at its black goey best as the wet weather of the last few days was further added to after an early glimpse of sun.

#### **No Grip**

An entry of just short of 100 took to the 10 mud, rocky stream, mud, roots and more mud sections and quickly removed whatever grip had been available to ensure the smart got a move on.

#### **Hard Route**

The hard route looked to be a straight tussle between John Hulme and Mike Roberts with Hulmie taking the win by a fair margin thanks to his mastery of the steep, deeply rutted roots of section 8. His clean sheet here to Mike's 8 was more than enough to make up for the marks taken by his new Gas-Gas dying from fuel starvation. Mark Hallam and mate Ian Strickland made up for a bit of a lay off by ending 3<sup>rd</sup> and 5<sup>th</sup> on 48 and 51 respectively. Sand-

wiched between them was section plotter Alan Hulme using the famed traction of his Honda TLR to make up for its lack of brute go for a days total of 49. Mark Reynolds continues his improving way beating Kev Hipwell on Lee Granby's little slick tyred Gasser by a single dab.

#### **Prods**

Mike Critchlow was a steady 8<sup>th</sup> overall and best Inter by a good bit from Adrian Mellor. Best youth by a mile was James Farrer making full use of his Montesa's power in the deep mud of section 2 to record the best score of the day with just a couple of prods.

#### **Old Fella'**

Ever enthusiastic Henry Rosenthal did the hard sections and took another win in the old fellers class beating his more youthful riding partner Adrian Bellis on his new Beta by a solid 7.

#### **Dodgy Five**

The easier course, although by no means easy, was won by Andy Hipwell who, like Alan Hulme, was TLR empowered and very much in charge even after a dodgy five on relatively easy section six after the observer apparently missed one of his attempts. David Knowles looks likely upgrading material after his fine second just 2

adrift of the win.

#### **Monster Twin**

North Eastern visitor Chris Grundy took third from another one of those Honda's - this time the Golineer Mono version of Bert White. Best of the man's machine class was that real heavy weight monster twin Triumph of Malcolm Cocking.

#### **Mud Specialist**

Local, Vinny Wild, lost the tie break with Cheshire mud specialist Richard May on 47 apiece, while the 17's very own trials sec, Nick Stott maintained enough patience to finish a trial with more than one queue and took the last of the awards for his trouble.

#### **Ride of the Day**

Ride of the day on the easy course has to be the clean of the near impossible section 3 by Pete Bowden on his last lap after previously taking 3 maximums.

---

*Thanks for that report Ken. For more info on the other Trials being run by the club this year, check out the last page of the newsletter where you'll find a full timetable.*

---

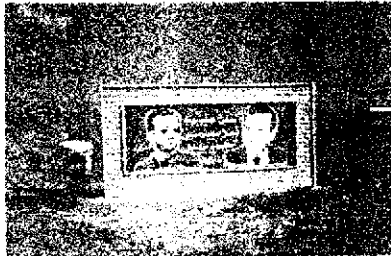
*Oh No! A space ! How to fill this vacuum ? How about with a mile wide asteroid ?*

---



# Letters to the Editor

## R.I.P. Letters Page



### R.I.P.

*Hmmm No letters again. what are we to do ? We've done all the spoof letters we can think of, we've begged and pleaded with you to send us letters, but alas to no avail. So, you'll be pleased to hear that this is the last letters page ever. Your free forum for expressing your views to over three hundred bike lovers is no more. RIP Letters Page.*

### Un-Decided

*As yet we haven't decided what we are going to replace the*

*letters page with, but in the current running are reviews of our favourite Haynes workshop manuals (the GS400 twins is a particular favourite of mine), a wax cotton appreciation page or controversially a readers wives page. What do you think? Write in and we won't print your letter!*

### Problem



*what to do with this last bit of space. So, I'll think we'll finish off with an excerpt from a short story by Angela Carter : "Here, we are high in the up-*

*This still leaves us with the awful problem of*

*lands. A baleful almost music, that of the tuneless cadences of an untutored orchestra reper- cussing in an ecstatic agony of echoes against the sounding boards of the mountains, lured us into the village square where we discover them twanging, plucking and abusing with horsehair bows a wide variety of crude stringed instruments. Our feet crunch upon dryly whispering shifting sawdust freshly scattered over impacted surfaces of years of sawdust clotted, here and there, with blood shed so long ago it has, with age, acquired the colour and texture of rust...sad, ominous stains, a threat, a menace, memorials of pain."*

*Now thats cheered you up hasn't it ?!*

# Other Stuff

## Subscriptions are Due!!

### Subscriptions

*Yes, I'm afraid it's true. If you haven't already paid up, then it's time to pay your seven quid to our Membership secretary, Linda Roberts, for a whole new*

*year of fun, frolics and cross dressing. Pardon ? Anyway, give Linda a call on 01625 871474 and she'll be pleased to extort some cash off you. Remember, if you do decide to join, you get : BMF Affiliation,*

*TRF Affiliation, loads of back- stabbing friends and of course. THIS NEWSLETTER !!! How could you afford to miss out ? Join the Manchester 17 M.C.C.*

*You know it makes sense.*

**Manchester 17 M.C.C.**  
**April '98 Newsletter - 14**



# Other Stuff

## Album Review, Faust - And Finally...



### Album Review - 'Faust wakes Nosferatu' by Faust.

Legendary Krautrock noise-niks Faust, have made a very welcome re-appearance over the last few years. Famous in the late '60's to mid '70's for their uncompromising brand of avant-garde, innovative music (christened 'Krautrock' after one of their more famous pieces), Faust have made a triumphant return.

#### You Know

In 1996 we had the release of 'You Know Faust' an excellent

album full of the driving rhythms, chaotic noise, insane humour, quirks and madness that denote a fantastic Faust record.

#### Unsettling

Now in 1998, we have the release of a record in an altogether more unsettling and at times, downright disturbing vein - 'Faust Wakes Nosferatu'. Planned as a soundtrack to the original German version of Dracula - 'Nosferatu', the music fits the film perfectly.

#### A Bit Scary

Eery quiet passages sit next to discordant segments of weird scrapings, moans and strange, unnerving beats. Just listening to

the music is a tad scary, but when watching the film simultaneously, then, well, it's quite terrifying.

#### Powerful

For a piece of music to provoke such strong emotions is quite incredible and shows the true strength of Faust at their best. If you've an interest in the different and esoteric then buy this record now. If, however, you prefer Celine Dion - then I'd suggest you'd best go boil your head immediately.

Available on Klangbad records, from Piccadilly Records, Oldham Street, Manchester.

*Hey ! What is this ? I thought this was a bike club newsletter, not some poncey magazine of music critique. Jeez.....*

---

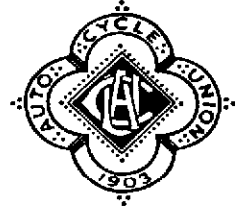
*O.K. that's about it for this issue of the newsletter. If you have any complaints, criticisms, opinions or simply have the overwhelming urge to talk to us, then please get in touch with the editor, Mike Shaw, on 0161-728-3555. If you have email, then our address is [man17mcc@aol.com](mailto:man17mcc@aol.com) - so send us some words and piccy's. Alternatively, come down to the 'Midway Public House', Newbridge Lane, Stockport, 8.30pm 'till 11.30. Bye, bye !*

---



# THE MANCHESTER '17' MOTORCYCLE CLUB

Founded 1935



Affiliated to the  
CHESHIRE CENTRE, AUTO CYCLE UNION  
BRITISH MOTORCYCLISTS FEDERATION

261 COPPICE ROAD  
POYNTON  
STOCKPORT  
CHESHIRE  
SK12 1SP

Tel/Fax 01625 874421

## 1998 TRIALS DATES

DATE	EVENT	VENUE
12.04.98	Dead Easy & Masters Trials No. 1	Haslin & High Edge
04.05.98	Dead Easy & Masters Trials No. 2	High Edge & Hawks Nest
25.05.98	Dead Easy & Masters Trials No. 3	Fernilee & Hawks Nest
07.06.98	Dead Easy & Masters Trials No. 4	Haslin & Hawks Nest
05.07.98	Dave Rowland Trophy Trial	Brake Linings Factory, Buxton
18.07.98	Hawks Nest Trophy Trial	Hawks Nest
31.08.98	Dead Easy & Masters Trials No. 5	Fernilee & Hawks Nest
06.09.98	Dead Easy & Masters Trials No. 6	High Edge & Hawks Nest
18.10.98	Dead Easy & Masters Trials No. 7	Haslin & High Edge
29.11.98	Northern Experts Trophy Trial	Clough House, Wildboardclough
26.12.98	Boxing Day Madness Trial	Fernilee
10.01.98	Fisher Trophy Trial	Hawks Nest

For further details on these events contact:

Ken Roberts  
17 Mill Lane - Hazel Grove  
Stockport - SK7 2DN  
01625 871474

Nick Stott  
56 St. Georges Road - New Mills  
High Peak - SK22 4JT  
01663 742238