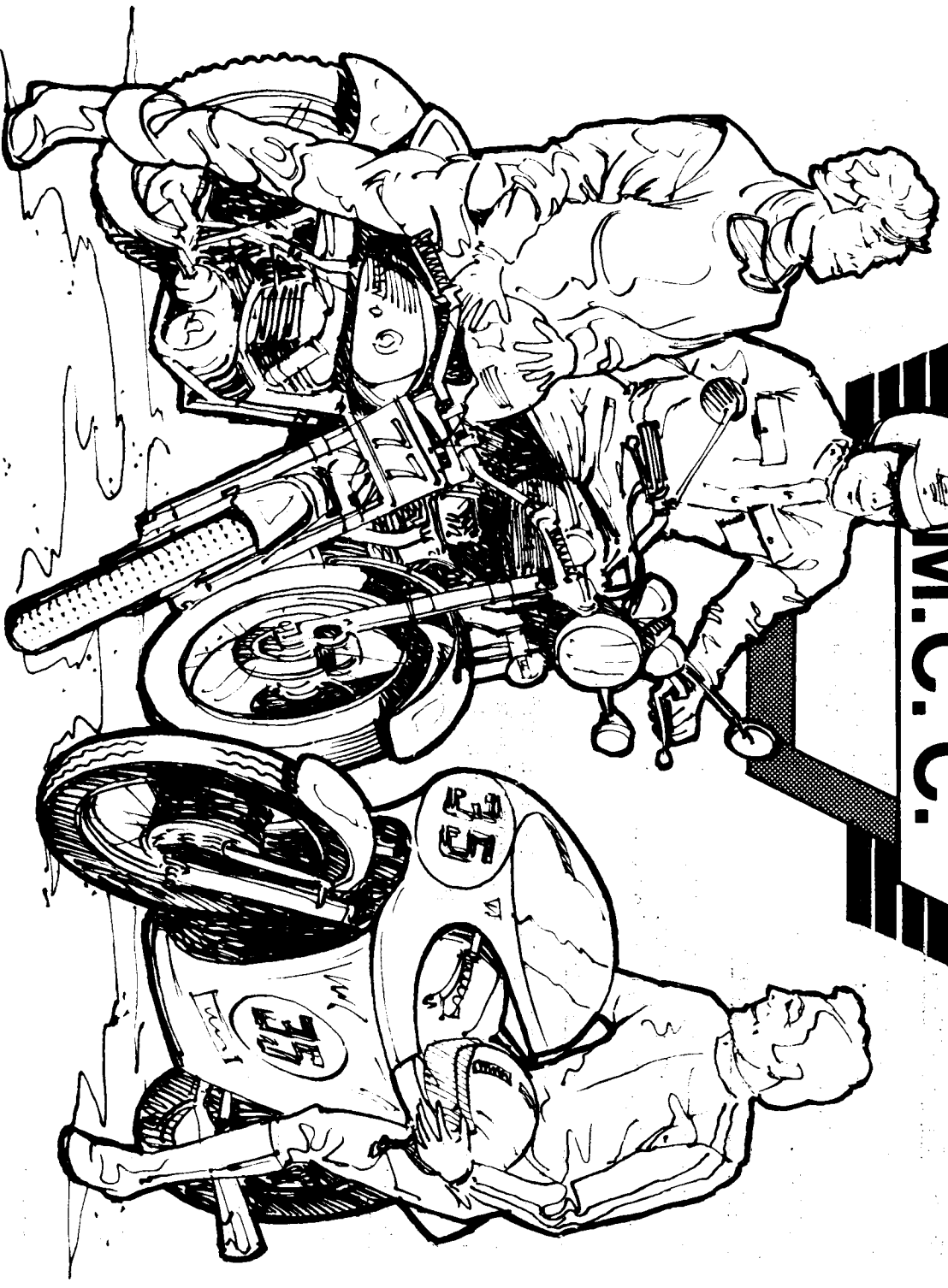
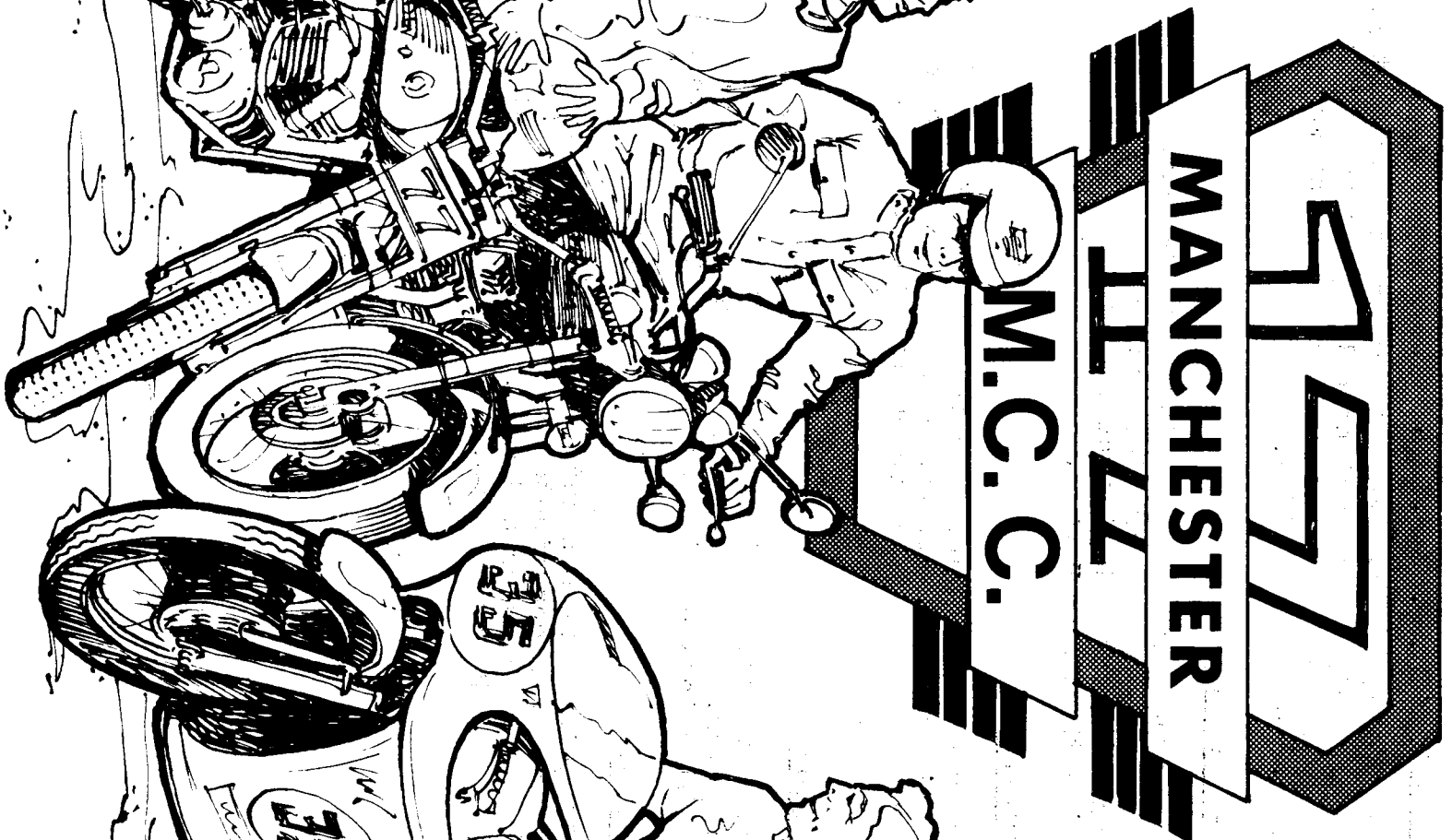


THE MANCHESTER '17' MOTORCYCLE CLUB

(Founded 1935)



Meetings: Tuesdays, 8.30pm. Robin Hood Hotel, High Lane. (A6)

NEWSLETTER - JULY 1977

Editor: Paul Tootall,
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Despite my plea in the last newsletter for original copy from members on the many controversial issues surrounding motorcycling only one item has emerged so we will carry on with the old format behind our new front cover.

My thanks to contributors of trail and enduro reports, and to Henry for his timely comment on National Parks.

February 21st - Committee Meeting

A large turnout of members discussed improvements for next years dinner dance; forthcoming social events planned by a sub-committee; a new duplicator and a newsletter cover. Serious thought was given to monitoring Peak Park Planning Board activities.

February 27th - Club Run

A small party enjoyed a refreshing winter run to Sherwood Forest and the Major Oak. Dave Duckett led the way home and we stopped to admire the snow covered panorama above Hathersage. A great day out - blue skies and dry roads despite the settled snow.

March 2nd - Frodsham

Several members took the opportunity to hear the Oulton Park ACU officials' view on marshals' problems. It would be fair to say we got little change out of them. Promises were made to check equipment and consult us in future.

March 3rd - Buxton

Vernon and I went to the public hearing of the Peak Park Planning Boards' Draft Structure Plan. The experience was useful in that we learnt how to handle future objections - this time we were too late to be represented.

March 6th Anglesey

Dave Tattersall joined Sharman and I on a run to Anglesey. Beautiful weather and quiet roads contributed to a great day out but beware the lack of food and drink in Wales on a Sunday. Great route discovered from Chester to the A5 at Pentre Foelas.

March 8th - Clubnight

Vernon and I reported back on the Buxton Enquiry. Some concern was felt at the authorities restrictive attitude to motorcycling in the Peak Park. We discussed joining the BMF for mutual support in such matters.

March 13th Club Trial

March 19th Oulton Park

An interesting days racing from Old Hall corner. Moses blew up in practice on the Vincent but Mick Capper had a good heat before being carted into the bales by Steve Wright on the first lap of the final.

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March 22nd - Champion Plug Talk

Very interesting films and a packed clubroom.

March 28th Committees

Ron, John, Peter, Dave and I began to formulate plans for the proposed National Road Trial in the Peak District in August. Main issue was to wade through RAC Authorisation procedure, costs and maps etc.

Club Committee

Topics discussed: Peal Park Plan, reflective club waistcoats, duplicator and a lengthy debate on lights for trials bikes. Some members felt we ought to anticipate future legislation and lead the way by running trials with lights compulsory. Most trials riders disagreed!

March 29th - Clubnight

Drs. Roe and Thorpe from Manchester University showed films and slides to illustrate an absorbing talk about their work on silencers and leading link forks. This was the best clubnight for years and the room was bulging. We were convinced to a man that their experiments were necessary and successful - pity the manufacturers tend not to hear their wisdom. Frank Pickard arranged the visit.

April 1st - Peak Club

Twenty five members joined the Peak Club at Peakdale for a rock and roll disco and hot pot. We ought to be running these things.....

Easter-Transatlantic Match Races

Members who followed the series round reported dismal British performances after they left a wet Mallory Park to join us at Oulton on Easter Monday. Racing was quite good with Roberts and Baker always exciting. Sheene broke the 100mph barrier which was a bit of history but of course the U.S. side won easily. The crowd were again all over the place and fences collapsed under the strain along the Avenue. Paul Smart was not pleased when three fire extinguishers did not work after he dropped his Suzuki at Old Hall. We remembered the promises made at Frodsham in March with some irony. The incident was embarrassing for us and financially ruinous for Paul Smart.

Highlight of the day was passing John Garlick sitting in a traffic jam on the way home - he had half an hours start on us but took three hours to get home!

April 12th - Clubnight

Mr. McFarlane the Greater Manchester Road Safety Officer visited the club at Carl Taylor's instigation and showed the latest training films before submitting himself to a barrage of critical questioning. He was sympathetic and above all not condescending in his viewpoint. Instead of preaching road safety he encouraged us to help in training schemes and suggested we direct complaints about road conditions to local authorities.

April 17th - Chasewater

Dave Effer and Steve Kershaw with their respective ladies joined me on a run to the first ever British Long Track Grand Prix at Chasewater, Staffs. We met Dave Duckett in the car park and enjoyed a different type of motorcycle sport with all the worlds top longtrack stars. The Bulmers Triumphs were a washout as were the three(!) sidecars but the solo racing was fast and skilful.

...../

Kristian Praestbro explained to me in the paddock that racing would have been much closer if the track had not been so slick. Top men disappointed by falling out of the competition with engine failures.

April 25th - Road Trial Committee

Dave Tattersall forgot this meeting, but we pressed on with the organisation and Keith Haining was dragged in to help. Special tests were devised and the route was discussed. The more you study the authorisation the worse it gets.

May 3rd - Slide Show

Several members contributed slides from various race meetings and trials but the highlight of the night was Dave Nurse's Rumanian slides taken on an FIM Rally trip.

May 9th Committee

A very poor turnout saw us resolve to remind committee members of meetings more often and more forcefully! We discussed the continuing saga of the duplicator and the death of planned social events due to the secretary's studying commitments - what happened to the sub-committee? Trevor arrived with details of a second RAC/ACU Training Scheme. Approval was given for a full-go-ahead on the road trial and mention was made of a barbecue at Roy Clarke's farm.

May 15th - Club Run

Seven or eight members ventured to Donington for the re-opening road race fixture. Watching Mick Capper doing well in both his races we felt the circuit was in most respects a winner. Viewing facilities are excellent and the track looks fast and safe. When the hairpin is finished and loudspeakers fixed up round the back of the circuit it will surely be the best venue in the country.

May 22nd

Dave Tattersall and I made the first reconnaissance of the route for the proposed road trial. It was great to get down to actual planning after sorting out all the government and RAC paperwork.

June 5th

"As above" with Keith and Nigel we completed the route in record time - too fast in fact. Special tests at Darley Moor should slow things down a bit.

June 12th

As the RAC/ACU 'B' Scheme kicked off at Reddish the 78 riders set off from Cleulow Cross in the club trial. Dave Thorpe won the event despite some cunning new sections near Buxton designed by John Shirt. Ken Eyre set fastest time!

June 14th

A dozen members joined the annual Taxi Drivers Outing for Stockport children to Southport. Playing at policemen for the day we escorted the convoy non stop to the resort and consumed some beers before hitting the funfair. John Mills had an embarrassing prang on a friend's Yamaha in the early stages while Jim Phillips amused us all by padlocking his oily old Ariel!

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June 15th - Isle of Man

After a filling breakfast at Ray Armstrongs guest house in Castle Mona Avenue some college friends and I watched the Classic TT from the bottom of Bray Hill.

It hardly needs saying that it was very, very fast and the handling of the big 750s was surprisingly impressive. The last time I was on Bray Hill in 1968 the Production bikes were all over the place. Only a solitary BSA-3 was wobbling every lap in the dip while Grant and the rest were very smooth.

We watched the afternoons sidecar race at Quarter Bridge. Several members were also on the Island but it seems the days of large club holidays at the TT are over - everyone goes it alone these days.

June 20th - Committee

Ian Cottam representing the RAC/ACU B Scheme attended this meeting and Carl Taylor represented the social sub-committee. Ian reported the problem of lack of machines for absolute novices. It may be that a loan from club funds would be considered. Carl believed that George Silk was visiting us soon and also promised to chase up the other ideas planned in the winter e.g. Granada TV. We again talked about the club duplicator and came up with a plan! Steve Thomas is to accommodate the device and try to learn its intricacies - perhaps we don't need a new one at all!

Progress of the road trial was discussed and also the "fragmented club" issue: Are we a club or just two or three groups of motorcyclists sharing nothing more than a Tuesday drinking venue?

June 26th - Darley Moor

Racing as good as ever but where were the club members? Mick was at Donington and Dave Ashton was spectating whilst his engine is rebuilt. Neville was just absent? How did you go in in the Island Neville?

Spotted at Darley were Ian Jones, Dave Effer, Pete, Graham Clemence and the comeback sidecar driver from the Ashton club - Stuart Applegate. Seen at the pub were Stuart Miller and Mark.

July 3rd - Club Run to Club Trial

Keith Haining and Nick, Andy Gregory with Sharman and I called at the Eagles club sidecar trial before pottering up to the club trial at Hawks Nest where tiny tots and ladies were embarrassing a few of the club's novices with their skill. I had a dabble on John Hulme's Ossa and really enjoyed it. Last time I played at trials was on Henry's Greeves when the Renthall king and I were both still at school!

After leaving Hawks Nest we went to Edge Top in time to see a white faced Moses climb out of his hang glider harness in the valley bottom. Ernie said it was the "most horriblemest flight he'd seen". Alan Kempster was also there assuring everybody he was not a friend of the recently departed Moses.

The idea of this half day run was to attract training school instructors who finish at 12.00 noon but nobody turned up. Keith was himself on his Advanced Motorcyclist course in the morning.

Trial Results

Best Novice	R. Ashby	36	Best 40+	J. Cantrell	48
1st Class	D. Green	44	1st Class	R. Hulme	54
"	R. Stewart	45	(including handicaps)		
"	D. Wilcox	46			

Best Youth 'A'	J. Hulme	9	<u>Special Ladies Awards</u>	
1st Class	A. Gardner	16	Chris Steckles	114
"	A. Needham	19	Lyn Cantrell	130
Best Youth 'B'	M. Holland	2	Gillian Longley	131
1st Class	M. Edwards	13		
Best Youth 'C'	A. Carey	80		

ADVERTISEMENTS, OFFERS, WANTS AND DISCOUNTS ETC.

- ** Ray Armstrong, three times British Sidecar Trials Champion passenger is offering discounts to club members at his recently acquired Douglas, Isle of Man guest house. Bed and Breakfast £3.00. £4.00 for B & B plus Evening Meal. - 53 Castle Mona Avenue, Douglas.
- ** Reflective orange waistcoats will soon be on sale with the club badge printed on the left corner. £1.40.
- ** The new batch of metal lapel badges of the club ensignia is now on sale, see Doreen.
- ** Don't forget the ATS tyre and battery discount offer. Committee members will give you a card on request.
- ** Immaculate Honda CB 500T. 5,500 miles 'P' reg.
Len Cocksey, 90 Clough Road, Droylsden, Manchester.
- ** Club badges can now be printed into your choice of T shirt, sweat-shirt, hat or holdall. See Doreen.

Clubroom

Perhaps you are puzzled by the committee notes referring to a fragmented club but this is a concern to several members and one which is not easily answered. Unless we share participation in social and competitive events members will never get to know each other and the club will become a collection of cliques. Recently trials riders occupied the bar whilst others sat in groups in the main room as if they had some infectious disease. On this occasion the room was far from full.

Quizzes and talks do help but my ideal solution is a debate or discussion on matters of common interest. The next opportunity for this could be an Extraordinary General Meeting which I hope to instigate at the committee to discuss a proposal to affiliate to the British Motorcyclists Federation. As I write we are expecting a talk by their chairman, Harold Booty on July 19th.

Keith Haining feels it lies with trials organisers to explain why they need observers and what is required. The present system "Anyone want to observe on Sunday?" is certainly less than satisfactory and quite impersonal.

Devious but different was my participation as scrutineer, starter and observer at the recent club trial. I have no guilty conscience when I now ask for help at the Peak Road Trial on August 21st.

Dave Effer is now back from his exams and Carl Taylor is working hard as deputy Social Secretary so things should pick up on Tuesday nights. Visits by George Silk, Ordnance Survey, BMF and TRF plus some film bookings are already in the pipeline. Cheshire Albion MCC are also going to visit us one night soon.

News in Brief

- ** Pete Kershaw was just beginning to make a name for himself in second half speedway when he purchased a four valve Luckhurst conversion and has

had trouble getting it to run properly.

- ** Manx Grand Prix regular Dave Abrahams is looking for a 90mph lap this year on the Vincent. Mick Capper is again entering on his Warburton supported Yamahas.
- ** Andy Gregory has retired from his short sidecar-cross partnership with Steve Birchall. Andy felt he was holding Steve back and was just managing to cope with the physical effort when injuries took their toll.
- ** Paul Renolds retired with mechanical problems after a good start to the Welsh Two Days.
- ** Dave Nurse and Dave Tattersall are just back from their FIM Rally and French touring holiday. Watch out for reports in the next newsletter.
- ** Not noticing the two opposite facing direction arrows on a TT100 I struggled for hours to put one on in March only to notice six weeks later it was facing the wrong way.
- ** National Rally entries are now closed. If you've entered let me know by July 30th so we can nominate teams.
- ** John Cranmer is still enjoying the life on his Kitutz and has now stopped referring to when he'll be home in his frequent letters to friends.
- ** Next big club run will be to the big Grass Track Grand Prix at Hereford on July 24th. The course is reputed to be smoother and shorter than last years 1000 yards.
- ** If you've not seen a moto-cross grand prix and you've never been to Hawkstone Park then get down there on July 31st for the British 250cc round.

Letters are invited on the subject of the difficulty of getting sufficient observers at trials. Is the responsibility wholly with the organisers, the promoting club as a whole, or should competitors help in some way? How can the job be made more interesting? £1 will be awarded to the writer of the best letter.

The Peak Road Trial is the name we've given to the 120 mile event planned for Sunday, August 21st.

After months of planning and seeking RAC and ACU authorisation the event is well advanced in format and we are now looking for assistance with marshalling the control points. Members with stopwatches will be most welcome!

The test elements must remain secret until the last minute but a marshals meeting will soon be held to explain all. I need at least another 17 names to add to the list. The event is not open to members and we hope to attract 150 competitors from the Cheshire, East Midland and North West Centres.

Geoff Mainwaring, Dave Lawson and John Roberts have kindly donated prizes and I would like to hear from any other sources which could help.

Newsletters are essential but expensive. The last issue went to 300 members. Each one posted costs 7p and we have to find stencils, paper and envelopes as well. Future editions will therefore be quarterly and I would welcome contributions for the next issue from now on.

Members are advised to take up their pens in anger when they encounter anti-motorcycling publicity in the press. Similarly you should complain loudly but sensibly to the local authorities about bad road surfaces and other dangerous obstacles known as "road furniture".

Especially important is the downgrading of Derbyshire lanes. Even the surfaced minor roads are now appearing with "access only" signs on them and I am assured that the usual car and motorcycle sign is not necessary - the bike could be omitted from the restriction order and the sign and that this is catered for in the legislation. Watch out in the official notices of your local newspaper for intended downgrading.

John Garlick, our Sports Council representative says the Council want to see the Peak Park Structure Plan in order to represent our cause for fair consideration when the future of the Park is decided upon.

Glyn Mellor is trying to encourage members to go rallying - motorcycle style - usually meaning social camping weekends rather than speed competitions. He has a list of all forthcoming events and secretaries addresses. See Glyn any Tuesday at the club or write to 32 Waltham Drive, Cheadle Hulme, Stockport.

More Politics

It is no secret that I am a keen supporter of the British Motorcyclists Federation and that later in the year will propose a motion that this club should affiliate to the Federation.

Recently revised fees mean that with our present membership we would have to pay about £40 per year to join. Many people feel that the BMF have been, and always will be ineffective in opposing government legislation but that is not strictly true nor is it a good enough reason to withhold our support.

In recent times the BMF have had many meetings with D o E officials and discussions have resulted in cautious and limited introduction of larger cats-eyes, white lines, metal manhole covers and road humps. They are aware of road surface hazards and bus lane problems, diesel spillage and tunnel fees and constantly make their (and our) views known to the authorities.

It is a fact that bureaucracies prefer to deal with organised bodies rather than emotional, irate individuals. The sooner their 25,000 membership is increased the better for many have already made the mistake of forming pressure sub-groups. The need for a united respectable image may repulse some people but exercising our rights at speed, without lights, reflective waistcoats, helmets and two fingers is the surest way to being squashed by the politicians. If safety factors are made compulsory it is far better that the BMF represent our ideas in the framing of the laws.

The Trail Riders Fellowship are also in the arena of rights of way (a little recognised BMF concern but one which tackles the courts rather than argues with farmers and walkers) and cater for individual riders.

It is my view that members of the Manchester "17" should now decide where they stand on these issues and lend their support to a representative body which will cater for our club as a whole. The issue could well be debated in the newsletter before a decision is made. Henry has supplied a list of "surgeries" at which trials and trail riders can sample the National Park bureaucracy in action at ground level. Stage Two of the Peak Plan is to be supplemented by meetings in the locality where we should be represented.

STOP PRESS

The trail known as Mount Famine between Hayfield and Rushup Edge is now a disputed right of way and the Green brothers have been taken to task by the authorities for supposed misuse. The TRF are fighting the case on their behalf as the result will set precedents for many other lanes.

Hollinsclough is now also in jeopardy and it is essential we get a large turnout at the public meeting at Stockport College of Technology at 7.30 on August 3rd to make our protest.

Members interested in marshallng at local scrambles particularly Manchester Eagles events should contact Doreen Rowland as soon as possible. Next meeting - September 4th.

ROCK ON TOMMY

(a grass mud and rock opera by A. Gregory)

Sunday the 19th of June, 1977 started off as countless other Sundays had previously done, with some people getting out of bed, some not getting out of bed and some only just getting into bed. What made this Sunday any different from the others was that a group of human beings calling themselves trail riders were slowly assembling in the centre of Marple.

On arriving we promptly started the day by parking our machines on double yellow lines in the layby reserved as a bus stop. When the full team was assembled and the usual formalities of taccering up and hurling abuse at each other had been performed, we set off to the cries of - Rock on Tommy, and left behind clouds of blue smoke and pools of Bell-Ray and Duckhams on the road.

The route took us towards the Roman Lakes and our first encounter with the enemy. As we passed the farm at the foot of the climb up to Mellor Golf Course, the farmer leapt out at the tail-enders, narrowly missing Dennis who shot past shouting "I can't stop". Glyn was actually grabbed round the waist and was heard shouting those well known words - "Go away, go away" or something similar. After trying to tell him that it was a road and not a bridle path, we proceeded over Cobden Edge, across to Aspenshaw, over to Laneside and into Chinley. Even by this time we had stopped for a rest four times and Mike had fallen off his brand new Suzuki 250 three times. (not really future I.S.D.T. riders!) We then tackled Roych Clough which is a rough track, somewhat similar in parts to the lower part of Hawks Nest trials sections. Glyn's 500 Yamaha started playing up, resulting in John nearly emulating Evel Knievel while trying to bump start it downhill. The route then took us past Eldon Hill quarry, a mad sheep and a cow which seemed to have suicidal tendencies, past a dust-choked hiker and finally by way of Dirtlow Rake and Batham Gate we ended up in Bradwell. We then took the track above Bradwell Edge, annoyed some more hikers, round Shatton Moor and down into Bamford, where we refuelled both the bikes and ourselves. By the time we had all parked up and gone into the pub, we found Russell already sitting down to a pint and a plate of sandwiches!

After spending over an hour drinking, eating and eyeing up the local females passing the pub window we set off again to the sound of belches, four letter words and the usual cries of 'Rock on Tommy'. We climbed out of Bamford and across to Stanage Edge where my climbing experience helped to get me and the bike up the every rocky path with a vertical drop on one side. The track then turned into an ancient Roman Causeway. (I don't know what the cause was but it was certainly going our way). We then passed Redmires Reservoir and crossed Burbage Moor. Here we found a good bit of fast track on which I only just avoided running up Glyn's exhaust by screaming

'Get out of theway', which luckily he did. The next stretch of rough, boggy going across Totley Moor is best forgotten by some. The three tail-enders, Keith, Glyn and Myself, were brought to a halt a short distance past a large rock which was partly hidden by long grass at the side of the track. First of all Keith knocked the return spring off the side-stand on his bike on it then I narrowly missed hitting it, then while we were stopped making repairs, Glyn arrived in great pain after smashing his toe on the same rock. (He later had it x-rayed and found it to be broken).

After this little episode we carried on with more cries of Rock on Tommy, (or perhaps Rock on Toey) and ended up riding through a park called Smeekley Wood where the picnickers came out with comments like "They went the other way", or "Hurry up you're last". We left the park and rode up Greave's Piece which sounds painful and nearly was when Glyn ran into Vernon in a bog hole. (Funny place to run into a friend!) On the way to Baslow, we rode along Baslow Edge and past Wellington's Monument which I thought was an Irish tribute to their national footwear. In Baslow we stopped for refreshment at a shop at the public car-park entrance and again parked on double yellow lines to avoid paying the car-park attendant. Dennis even parked his Bultaco in the bus shelter. After a detour to Calver to refuel we rode through Chatsworth Park (on the road, not the grass), over Beeley Moor and back down to Darley Dale by way of several horses and a narrow track. The run from Darley Dale to Taddington was the only length of road riding all day and was rather boring. In Bakewell, Glyn and Keith left us to return home to their loving wives under the threat of the Spanish Inquisition if they were late.

We left the A6 and headed over Taddington Moor, across the Ashbourne road and onto a very deeply rutted track which had some of us bouncing about more than usual. Meanwhile John and Norman were having yet another of their Bonkey Bowers, Dave Jeremiah duels. The lane brought us to High Wheeldon and from there we took the road round the hills to Booth Farm. The well used track through Washgates led us to another stop for refreshment at the shop near the Traveller's Rest.

From there we headed on by way of Hawks Nest and Three Shires and on through Wildboarclough where we came across Len Eyre and friends playing at Tarzan with the kids. We then wound our way round the lanes, past Macclesfield Forest, down some rocky, wrist breaking tracks, through Rainow, Bollington and on to Pott Shrigley. By this time we had split up into two groups. Myself, John and Norman arrived at the beginning of Red Eye Straight (an old disused railway line), first, after a few minutes Russel and Vernon arrived. They had taken a different route through a farm yard and Vernon thought he had just performed the opening ceremony of a new road when he rode through two pieces of red string which were stretched across the lane. About 5 minutes later Mike arrived without Dennis and looked a bit worried. He had gone the same way a few minutes behind and found the farmer waiting for him. On being asked if he was part of the "Scramble" which the farmer thought had just passed through, and being threatened with prosecution he managed to talk his way out of a sticky situation.

Meanwhile still no Dennis, so Russel went out to look for him but he had only been delayed by engine trouble. Luckily he had not gone through the farm yard. It was now about seven o'clock and Norman had left because he was about one and half hours late for his tea and said he would cop it off the girlfriend if he didn't get back. It was only now that we found out that Mike should have gone home at two o'clock!

Eventually we started down Red Eye Straight from a mass speedway start which had mud and water flying everywhere. All day long my little Yamaha had shown a dislike for water and this was the last straw. After every puddle I had to stop and wipe the plug and H.T. lead before I could carry on. All in all about half a dozen times in two hundred yards. When I eventually reached the dry stretch I gave the bike a fistful to get my own back on it.

Unfortunately the others had not warned me about a ditch and mound of earth which stretched across the full width of the cutting. By the time I realised what it was, I was floating through the air but somehow just managed to hang on. (Yet another brown trouser job). We eventually left the railway line at the old High Lane station and once back on the main road we went our separate ways faced with the job of washing all the mud of both bikes and ourselves.

During the day we covered one hundred and twenty miles, of which about one hundred miles were green lanes. We had all had a really enjoyable days' trail riding which had not been all that non eventful, leaving Glyn with a broken toe and most of us with sore backsides, of which Vernon's description is unrepeatable in print. Special attention should be drawn to the performance of both Glyn and Keith who did a great job riding their heavy four stroke thumpers over some really hard going.

The only thing left to say now is Rock on Tommy!

Andy, John, Glyn, Mike, Keith, Vernon, Russel, Norman and Dennis.

P.S. The articles printed in the newsletter are not necessarily compatible with the views of the editor or the Manchester 17 Motor Cycle Club. ED.

FUTURE OUTLOOK FOR TRIALS

Peak Park Threat to Motor Cyclists

Do you enjoy motorcycling in the Peak National Park? If so, are you aware of the recreational proposals of the Peak Park Joint Planning Board who have prepared a new structure plan for the Park's future. They invite public comment on their proposals before their recommendations are submitted for parliamentary approval. Once the final plan is approved by parliament, it is too late to protest!

The draft plan states "noisy sports or untraditional events which attract many spectators are not generally compatible with Park objectives". This is rather vague but is an obvious threat to our sport and could easily be interpreted as meaning to ban all off-the-road motorcycling activity on the grounds of it being both noisy and untraditional.

Copies of the structure plan can be obtained free, from the National Park Office, Aldern House, Baslow Road, Bakewell, Derbyshire, tel. Bakewell 2881 or from main post offices and local libraries in the area of the Peak National Park. Surgeries are being held for people to comment, open from 2pm to 7pm on weekdays, as follows:-

Thursday 28th July - Warslow Village Hall.
Monday August 1st - Holme Institute.
Tuesday August 3rd - Bradfield Council Offices.

The following public meetings are being held, at 7.30pm:-

Wednesday July 27th - Sheffield - Memorial Hall (rear of City Hall)
Wednesday August 3rd - Stockport - College of Technology.

The more people who attend and voice their concern for motorcycling, the better chance we have of consideration. So hurry up - the last public meeting is August 3rd. If you have anything to say - say it now!

Downgrading of By-ways

The Department of the Environment represented by Staffordshire County Council are to hold a local enquiry on Tuesday, 6th September on the proposed downgrading of several by-ways now open to motorcyclists. Hollins Clough and Three Shires are included as proposed by-ways to be downgraded. Anyone with any objections or interests can attend. The venue is Leek Town Hall, at 10.30am. Further information can be obtained from Dave Rowland.

Ammunition for the Opposition

The anti-motorcyclists are on the lookout for irresponsible riding and two recent events have played right into their hands. One was a recent Cheshire Centre Championship trial which had such a tight time limit that it became a time and observation trial. Riders were charging along Peak Park roads just missing ramblers, horse-riders and anything else which got in their way. The anti-brigade had a field day.

The recent popularity of time limits is very good for observers but at the moment is somewhat ill-timed.

Even our friends are getting upset. Derek Robinson, landowner of Hawks Nest threatened at our open-to-centre trial on June 12th that Manchester 17 would no longer be able to use his land because spectators on trail and trials bikes were using his land as a motorcross circuit.

We are now at a critical time. We need all the friends that we can get. Treat landowners' property with respect and impress everyone that we are kind, courteous, responsible individuals, not a load of tearaways who go burning-up the countryside.

Henry Rosenthal

* Club dealers

Please accept our apology for the absence of your advertisements which should have appeared on the inside cover of this issue and for the next three years but the freelance commercial artist who is doing the job (M.C.) has not come up with the goods! Perhaps he is holding out for a fee (a fee?)!

* FOR SALE

175 Honda 'M' Reg. Immaculate condition. 2,500 miles. Top Box, Crash Bars. British tyres. £325. Pete Steckles 061-480-5049.

* Sorry - Enduro reports never arrived - Paul?

* Arthur Edwards is trying to trace the following club trial award winners. Would they or their friends arrange to inform him of their addresses and or collect. Arthur (432-0951) also has some 1976 Awards which could be collected at a trial by arrangement to save costs.

February 1975 - J. Davidson	2nd Junior Class
January 1975 - D. Evans	2nd Intermediate
Boxing Day 1975 S. Hepworth	1st Class Novice Award

LATE EXTRA Thanks to Arthur Edwards for the speedy help with printing.

British Long Track Grand Prix - Hereford Racecourse - Sunday 24th July saw Dave Nurse, Dave Tattersall, Dave Effer, Rick Innocent, John Delves and I leaving the club at 9.00. Four hours later we were ensconced in the huge crowd at Hereford watching the world's best long track men.

Egon Muller won the solo title with five unbeaten rides. Hans Wasserman beat Peter Collins for second place. British Champions Ted Scott and John Atkinson won the sidecar. After 7 hours racing we left the circuit but had a disjointed ride home culminating in heavy rain and delays when we became separated. Arrived home 00.30 hrs.

ED